



GREATER MADISON  
**mpo**

October 2022

Madison Metropolitan Area and Dane County  
**2023-2027 TRANSPORTATION  
IMPROVEMENT PROGRAM**

Madison Metropolitan Area and Dane County

# Transportation Improvement Program

2023 - 2027

**October 2022**

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

# Greater Madison Metropolitan Planning Organization

## Policy Board

Mark Opitz, Chair  
Doug Wood, Vice Chair  
Richelle Andrae  
Phil Caravello

Paul Esser  
Steve Flottmeyer  
Grant Foster  
Barbara Harrington-McKinney  
Tom Lynch

Jerry Mandli  
Nasra Wehelie  
Kristi Williams  
Vacant  
Vacant

## Staff

William Schaefer  
*Planning Manager*

Bill Holloway  
*Transportation Planner*

Dan Seidensticker  
*GIS Specialist*

Zia Brucaya  
*Transportation Planner*

Ben Lyman  
*Transportation Planner*

Sherry BonDurant  
*Administrative Clerk*

Colleen Hoesly  
*Transportation Planner*

David Kanning  
*Transportation Planner*



U.S. Department  
of Transportation  
**Federal Transit  
Administration**



U.S. Department  
of Transportation  
**Federal Highway  
Administration**



GREATER MADISON  
**mpo**  
CONNECTING PEOPLE, PLACES & OPPORTUNITIES

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 2022 Resolution No. 8

### Adopting the 2023-2027 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

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

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

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

**WHEREAS**, working with local units of government, Wisconsin Department of Transportation (WisDOT), Metro Transit, and other implementing agencies, the Greater Madison MPO has prepared a coordinated, comprehensive listing of transportation improvement projects proposed to be implemented over the next five years, including a priority list of proposed federally supported projects to be undertaken in 2023-2027; 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 7; 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 *2023–2027 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, which incorporates the changes to the Draft TIP, dated August 2022, listed in the Addition/Change Sheet, dated October 6, 2022, and provides specific approval of the listed 2023-2026 projects, including the Priority Surface Transportation Block Grant (STBG)—Urban Projects for 2023-2027; 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 2023 through 2026 listed projects utilizing federal funding (many of which had earlier received favorable A-95 reviews);

---

<sup>1</sup> 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 *Connect Greater Madison: 2050 Regional Transportation Plan*, adopted in May 2022, the currently adopted regional transportation plan, and additional sub-element plans incorporated as part of the plan.

October 12, 2022

Date Adopted



Mark Opitz, Chair

# Table of Contents

Summary of Transportation Improvement Program Major Anticipated 2023–2027 Projects.....	i
Introduction.....	1
Federal Transportation Programs.....	3
Major Federal-aid Highway Programs under the IIJA, aka BIL.....	3
Project Selection for Federal and State Transportation Funding.....	4
Selection Process for Federal Funding Sources Available to Local Transit and Highway Projects.....	5
List of Obligated Projects.....	7
TIP Amendment Process.....	7
Expedited Project Selection Procedures.....	7
2023–2027 Madison Area STBG–Urban Projects.....	9
Key Sources of Funds.....	11
Madison Metropolitan Planning Area Project Listings.....	13
Rideshare.....	13
Parking Facilities.....	15
Pedestrian/Bicycle.....	17
Transit Capital.....	29
Transit Operating.....	33
Streets/Roadways.....	35
Outer Area Project Listings.....	59
Streets/Roadways.....	59
Attachments.....	
Attachment A: Selection Process for Surface Transportation Block Grant (STBG)- Urban Program.....	A-1
Attachment B: Financial Summary Information.....	B-1
Attachment C: Past Transportation Improvements.....	C-1
Attachment D: Environmental Justice Analysis of the 2023–2027 Transportation Improvement Program.....	D-1
Attachment E: Analysis of Anticipated Effect of TIP Toward Achieving Federal Performance Measure Targets.....	E-1
Attachment F: Summary of Public Comments Received on the Draft '23–'27 Transportation Improvement Program.....	F-1
Attachment G: Procedure for Preparing and Amending the Transportation Improvement Program.....	G-1

The preparation of this document has been financed in part by funds from the Federal Highway Administration and Federal Transit Administration, U.S. Dept. of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code, and by the Wisconsin Department of Transportation. The contents of this report do not necessarily reflect the official views or policy of the U.S. Dept. of Transportation.

# Summary of Transportation Improvement Program

## Major Anticipated 2023-2027 Projects

Following is a listing of major programmed transportation improvement projects, which are included in the 2023–2027 Transportation Improvement Program (TIP). More detailed project descriptions and information on costs, funding sources, and anticipated timing are included in the full project listings in the report. An asterisk (\*) following the project indicates it has programmed Federal transportation funds, requiring MPO approval.

### Rideshare and Parking Projects

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

### Pedestrian and Bicycle Projects

- 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) (STH 113 to Woodland Drive)\*
- Bike Share Expansion (City of Fitchburg)\*
- Fitchrona Road Bike Lanes and Path (Lacy Road to Nesbitt Road)
- Lacy Road Path (Fitchrona Road to Badger State Trail)
- Seminole Highway (Lacy Road to Schuman Drive) & Lacy Road (Seminole Highway to Savannah Oaks MS) Paths
- Whalen Road Bike Lanes (Fitchrona Road to Fish Hatchery Road)
- Autumn Ridge Path (Portland Parkway to Ziegler Road) and Bridge over USH 30\*
- Bike Share Expansion (City of Madison)\*
- Badger Rusk Path\*
- Cannonball Trail (Railroad to Bowman Field)
- Hermina Street Bridge over Starkweather Creek
- Madison Pedestrian/Bicycle Safety Education and Coordination\*
- Madison Safe Routes to School Plan\*
- Old Middleton Road Underpass – Replace Knoche’s Underpass
- Troy Drive RR Bridge
- West Towne Path Phase 2 (High Point Road to Zor Shrine Road)
- West Towne Path Phase 3 (Commerce Drive to Junction Road)\*
- West Main Street (Proudfit Street to Carroll Street) Bicycle and Pedestrian Improvements\*
- East Washington Ave. Bicycle Mitigation (improvements in parallel corridors to offset loss of bike lanes due to BRT in weekday peak period)
- North Mendota Trail Wayfinding Signs and Green Crosswalks– East Segment in Middleton (Highland Way to East City Limits along Century Avenue)
- Pleasant View Road Corridor Path (USH 14 to Timber Wolf Trail)\*
- S. Fourth Street Corridor Path (Milwaukee Street to Isham Street)\*
- Jefferson Street Bridge (Pedestrian Bridge Deck Replacement)
- Yahara River Trail Settler’s Point Segment (along Yahara River, starting at CTH N/CTH B)
- Yahara River Trail (Water Street to 4th Street)
- Yahara River Trail Extension Planning\*
- Virgin Lake Trail Reconstruction (Jackson Street to Roby Road) & Extension (Roby Road to 51 West Development)
- N. Bird Street Path and RRFBs (Existing Path to 1,280’ S of Egge Road)\*
- N. Bird Street Corridor Path and Cycletrack on USH 151 Bridge (STH 19 to USH 151)\*
- Commercial Avenue Bike Path (S. Bird Street to Kroncke Drive) Replace, Widen Path\*
- Grove Street Path (Robin Drive to S. Musket Ridge)
- Sheehan Park Scenic Point Trail Link (Sheehan Park to Heritage Court)
- Vision Zero Action Plan (Sun Prairie)\*
- Ice Age Trail Extension (CTH M to Arbor Vitae Place)
- Military Ridge State Trail (Old CTH PB to USH 18/151), Pave Trail
- CTH BB/Buss Road Path Extension
- North Street (CTH V) Corridor Path (Main Street to USH 51)
- DeForest Schools Safe Route Path, Construct New Path Connecting High and Middle Schools\*
- Oregon Bicycle & Pedestrian Transportation Study\*
- Windsor Road Path (Charlie Grimm Road to CTH CV)\*
- 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 BRT\*
  - Roadway Improvements including Transit Signal Priority (TSP)\*
  - Construction of BRT Stations\*
  - New 60-Foot Articulated Electric Buses for BRT\*
- BRT Maintenance Facility
- North-South BRT Planning & Design\*
- North-South BRT Construction
  - Roadway Improvements, TSP, and Stations [Note: Will seek federal Small Starts grant]

### Metro Transit Capital Projects

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

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

- Madison Paratransit Eligibility Determinations & Path of Travel Supports\*
- Dane County Dept. of Human Services – Mobility Management & Travel Training Program\*
- Dane County Accessible Taxi Service – Purchase of New Accessible Vehicles\*
- Newbridge Madison – Purchase of New Accessible Vehicle\*
- Options in Community Living – Purchase of New Accessible Vehicle\*
- YWCA Madison Inc. – Purchase Software\*
- YWCA Madison Inc. – Purchase of New Accessible Vehicle and Non-Accessible Vehicle\*

### 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

### Federal STBG – Urban Program Grant:

- Transit Shelter Procurement (City of Fitchburg)\*

## Streets and Roadways

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

#### WisDOT

- W. Beltline PEL & EIS Studies\*
- Interstate 39/90/94 (USH 12/18 to STH 60) Preliminary Engineering to Environmental Document/EA
- Interstate 39/90/94 (Madison to Portage) (0.55 miles S of CTH V to NCL) Resurfacing\*
- Interstate 39/90/94 (River Road Bridge) Partial Bridge Deck Replacement with Girder Replacement (SB)
- Interstate 39/90 (S. Beltline to STH 16) Planning, Safety, and Operations Study\*
- Interstate 39/90 (CTH BB/Cottage Grove Rd/CTH BB and Hanson Road Bridges) Preventative Maintenance\*
- 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 (Pleasant View Road) Intersection Improvements\*
- USH 14 (Deming Way) Intersection Improvements\*
- USH 18/151 (Town Hall Road to CTH PD) Overlay and Pavement Repair\*
- USH 51/Stoughton Road (Terminal Drive to STH 30) Preliminary Planning Pre-NEPA
- USH 51/Stoughton Road (STH 30 to STH 19) Preliminary Engineering through Environmental Document
- USH 51/Stoughton Road (USH 151 to Pierstorff Street) Pavement Rehabilitation (NB Lanes)\*
- USH 51 (CTH B/CTH AB Intersection) Construct Roundabout\*



- USH 51(Spring Street to 5<sup>th</sup> Street; Harrison Street to Jackson Street; Roby Road to Exchange Street; 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 113 (Sunset Lane to CTH V) Pavement Replacement\*
- STH 113 (Knutson Drive to STH 19) Mill and Pavement Overlay)\*
- STH 113 (South of Verleen Road) WSOR RR Signal Work\*
- E. 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 A (USH 14 to STH 138) Resurfacing
- CTH BB Koshkonong Creek Bridge Reconstruction\*
- CTH CC/Jefferson Street (Ash Street to CTH D) Resurfacing
- CTH CV/Lake Road (STH 19 to Vinburn Road) 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 MN Door Creek Bridge (Reconstruction)\*
- CTH N Koshkonong Creek Bridge (Reconstruction)\*
- CTH S (Pioneer Road to Pleasant View Road) Resurfacing

#### **City of Fitchburg**

- Fitchrona Road (Lacy Road to Nesbitt Road) Reconstruction
- Fitchrona Road (680' north of Whalen Road to 2,650' south of Whalen Road) Resurfacing w/Bike Lanes
- Irish Lane (CTH D to S. Syene Road) Reconditioning w/ Buffered Bike Lanes
- Lacy Road (Fitchrona Rd to Seminole Hwy.) Reconstruction to Urban Cross section w/Buffered Bike Lanes and Path
- S. Syene Road (Aurora Ave. to Nannyberry Park; Nannyberry Park to W. Clayton Rd. ) Reconstruction to Urban Cross Section W/ Bike Lanes
- S. Syene Road (McCoy Road Intersection) Reconstruction\*

#### **City of Madison**

- Atwood Avenue (S. Fair Oaks Avenue to Cottage Grove Road) Reconstruction\*
- S. Blair Street (USH 151)/John Nolen Drive (East Wilson Street/Williamson Street Intersection) Intersection Safety Improvements\*
- Gammon Road/Watts Road -- Intersection Improvements\*
- John Nolen Drive (Lakeside Street to North Shore Drive) Reconstruction and Widen Path\*
- John Nolen Drive (Lakeside Street to Olin Avenue) Reconstruction and Ped/Bike Improvements
- Mineral Point Road (Beltline Highway to S. High Point Road) Pavement Replacement w/ Path\*
- Outer Capitol Loop South (Martin Luther King Jr. Boulevard. to S. Webster Street) Reconstruction
- University Avenue (Shorewood Boulevard to University Bay Drive) Reconstruction w/ Bike Lanes\*
- S. Whitney Way (Odana Road Intersection) Intersection Improvements\*
- Wilson Street (Martin Luther King Jr. Boulevard 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 Road with Bike Lanes and Shared-Use Path\*
- Spring Hill Drive (Lynn Street to Algonquin Drive) Resurfacing
- N. Westfield Road (Parmenter Street to S. City Limits) Resurfacing

#### **City of Monona**

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

### **City of Stoughton**

- Academy Street (East Street to E. South Street) Reconstruction
- S. Fourth Street (Main Street to River Bridge) Resurfacing
- S. Fourth Street (Milwaukee Street to Isham Street) Reconstruction w/ Path\*
- Jackson Street (USH 51 to Kings Lynn Road) and Nygaard Street (Jackson Street to Buckingham Road) Resurfacing w/ Path
- Lincoln Avenue (CTH B to Kriedeman Drive) and Kriedeman Drive (Lincoln Avenue to Norse Parkway)
- Racetrack Road (USH 51 to CTH A) Reconstruction
- Roby Road (Nygaard Street to Kings Lynn Street) Resurfacing
- East South Street (Fourth Street to Academy Street) Reconstruction
- Wilson Street (Van Buren Street to Lincoln Avenue) Resurfacing

### **City of Sun Prairie**

- N. Bird Street (STH 19/Windsor Street to USH 151) Reconstruction with Cycle Track and path\*
- N. Bird Street (Vandenburg Street to Stonehaven Drive) Reconstruction w/ Path Expansion
- Broadway Drive (St. Albert the Great Drive to Stonhaven Drive) Pavement Rehabilitation
- Clarmar Drive – Extend to Bailey Road
- Linnerud Drive (O’Keefe Avenue to Clarmar Drive) Pavement Rehabilitation
- E. Main Street (Bristol Street to Church Street; Dewey Street to Wood Violet Lane) Pavement Replacement
- Main Street (Walker Way, Bird Street, Linnerud Drive) Intersections – Intersection Improvements\*
- O’Keefe Avenue (Sunfield Street to Summerfield Way) Pulverization and Replacement of Pavement
- O’Keefe Avenue (McCoy Road Intersection) Intersection Improvements\*
- N. Thompson Road (W. Main Street to St. Albert the Great Drive) and St. Albert the Great Drive (CTH C to N. Thompson Road) Resurfacing, Partial Reconstruction w/Bike Lanes & Partial Path Segment\*
- Vandenburg Street (N. Pine Street to N. Bird Street) Reconstruction
- Windsor Street/STH 19 (North Thompson Road and Davison Drive Intersections) Reconstruction\*

### **City of Verona**

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

### **Village of Cottage Grove**

- S. Main Street (Clark Street South to 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
- E. Holum Street (Stevenson Street to Johnson Street) Reconstruction
- River Road (South Street to relocated River Road) Reconstruction
- South Street (Hill Street to S. Main Street) Resurfacing
- Vinburn Road (North Towne Road to RR) 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 Eighth Road) Reconstruction
- Terminal Drive (1,300 ft north of Ivywood Trail to USH 51) Reconstruction
- Valley Drive (Siggelkow Road to Ridge Road) Resurfacing

### **Village of Shorewood Hills**

- Lake Mendota Drive – Replace Lake Mendota Tributary Bridge

### **Village of Waunakee**

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

### **Village of Windsor**

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

### **Town of Burke**

- Hoepker Road (CTH CV to USH 51) Pavement Replacement
- Rattman Road (Portage Road to Hoepker Road) Pavement Replacement

## **Town of Middleton**

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

## **Town of Sun Prairie**

- Bailey Road (Forward Drive to Grove Street/CTH N) Reconstruction

## **Outer County Area (Information Purposes Only)**

## **Pedestrian and Bicycle Projects**

### **Village of Belleville:**

- Belleville Schools Safe Route Path Study\*

### **Village of Marshall:**

- STH 73 Path\*

### **Village of Edgerton:**

- Edgerton School District Safe Routes to School Plan\*

## **Streets and Roadways**

### **WisDOT**

- Interstate 94 (CTH N to Airport Road) Resurfacing\*
- STH 19 (STH 78 to USH 12) Resurface\*
- STH 19 (Wood Violet Lane to Maunasha River Bridge) Resurfacing\*
- STH 73 (Shaul Lane to School Street) Pavement Recondition/Mill and Overlay\*
- STH 113 (Sunset Lane to CTH V) Pavement Replacement\*
- STH 113 (CTH V to CTH P) Pavement Replacement\*
- CTH 113 (CTH P/CTH V Intersection) Intersection Improvements\*

### **Dane County**

- CTH A (Badfish Creek Bridge) Reconstruct Bridge over Badfish Creek\*
- CTH A (Koshkonong Creek Bridge) Reconstruct Bridge\*
- CTH A (Saunders Creek Bridge) Reconstruct Bridge\*
- CTH A (CTH G to STH 92) Resurfacing
- CTH BB (STH 73 to East County Line) Resurfacing
- CTH BB (Koshkonong Creek Bridge) Reconstruction\*
- CTH E (German Valley Bridge) Reconstruct Bridge\*
- CTH G (Mt. Vernon Cr. Bridge) Reconstruct Bridge\*
- CTH G (W. Br. Sugar River Bridge) Reconstruct Bridges\*
- CTH J (CTH S to Old Military) Resurfacing
- CTH JG (West Branch Sugar River Bridge) Reconstruct Bridge over Sugar River\*
- CTH PQ (Koshkonong Creek Bridge) Reconstruction\*
- CTH TT (Maunasha River Bridge) Reconstruction\*
- CTH V (Snowy Owl to USH 151) Resurfacing\*
- CTH Y (Dunlap Creek Bridge) Reconstruction\*
- CTH Y (Black Earth Creek Cr Bridge) Reconstruction\*

### **Town of Rutland**

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

This Page Intentionally Left Blank

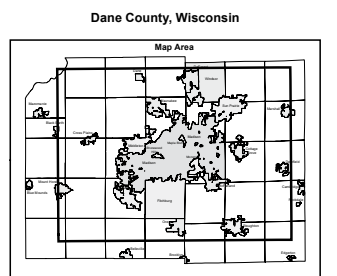
# 2023 - 2027 Transportation Improvement Program

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

- Year Programmed**
- 2023
  - 2024
  - 2025
  - 2026
  - 2027
- ◆ Existing Bicycle Over/Underpass
  - Existing Bike Path
  - - - MPO Planning Boundary

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

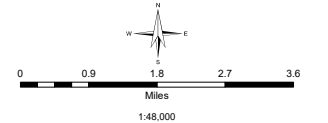
Note: Year of construction shown. See project listings for information on obligation of federal funding.



Prepared by staff to the:

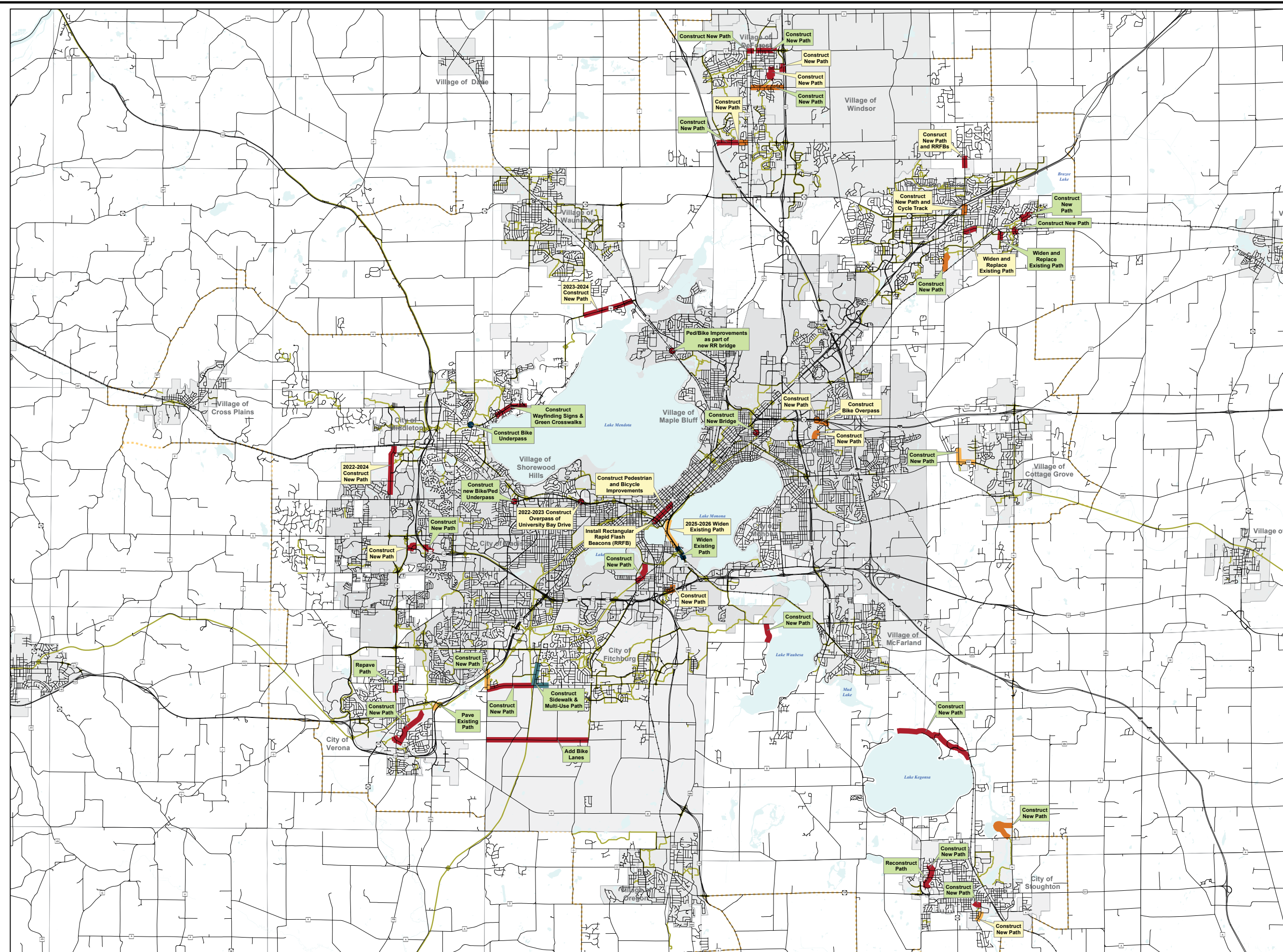


Date Revised: 11/3/2022



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

Source Info:  
Street Base: 2022 (MATPB, DCLIO)  
Hydrography: 1200, 1:24,000 (WISNR)  
CAD Division: Limits, 2022; Annotations Records (DCLIO)  
Transportation Improvement Program: 2023 - 2027 (Greater Madison MPO)



# 2023 - 2027 Transportation Improvement Program (Major Roadway Projects in the Madison Metropolitan Planning Area)

## Year Programmed

2023

2024

2025

2026

2027

Study

MPO Planning Boundary

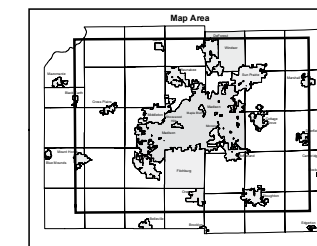
Reconstruction **Programmed Federal Funding**

Reconstruction **State and/or Local Funding Only**

Reconstruction **Red Text Denotes Planned Major Capacity Expansion Project**

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

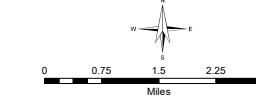
Dane County, Wisconsin



Prepared by staff to the:

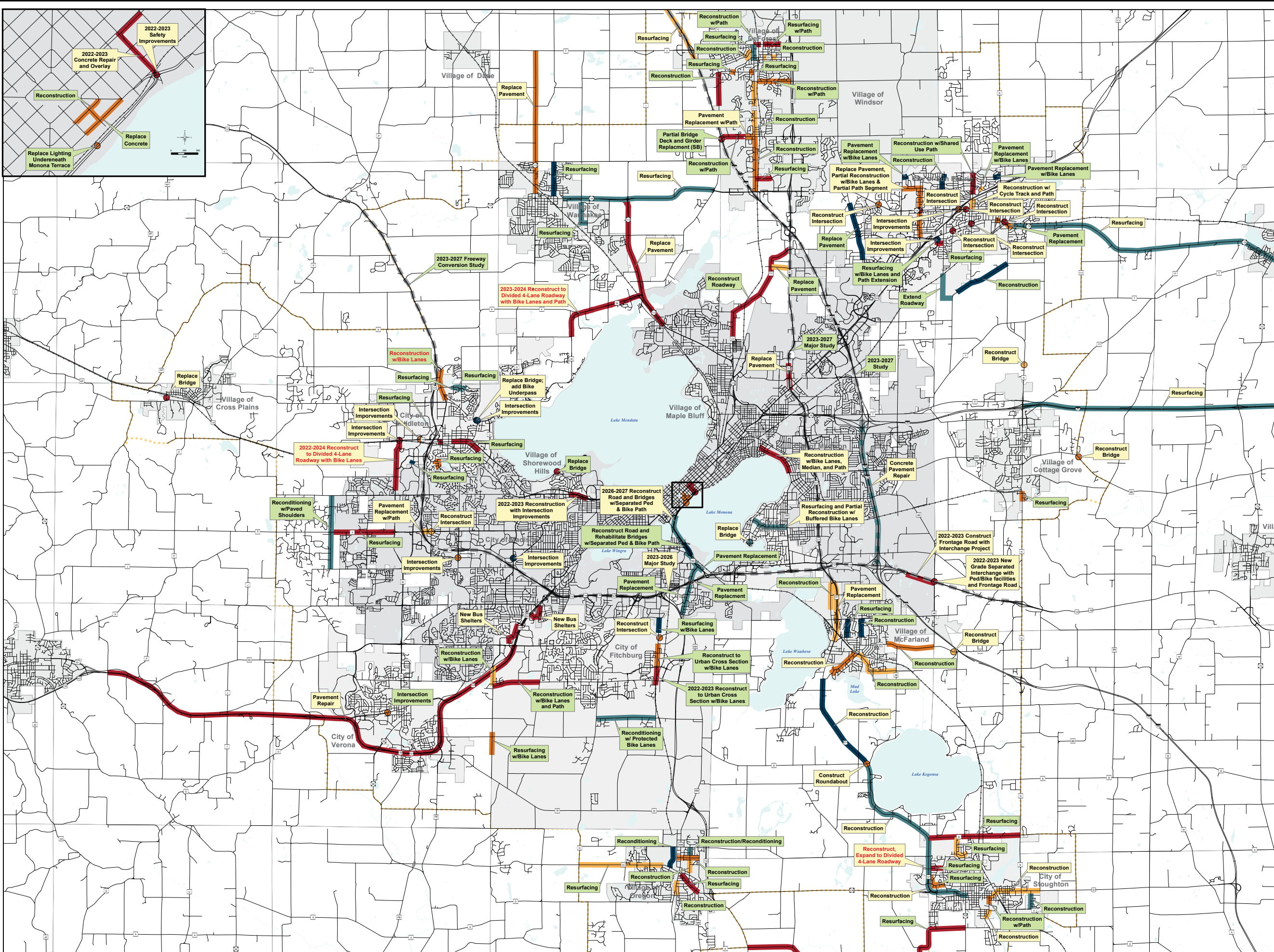


Date Revised: 11/3/2022

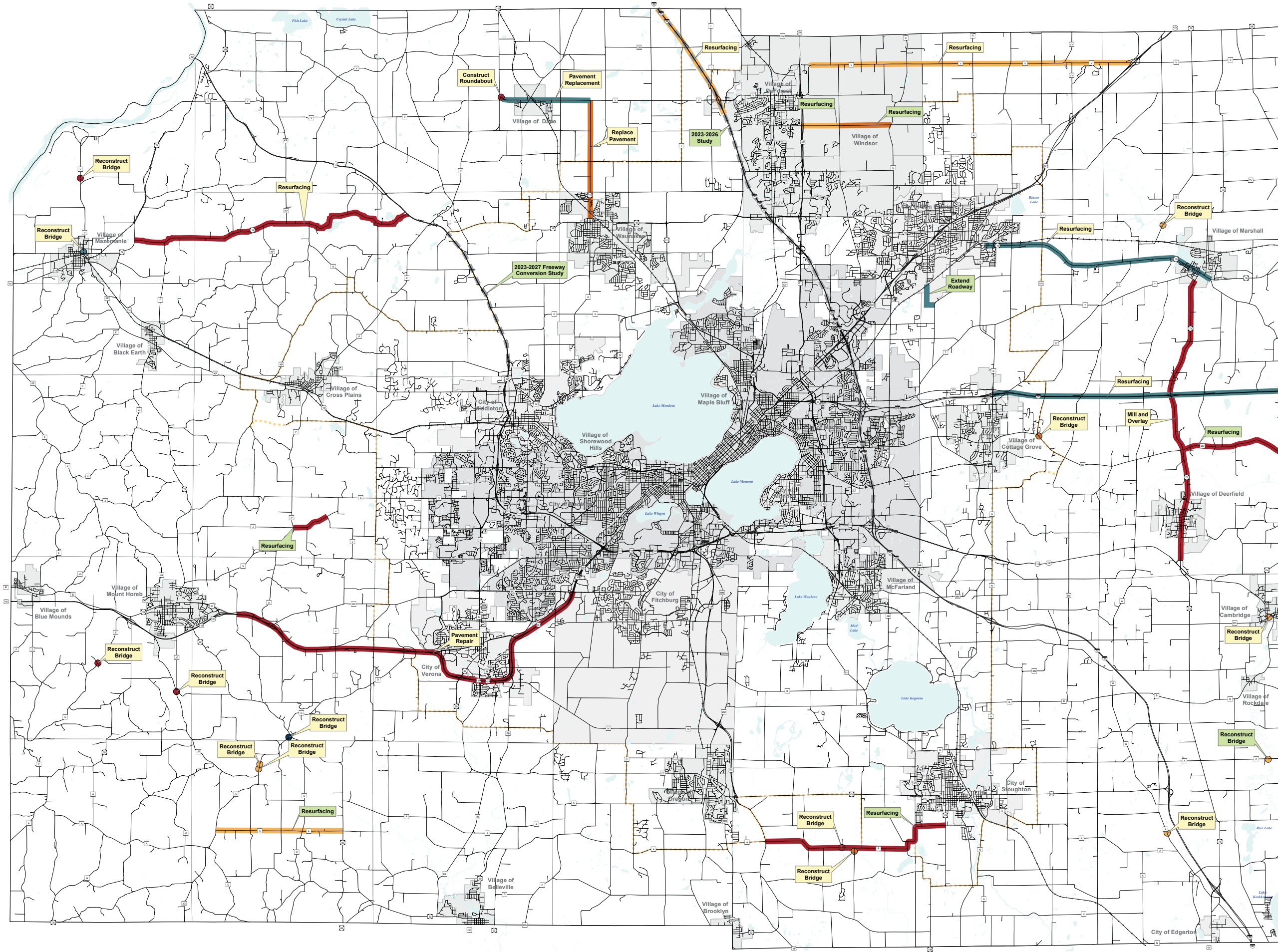


Coordinate System: NAD 1983 HARN WISCONSIN Dane County Feet  
Projection: Lambert Conformal Conic

Source Info:  
Street Base: 2022 (MAPFB, DCLIO)  
Hydrography: 12000, 1:24,000 (WISCONSIN)  
Civil Division Limits: 2022, Assessor's Records (DCLIO)  
Transportation Improvement Program: 2023 - 2027 (Greater Madison MPO)



# 2023 - 2027 Transportation Improvement Program (Major Roadway Projects in the Outer Dane County Area)

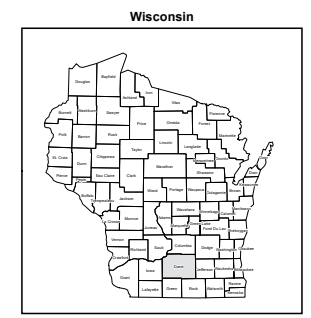


- Year Programmed**
- 2023
  - 2024
  - 2025
  - 2026
  - 2027
  - Study
  - MPO Planning Boundary

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

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

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



Date Revised: 11/3/2022



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

Source Info:  
Street Base: 2022 (MATPB, DCLIO),  
Hydrography: 2020, 1:24,000 (WISCRS),  
Civil Division Limits: 2022, Annotation Records (DCLIO),  
Transportation Improvement Program: 2023 - 2027 (Greater Madison MPO).

# Introduction

This document presents an updated listing of short-range transportation improvement projects anticipated to be undertaken in the period from 2023 through 2027 in the Madison Metropolitan Area & Dane County. Inclusion in this coordinated program is required to make projects eligible to receive Federal funding assistance in the Madison Metropolitan Planning Area. Outer area projects are separately listed for informational purposes.

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

This coordinated listing has been prepared as a cooperative staff effort by state and local implementing agencies and the staff of the Greater Madison MPO (Metropolitan Planning Organization), and is primarily based upon state and local capital improvement programs and budgets. Implementing agencies have submitted their listings of proposed projects to MPO staff to coordinate into a comprehensive listing of proposed major transportation improvements, with indications of scope, cost, funding, and timing. This listing is subject to review by the MPO Technical Coordinating Committee, MPO Policy Board, and local units of government. The MPO strongly encourages public participation in the development of all projects, including those for which Federal funding is being sought. The MPO also provides several opportunities for public involvement, including a public hearing, in the development of the Transportation Improvement Program (TIP) for the region.\* Following refinements and action by the MPO Policy Board, this document is submitted to appropriate state and Federal agencies as an indication of transportation improvement projects anticipated to be undertaken in this area, particularly for years 2023, 2024, 2025, and 2026. By annually pursuing this procedure, an up-to-date program of transportation projects is ensured.

Project listings for years 2023 through 2026 are of particular importance in this program, since necessary funding has been, or is expected to be, sought to implement these projects. These first four-year listings are further intended to meet the rules and requirements of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as they relate to the Madison Metropolitan Planning Area. These rules generally indicate that projects must be included among the listings of projects to be considered by the Federal agencies for possible funding. FHWA and FTA consider projects in the fifth year as informational.

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

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

The tables on pages 13 through 63 present the transportation improvement projects through 2027 in separate listings for the Madison Metropolitan Planning Area and the Outer Area. In each listing, activities are categorized as follows:

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

---

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



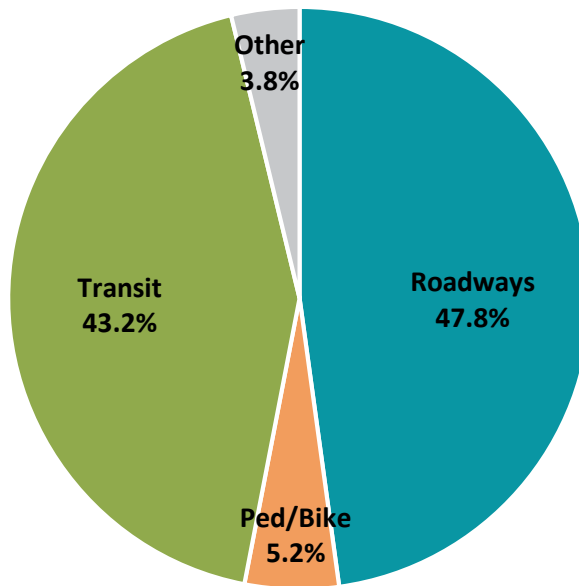
Shading of the project description indicates those projects programmed with Federal funds. State and locally funded projects and those planned, but without programmed funding, are included for information and coordination purposes. Projects are listed by primary project sponsor in each category, such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

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

### Funding by Transportation Mode and Project Type

The following charts show the percentage of total programmed funding in Dane County by transportation mode (i.e., Roadways, Transit, Ped/Bike, Other) and roadway project type (i.e., Maintenance/Preservation, Capacity Expansion, Safety/TSM). Programmed funding includes federal, state, and local funding for 2023-2027.

**2023-2027 Transportation Improvement Program for the Dane County Area  
Percentage of Programmed Funding by Mode**

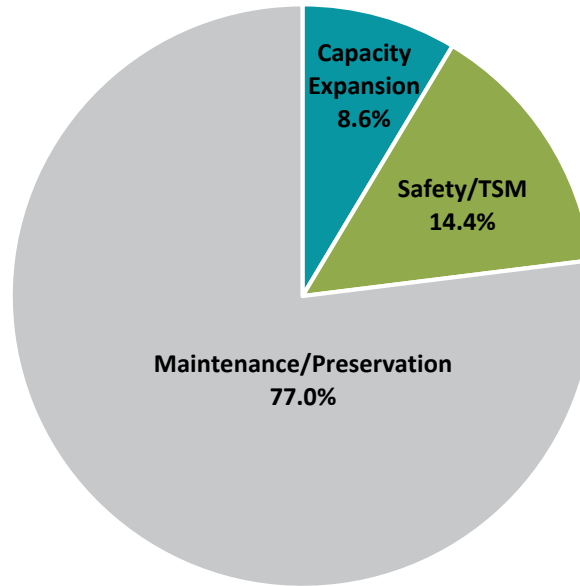


<sup>1</sup> "Other" includes rideshare/planning activities and City of Madison parking facilities.

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 2025. Excludes State highway projects that are mostly outside Dane County.

**2023-2027 Transportation Improvement Program for the Dane County Area  
Percentage of Programmed Streets/Roadway Funding by Project Type**

<sup>1</sup> 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).

**Federal Transportation Programs**

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

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

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

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

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

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

### Project Selection for Federal and State Transportation Funding

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

The amount of Federal funding available for state and local transportation projects is determined by Federal authorization bills, annual Federal appropriations bills, and, along with state funding, is established in the state biennial budget. The biennial budget is prescriptive with regard to Federal and state funding available for different types of transportation projects.

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

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

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

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

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

- **FTA Section 5307 Urbanized Area Formula Funding.** FTA Section 5307 funding is available for transit operators within urbanized areas to fund transit capital, or capitalized maintenance, projects. FTA announces annually the amount of FTA Section 5307 funding that will be allocated to urbanized areas having a population of 200,000 or more, including the Madison urbanized area. Metro Transit is the designated recipient of this funding and responsible for selection of projects in cooperation with the MPO. The MPO has worked with Metro in the past to distribute some funding to municipalities that are not part of the Metro service area, such as Stoughton and Sun Prairie (now in the service area). Projects selected by Metro Transit are provided to the MPO for review and approval and the MPO also solicits input on the projects from local transit providers and others on behalf of Metro.
- **FTA Section 5337 State of Good Repair Funding.** FTA announces annually the amount of FTA Section 5337 funding to assist transit operators in maintaining their fixed-guideway transit systems (rail or bus on dedicated lane). The State of Good Repair Grants Program (49 U.S.C. 5337) provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans. Metro Transit is the recipient of FTA Section 5337 funds.
- **FTA Section 5339 Bus and Bus Facilities Program Funding.** FTA announces annually the amount of FTA Section 5339 funding available to capital bus and bus facilities projects statewide and to urbanized areas with populations of 200,000 or more, such as Madison. The program provides funding for capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Metro Transit is the recipient of FTA

Section 5337 funds that are distributed by formula. Metro has also applied in the past for discretionary funds under that part of this program, including the subprogram for purchase of low or no emission vehicles.

- FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program Funding. The purpose of the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program is to enhance mobility for seniors and persons with disabilities by providing funds for projects or programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. FTA announces annually the amount of FTA Section 5310 funding available to urbanized areas with populations of 200,000 or more, such as Madison, and statewide. Since the enactment of MAP-21 in 2012, FTA Section 5310 program has required the designation of at least one recipient in large urbanized areas and a determination of a method for distributing the funding. In 2015, Metro Transit was named the designated recipient for Section 5310 funding allocated to the Madison urbanized area. Metro is the designated recipient for other FTA funds and has the legal, financial, and staffing capabilities to receive and administer federal funds. As the designated recipient, Metro Transit is responsible for administering grant agreements, applying for federal funds, and satisfying documentation and reporting requirements. However, the MPO selects the projects for funding. WisDOT solicits, evaluates, and recommends projects separately for 5310 funding available to projects in areas outside of the large urbanized areas.
- FHWA Surface Transportation Block Grant Program – Madison Urbanized Area (STBG – Urban) Funding. Starting with the 2016–2020 program cycle, the MPO has solicited projects biennially for FHWA STBG–Urban funding. The STBG (formerly STP) provides flexible funding that may be used for projects to preserve and improve the conditions and performance on any Federal-aid roadway (i.e., classified as an arterial or collector), for bridge projects on any public road, for pedestrian and bicycle infrastructure or programs, and for transit capital projects. Eligible recipients are Dane County and local units of government. As a large MPO, the Greater Madison MPO receives a sub-allocation of funding under the program, referred to as STBG – Urban, and selects the projects for funding. The MPO’s annual allocation of funding had been \$6.86 million per year, but was increased to \$8.99 million under the IJJA. Two supplemental solicitations for projects using the additional FY 2022–2026 funding were sent out this year. The map on page 8 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 9 lists the already approved priority projects for 2023–2027 to fund under the STBG – Urban program and the proposed new priority projects to fund using the supplemental funding for FYs 2023–2026 under the IJJA. Other candidate projects are also listed. These projects could be funded if additional funding becomes available or an approved project is canceled or delayed.

- FHWA STBG Transportation Alternatives Set Aside Program Funding. The Moving Ahead for Progress in the 21st Century Act (MAP-21) established the Transportation Alternatives Program (TAP), which replaced the funding from some previously separate federal programs, including Transportation Enhancements (TE), Safe Routes to Schools (SRTS), and Recreational Trails, consolidating them into a single funding source. As a result, WisDOT incorporated its previously separate SRTS, TE, and state funded Bicycle & Pedestrian Facilities Program (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). The IJJA maintained the same program structure.

WisDOT solicits and selects projects for TA funding available statewide. Project solicitation is typically conducted biennially. In addition, over one-half of the available statewide TA funding is allocated directly to MPOs such as the Greater Madison MPO. The MPO selects projects for funding with that allocation. The MPO updated its TAP program policies and project scoring criteria in 2020. The Madison area received a sub-allocation of \$617,000 for the 2022–2026 program cycle, but this was increased to \$1.24 million under the IJJA. The MPO approved projects for use of its “base” TAP funding and the supplemental FY 2022 funding under the IJJA. A solicitation is expected to be issued for projects using the MPO’s supplemental FY 2023–2026 funding in early 2023.

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

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

- **FHWA Bridge Funding.** Since the adoption of MAP-21 in 2012, bridge projects on the National Highway System are funded under the National Highway Performance Program and bridge projects not on the National Highway System are funded under the STBG Program (formerly STP), rather than a separately funded bridge program. However, the state biennial budget continues to allocate a portion of the Federal funding that the state receives for local bridge projects. WisDOT typically solicits biennially for local bridge projects. WisDOT evaluates and recommends projects for FHWA funding based on procedures specified in Wisconsin Administrative Code Trans 213.01 (04). As part of these procedures, WisDOT rates and ranks projects based on a system whereby each county is credited bridge funds available in the respective funding cycle based on their relative need represented by their proportional share of the total estimated replacement cost of eligible bridges (sufficiency ratings of less than 50) identified throughout the state. These need-based credits are accumulated with debits occurring from each county's balance as projects are selected for implementation. Each candidate project is rated and prioritized under the evaluation and selection process based on each governmental unit's credit balance and the estimated project cost in the order of the priorities indicated by each county. WisDOT provides a listing of the projects within Dane County recommended for FHWA Bridge Replacement funding to the MPO review and consideration for inclusion in the TIP. As noted above, the IJA created a new Bridge program as well now.
- **FHWA Highway Safety Improvement Program (HSIP) Funding.** WisDOT solicits projects two times a year for FHWA HSIP funding available to local projects statewide. WisDOT is responsible for evaluating and recommending local projects, as well as state projects, for FHWA HSIP funding. WisDOT provides a listing of the local and state safety projects in Dane County recommended for FHWA HSIP funding for review and consideration of inclusion in the TIP.

## List of Obligated Projects

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

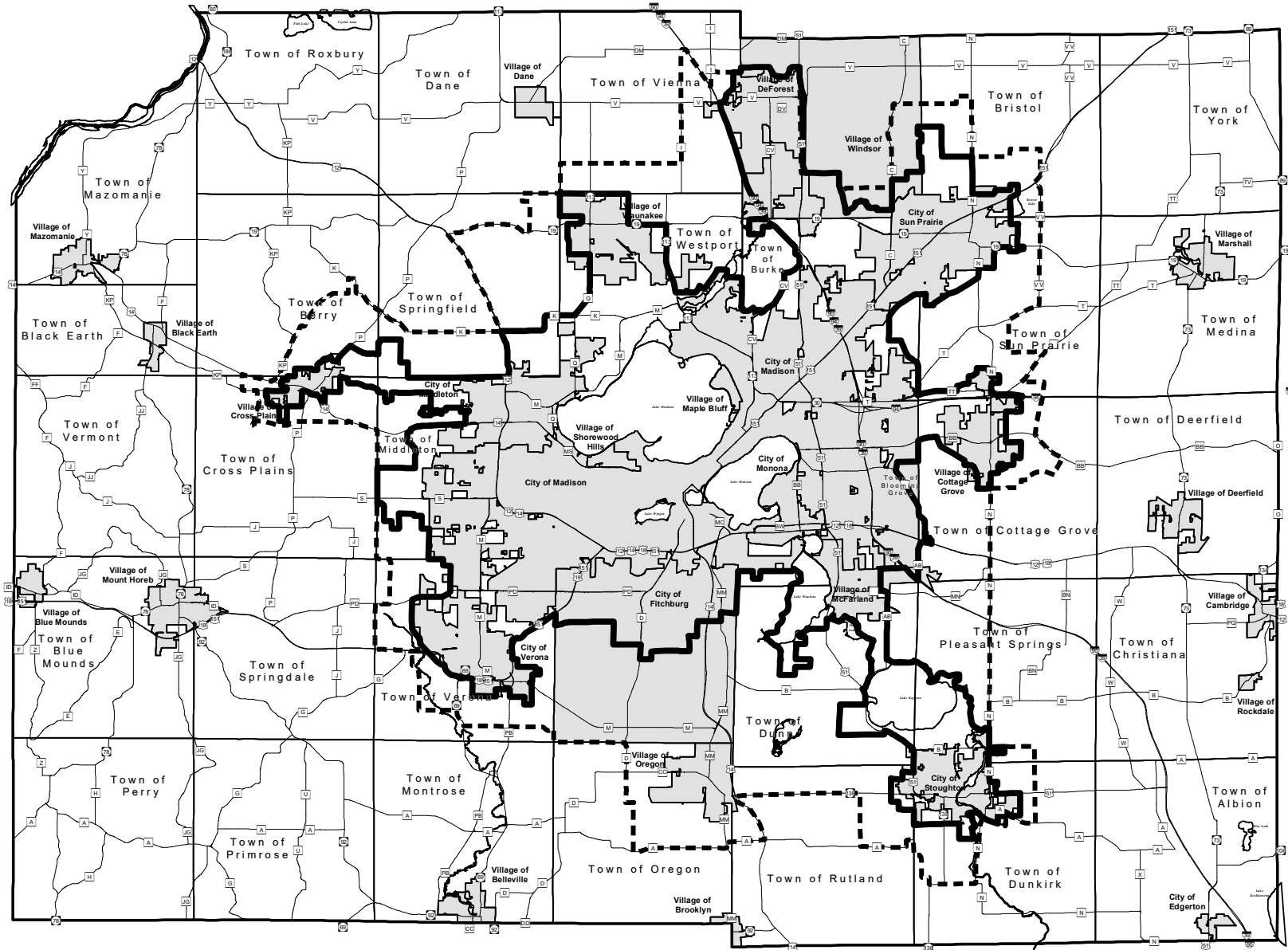
## TIP Amendment Process

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

## Expedited Project Selection Procedures

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

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



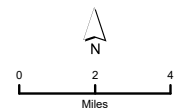
Planning Boundaries of the  
Greater Madison MPO  
A Metropolitan Planning Organization

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

Prepared by staff to the:



Date Revised: 11/4/2022



**2023 - 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 <sup>1</sup> (thousands)	Max. Percent (Fed \$)	Federal Funds Approved (thousands)	Comments
<b>Approved Priority Projects (2023-2027)</b>								
MPO Rideshare Program 2023-2027	5992-08-39,51-54	2	2023-2027	2023-2027	\$663	80	\$529	Ongoing support per MPO policy. 3% annual increase.
C. Madison Ped/Bike Safety Education Program 2023-2027	5992-08-47, 48-51	2	2023-2027	2023-2027	\$570	80	\$456	Ongoing support per MPO policy. 3% annual increase.
University Avenue (Shorewood Blvd. to University Bay Drive)	5992-11-30,-31,-32,-33,-55-58	70 <sup>3</sup>	2022	2022	\$29,253	60	\$14,008	Fed funding increased \$1,298 with FY '22 BIL funds. Funding obligated in 2022. Construction started; to be completed in '23.
Pleasant View Rd. (USH 14 to Timber Wolf Trail) Phase 1	5992-11-00,-01,-02,-50-52	65 <sup>4</sup>	2022-2024	2023	\$23,396	60	\$12,029	Fed funding increased \$825 with FY '22 BIL funds. Funding obligated in CY 2022. Construction in '22-'24.
CTH M (Oncken Road to STH 113)	5954-00-00,-01	68 <sup>4</sup>	2023-2024	2024	\$25,229	60	\$13,021	Additional \$853 in suppl. STBG Urban funding proposed. Const.in '23-'24.
Exchange Street (Farwell St. to Sleepy Hollow Rd.)	5685-00-04,-05,-06	39 <sup>4</sup>	2024	2025	\$3,479	60	\$1,177	Selected for funding based on MPO policy goal to use 10% of funds on "small" projects.
Autumn Ridge Path/Overpass	5992-11-10,-11	80 <sup>5</sup>	2024	2024	\$4,200	60	\$2,520	Authorized for construction in '23; currently scheduled in '24.
Mineral Point Rd. (Beltline Hwy. to S. High Point Rd.)	5992-11-19,-20	68 <sup>5</sup>	2025	2025	\$2,750	60	\$1,650	
Atwood Ave. (Fair Oaks Ave. to Cottage Grove Rd.)	5992-10-15,-16-18	58 <sup>5</sup>	2023	2023	\$11,440	60	\$6,684	Also receiving \$714 in Fed earmark funding for bicycle facilities.
John Nolen Drive (Lakeside St. to North Shore Dr.)	5992-11-20,-21-23	57 <sup>5</sup>	2025-2026	2025	\$28,163	60	\$11,310	An additional \$2,163 in supplemental STBG Urban funding proposed. Also receiving \$770 in Fed BR funding.
					\$129,143		\$63,385	<b>TOTAL</b>
<b>New Priority Projects (2023-2026) (Supplemental BIL Funding)</b>								
N. Bird Street (STH 19 to USH 151)		50		2024 <sup>6</sup>	\$1,565	60	\$939	Includes new "cycle track" on bridge over USH 151. "Small" project.
N. Thompson Rd. (Main St. to St. Albert the Great Dr.) & St. Albert the Great Dr. (CTH C to N. Thompson)		43		2023 <sup>6</sup>	\$3,292	60	\$1,975	One of only new projects that can utilize FY '23 funds.
Fitchburg Bus Shelters		42		2023 <sup>6</sup>	\$176	80	\$141	One of only new projects that can utilize FY '23 funds. "Small" project.
Windsor Road (Charlie Grimm Rd. to CTH CV)		38		2024 <sup>6</sup>	\$1,400	60	\$840	Selected for funding as "small" project.
Nichols Avenue (Winnequah Rd. to Monona Dr.)		38		2024 <sup>6</sup>	\$1,487	60	\$892	Selected for funding as "small" project.
S. Fourth Street (Milwaukee St. to Isham St.)		34		2025 <sup>6</sup>	\$1,150	60	\$690	Selected for funding as "small" project.
					\$9,070		\$5,477	<b>TOTAL</b>
<b>Candidate Projects</b>								
West Towne Path (S. High Point Rd. to S. Gammon Rd.)		84		2025	\$4,125	60	\$2,475	
John Nolen Drive (Lakeside St. to Olin Ave.)		55		2026	\$6,192	60	\$3,715	Extension of already approved reconstruction project.
Olin Ave. (Expo Way to JND) & JND (Olin Ave. to Beltline Ramps)		52		2026	\$3,542	60	\$2,125	Adjacent to proposed C. Madison project.
Rimrock Rd./CTH MM (Beltline Hwy. to John Nolen Dr.)		42		2026	\$1,384	60	\$830	
S. Syene Rd. (E. Cheryl Pkwy. to W. Clayton Rd.)		41		2024	\$3,063	60	\$1,838	
Rimrock Rd./CTH MM (Oregon Rd. to Beltline Hwy. EB Ramp)		38		2026	\$1,550	60	\$930	
Raemish Rd. & Uniek Dr. (Frank H St. to Moravian Valley Rd.)		34		2026	\$1,448	60	\$869	
Racetrack Rd. (USH 51 to CTH A)		34		2026	\$1,418	60	\$851	
Whalen Rd. (Military Ridge Dr. to Fitchrona Rd.)		34		2026	\$8,260	60	\$4,956	
Syene Rd. (McCoy Rd. to Post Rd.)		33		2027	\$1,407	60	\$844	
Roby Rd. (Nygaard St. to Kings Lyon Rd.)		30		2023	\$493	67	\$331	
Irish Lane (CTH D to Syene Rd.)		30		2026	\$3,510	60	\$2,106	
Jackson St. (USH 51 to Kings Lyon) & Nygaard St. (Jackson to Buckingham)		29		2024	\$1,514	60	\$909	
Creamery Rd. & Elvehjem Rd. (Milwaukee St. to CTH AB)		28		2025	\$3,534	60	\$2,120	
Hoepker Rd. (CTH CV to USH 51)		28		2025	\$677	60	\$406	
N. Madison Street (Cross St. to Easy St.)		26		2027	\$1,832	60	\$1,099	
Terminal Drive (Ivywood Trail to USH 51)		26		2024-'27	\$3,125	60	\$1,875	



**2023 - 2027 Madison Area STBG Urban Program - Currently Approved and Proposed New Priority Projects (Cont.)**

Project	Project ID	Score	Const/ Project Calendar Yr. (Yr \$ Obligated if different)	State Fiscal Year	Total Est. Cost <sup>1</sup> (thousands)	Max. Percent (Fed \$)	Federal Funds Approved (thousands)	Comments
<b>Candidate Projects (Cont.)</b>								
Pioneer Road (Old Sauk Rd. to Valley View Rd.)		25		2026-'27	\$1,704	60	\$682	
Rattman Road (Portage Rd. to Hoepker Rd.)		24		2027	\$2,219	60	\$1,331	
Valley Drive (Siggelkow Rd. to Ridge Rd.)		24		2024-'27	\$1,348	60	\$809	
Lincoln Ave. (CTH B to Kriedeman Dr. & Kriedeman Dr. (Lincoln to Norse Pkwy.)		23		2025	\$1,421	60	\$852	
Bailey Road (Forward Dr. to Grove St./CTH N)		22		2024-'27	\$864	60	\$519	
					\$50,503		\$29,996	<b>TOTAL</b>

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

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

<sup>3</sup> Score from 2018-2022 program application cycle under previous version of criteria.

<sup>4</sup> Score from 2020-2025 program application cycle under previous version of criteria.

<sup>5</sup> Score from regular 2022-2026 program application cycle in 2021.

<sup>6</sup> 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 (YS30/ZS30/ZS3E)	Highway Safety Improvement Program (HSIP) General
SAF (YS40/ZS40/ZS4E)	HSIP – Rail/Highway – Rail Highway Crossing Hazard Elimination
SAF (ZS50/ZS5E)	HSIP – Rail Highway Protective Devices

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

RAISE	Rebuilding American Infrastructure with Sustainability and Equity (previously BUILD and TIGER) (USDOT)
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
TB	Town of Burke	MO	City of Monona
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
VD	Village of Dane	SP	City of Sun Prairie
DeF	Village of DeForest	TSP	Town of Sun Prairie
DR	Village of Deerfield	ST	City of Stoughton
F	City of Fitchburg	V	City of Verona
FSC	Forward Service Corporation	TV	Town of Verona
M	City of Madison	W	Village of Waunakee
McF	Village of McFarland	TWE	Town of Westport
MI	City of Middleton	WIN	Village of Windsor
TM	Town of Middleton	WSOR	Wis. & Southern Railroad
		YW	YWCA of Madison

This Page Intentionally Left Blank

**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2023-2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027 <sup>1</sup>				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>RIDESHARE</b>																							
RIDESHARE: Non-capital intensive transportation programs can assist in establishing maximum operational efficiency of a total transportation system. Examples of such programs are: (1) flexible work hours (in effect for City and State employees); (2) carpooling and vanpooling encouragements; (3) parking policies (guiding parking rates within the central business district); and (4) neighborhood traffic redirection projects.																							
WisDOA	VANPOOL COORDINATOR Administration			70		70		70		70		70		70		70		70		70		70	
		TOTAL		70		70		70		70		70		70		70		70		70		70	
	VANPOOL PROGRAM Vans	Cap		150		150		150		150		150		150		150		150		150		150	Cost of vans recouped through passenger fees.
		TOTAL		150		150		150		150		150		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	100		24	124	103		25	128	106		26	132	109		27	135	112		27	140	5992-08-51,-52  Projects are obligated in the year they occur.
		TOTAL	100		24	124	103		25	128	103		26	129	109		27	135	112		27	140	
	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.

<sup>1</sup> Project programming shown in 2027 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.

This Page Intentionally Left Blank

**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2023 - 2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>PARKING FACILITIES</b>																							
<b>MADISON METROPOLITAN PLANNING AREA</b>																							
CITY OF MADISON	PARKING UTILITY VEHICLE REPLACEMENT	PE																					
		CAP			88	88			37	37			96	96			40	40			74	74	
		CONST																					
	TOTAL				88	88			37	37			96	96			40	40			74	74	
					M			M			M			M			M			M			
	INTERCITY BUS TERMINAL Construct intercity bus terminal as part of the State Street Campus Garage reconstruction project.	PE																					
		RE																					
		CONST			1,700	1,700																	
	TOTAL				1,700	1,700																	
					M																		
	STATE STREET CAMPUS-LAKE STREET PARKING GARAGE Construct new parking garage and intercity bus terminal with development above.	PE																					
		RE																					
		CONST			47,957	47,957																	
	TOTAL				47,957	47,957																	
					M																		
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.																							

<sup>1</sup> Project programming shown in 2027 is for informational purposes only.  
 (x) = Major project with capacity expansion. (\*) = RPC action required. Shading denotes those projects programmed for Federal funding.  
 NOTE: Funds Key page 9.

This Page Intentionally Left Blank

**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2023 - 2027 (\$000s) Madison Metropolitan Planning and Outer Areas**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>PEDESTRIAN/BICYCLE PROJECTS</b>																							
<b>MADISON METROPOLITAN PLANNING AREA</b>																							
WisDOT	<b>MILLPOND ROAD PATH AND PED/BIKE OVERPASS OF USH 12/18</b> 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				Continuing																	Constructed with USH 12/18-CTH AB Interchange project, scheduled for construction in 2022-2023.
DANE COUNTY	<b>CAPITAL CITY TRAIL</b> 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 completed by village.	PE ROW CONST  TOTAL				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 is resolved with WSOR. Phase 2 Buckeye Rd. to Vilas Rd. pending additional land acquisition by County. Village of Cottage Grove constructed Vilas Rd. to CTH N State Trailhead path in 2021.
	<b>CAPITAL CITY TRAIL</b> 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 completed stormwater improvement feasibility study to address washouts at roundabout in 2021. Pending Phase 2 RFP to complete construction documents that will implement feasibility study recommendations.
	<b>BLACK EARTH CREEK TRAIL</b> 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.
	<b>LOWER YAHARA RIVER TRAIL</b> Phase 2 Fish Camp County Park thru Lake Kegonsa State Park to Williams Point Drive Construct section of multi-use trail planned to extend to Stoughton.	PE ROW CONST  TOTAL				Continuing																	PSE estimated to be completed in October 2022. Locally bid early 2023 with construction to commence 2023-24.
	<b>LOWER YAHARA RIVER TRAIL</b> 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.
	<b>LOWER YAHARA RIVER TRAIL</b> Waucheeta Connector Trail to Waucheeta Tr. Existing LYRT William G. Lunney Lake Farm Park	PE ROW CONST  TOTAL																			800	800	Dane County PSE boardwalk/at grade path Waucheeta Tr. LYRT at William G. Lunney Lake Farm Park. Stewardship grant submitted May 2022. Bidding in 2023, construction in 2023-24 pending availability of funds.
	<b>LOWER YAHARA RIVER TRAIL</b> 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																					Investigating acquisition options to provide off road trail. Construction not programmed at this time.

<sup>1</sup> Project programming shown in 2027 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 2023-2027



**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2023 - 2027 (\$000s) Madison Metropolitan Planning and Outer Areas**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>PEDESTRIAN/BICYCLE PROJECTS</b>																							
DANE COUNTY	<b>NORTH MENDOTA TRAIL</b> Bishops Bay Parkway to Middleton City Limits Construct new path.	PE ROW CONST  TOTAL																					Pending RFP for PSE , timing unknown.
*	<b>NORTH MENDOTA TRAIL (CTH M CORRIDOR PATH)</b> 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  *  111-22-022	<b>BIKE SHARE EXPANSION</b> Phase 2 Bike Share System Expansion with purchase and installation of new electric bikes and bike share stations in primarily residential areas in the city.	PE ROW CONST  TOTAL					Continuing																5849-22-00
	<b>FITCHRONA ROAD BIKE LANES AND PATH</b> Lacy Road to Nesbitt Road Add buffered bike lanes and east side shared-use path.	PE ROW CONST  TOTAL																					Project to be done as part of the Fitchrona Road street reconstruction project. Const. anticipated in 2025
	<b>FITCHRONA ROAD BIKE LANES AND PATH</b> North of Whalen to South of Whalen Add 5' paved shoulder as part of resurfacing.	PE ROW CONST  TOTAL																					Project to be done as part of the Fitchrona Road street resurfacing project. Const. anticipated in 2024
	<b>IRISH LANE BIKE LANES</b> Fish Hatchery Road to S. Syene Road Add 6' paved shoulder as part of resurfacing.	PE ROW CONST  TOTAL																					Project to be done as part of the Irish Ln resurfacing project. Const. anticipated in 2026
	<b>LACY ROAD SHARED-USE PATH</b> 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 2023.
	<b>SEMINOLE HWY &amp; LACY ROAD PATHS</b> 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
	<b>SIDEWALK AND PATH MAINTENANCE AND IMPROVEMENTS</b>	PE ROW CONST  TOTAL																					CIP# 3486
					106	106			109	109			112	112			116	116			119	119	
					106	106			109	109			112	112			116	116			119	119	
					F				F				F				F				F		

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning and Outer Areas**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>PEDESTRIAN/BICYCLE PROJECTS</b>																							
<b>CITY OF FITCHBURG</b>	<b>SYENE ROAD BIKE LANES</b> McCoy Road north to city limit Add 5' paved shoulders as part of resurfacing.	PE ROW CONST  TOTAL																					Project to be done as part of the Syene Road street resurfacing project. Const. anticipated in 2027.
	<b>S. SYENE ROAD BIKE LANES</b> E Cheryl Parkway to W Clayton St Add buffered bike lanes and make spot improvements to side path as part of street reconstruction	PE ROW CONST  TOTAL																					Project to be done as part of S Syene Road reconstruction project. Const. anticipated in 2024
	<b>WHALEN ROAD BIKE LANES</b> Fitchrona Rd to Fish Hatchery Rd Add 4' paved shoulders.	PE ROW CONST  TOTAL																					Const. anticipated in 2023.
<b>CITY OF MADISON</b>  *  111-22-002	<b>AUTUMN RIDGE PATH &amp; OVERPASS</b> Portland Parkway to Ziegler Road Construct new ped/bike trail and overpass of STH 30. (0.76 mi.)	PE ROW CONST  TOTAL			150 50 2,520	150 50 3,180				Continuing													5992-11-10, -11 Includes new bridge over STH 30. Authorized for construction in CY 2023, scheduled in CY 2024
*  111-22-023	<b>BIKE SHARE EXPANSION</b> Purchase and installation of new electric bikes and bike share stations for neighborhoods on Madison's South, East, and North sides.	PE ROW CONST  TOTAL								Continuing													5992-22-00
*  111-23-001	<b>BADGER RUSK PATH</b> New Shared-Use Path along Badger and Rusk Roads. (0.36 miles)	PE ROW CONST  TOTAL				50	50			50	50			667									5992-02-28, -29 Authorized for construction in CY 2023, scheduled in CY 2024
	<b>BIKEWAYS &amp; MISC. IMPROVEMENTS</b> General fund for resurfacing and other ped/bike improvements.	PE ROW CONST  TOTAL				810	810			600	600			600	600								Managed by City Engineering Division.
	<b>CANNONBALL BIKE TRAIL</b> Railroad to Bowman Field Construct new ped/bike trail. (0.28 mi.)	PE ROW CONST  TOTAL																					TID #42 will provide funding.
	<b>CAPITAL CITY TRAIL (Buckeye Extension)</b> Dondee Rd. to Vondron Rd. on south side of rail line Construct new path. (0.67 mi.)	PE ROW CONST  TOTAL																					Not programmed. Timing Uncertain due to issues with RR re shared ROW under 139.

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning and Outer Areas**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments										
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total											
<b>PEDESTRIAN/BICYCLE PROJECTS</b>																																	
<b>CITY OF MADISON</b>	<b>CAPITAL CITY TRAIL (Buckeye Extension)</b> Vondron Rd. to East of Wagon Trail Construct new path, RR crossing, and sanitary sewer. (0.65 mi)	PE UTL CONST  TOTAL																					Not programmed. Timing Uncertain due to issues with RR re shared ROW under I39.										
(111-15-001)	<b>CAPITAL CITY TRAIL (Buckeye Extension)</b> Segments 5 and 6. Wagon Trail to I-39/90 Construct new multi-use path with rail crossing. (0.21 mi.)	PE ROW CONST  TOTAL									1,850 1,850												Includes RR crossing at Wagon Trail. Will seek federal funding										
	<b>CROSS ISTHMUS IMPROVEMENTS</b> Variety of treatments to improve north-south bicycle routes east of the Capitol.	PE ROW CONST  TOTAL																					Timing uncertain; May seek TAP funding										
	<b>HERMINA ST - STARKWEATHER BRIDGE</b> New Hermina St. ped/bike bridge (0.06 mi.)	PE ROW CONST  TOTAL																															
*	<b>JOHN NOLEN PATH</b> Olin Ave. to Lakeside St. Widen separated path and delineate bicycle and pedestrian lanes with road and bridge reconstruction.	PE ROW CONST  TOTAL																					Construction with John Nolen Dr. reconstruction in 2025-2026										
	<b>OLD MIDDLETON UNDERPASS</b> Replace Knoche's Underpass Construct new ped/bike underpass.	PE ROW CONST  TOTAL																															
	<b>OLD SAUK TRAIL OVERPASS</b> New ped/bike overpass over Bellline.	PE ROW CONST  TOTAL																					Construction not programmed. Timing uncertain.										
	<b>NORTH MADISON SAFE ROUTES TO SCHOOL IMPROVEMENTS</b>	PE ROW CONST  TOTAL																					Managed by the Traffic Engineering Division. Timing uncertain; may seek TAP funding										
* 111-20-002 111-22-003	<b>PEDESTRIAN &amp; BICYCLE SAFETY EDUCATION</b> City-wide program to educate pedestrians, bicyclists, and motorists about safe practices. Involves community education and outreach and coordination with other agencies, schools, non-profits, etc. Includes both school based programs and adult classes, events, etc.	PL   TOTAL	87	22	108	89	22	111	92	23	115	95	24	118	97	24	122	87	22	108	89	22	111	92	23	115	95	24	118	97	24	122	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.
			URB	M		URB	M		URB	M		URB	M		URB	M		URB	M		URB	M		URB	M		URB	M		URB	M		

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning and Outer Areas**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments				
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total					
<b>PEDESTRIAN/BICYCLE PROJECTS</b>																											
* CITY OF MADISON	<b>PLEASANT VIEW ROAD CORRIDOR PATH</b> Old Sauk Rd. to USH 14 Construct new path in the corridor as part of street reconstruction. (1.48 mi.)	PE ROW CONST	(See City of Middleton listing for Pleasant View Rd. Corridor Path)																To be done with street project. Street reconstruction project scheduled for 2022-'24.								
		TOTAL																									
	<b>REINDAHL PARK TO EAST SPRINGS BIKE CONNECTION</b> New Low Traffic Stress bicycle facility (0.9 miles)	PE ROW CONST																	Timing uncertain; may seek TAP funding								
		TOTAL																									
	<b>SAFE ROUTES GRANT PROGRAM</b> City-wide program General fund for sidewalk improvements.	PE ROW CONST		100	100		100	100		104	104		109	109		114	114	Managed by the Traffic Engineering Division.									
		TOTAL		100	100		100	100		104	104		109	109		114	114										
				M			M			M			M			M											
* 111-22-024	<b>MADISON SAFE ROUTES TO SCHOOL PLAN</b> City-wide plan with analysis of unusually hazardous school areas and development of detailed SRTS plans for 7-10 schools.	PL	Continuing																Plan to be led by the Traffic Engineering Division.								
		TOTAL																									
	<b>SIDEWALK PROGRAM</b> City-wide program General fund for repair of existing sidewalk and new sidewalk.	PE ROW CONST		3,515	3,515		3,586	3,586		3,729	3,729		3,916	3,916		4,112	4,112	Managed by the City Engineering Division.									
		TOTAL		3,515	3,515		3,586	3,586		3,729	3,729		3,916	3,916		4,112	4,112										
				M			M			M			M			M											
	<b>TANCHO DRIVE PATH</b> Separated path from Tancho Drive to USH 151 (2,500 feet in length)	PE ROW CONST																	Timing uncertain; may seek TAP funding, Bikeways funding								
		TOTAL																									
	<b>TROY DRIVE RR BRIDGE</b> New RR bridge over Troy Dr.	PE ROW CONST		3,069	1,342	4,411													WisDOT Freight Rail Preservation Program funding								
		TOTAL		3,069	1,342	4,411																					
				WI		M																					
* 111-21-002	<b>WEST MAIN ST PED/BIKE IMPROVEMENTS</b> Bike Blvd. - Proudft to Carroll RRFB at Proudft/Main, priority pedestrian and bicycle improvements to West Main St., including curb extensions and traffic calming treatments.	PE ROW CONST	180	120	300													5992-00-65, -66 Statewide TA funding									
		TOTAL	180	120	300																						
			TA		M																						
	<b>WEST TOWNE PATH PHASE 2</b> Gammon Road to High Point Construct new multi-use path. (0.85 mi.)	PE ROW CONST																	Funding in 2023 for construction from High Point Road to Zor Shrine Road; funding in 2028 for Zor Shrine Road to Gammon Road (\$1,000)								
		TOTAL																									

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning and Outer Areas**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>PEDESTRIAN/BICYCLE PROJECTS</b>																							
<b>CITY OF MADISON</b> * 111-21-001	<b>WEST TOWNE PATH PHASE 3</b> New separated path along Plaza Dr. and Watts Rd. from Commerce Dr. to Junction Rd/ Ice Age Junction Path (0.27 mi.)	PE ROW CONST  TOTAL	352  352 TA	218  218 M	570  570																	5992-00-61, -62 Funding to be obligated in '23. Construction in 2023.	
<b>CITY OF MIDDLETON</b>	<b>BLACK EARTH CREEK CONNECTOR TRAIL</b> Stonefield Rd. to Pleasant View Rd. Construct new multi-use paved path in rail corridor.	PE ROW CONST  TOTAL																				Not programmed. Coordinate w/City of Madison.	
	<b>NORTH MENDOTA TRAIL EAST SEGMENT</b> Highland Way to East City limits Construct multi-use paved path along Century Avenue.	PE ROW CONST  TOTAL	Continuing																			Majority of path constructed in 2022. Final block of path, wayfinding signs, and green cross walks to be added in 2023.	
	<b>NORTH MIDDLETON TRAIL</b> Graber Road to Gov. Nelson State Park Construct multi-use paved path connecting USH 12 trail, Graber Pond, Pheasant Branch Conservancy, and the Community of Bishop's Bay with Governor Nelson State Park.	PE ROW CONST  TOTAL																				To be done with Bel Fontaine Blvd street project anticipated in 2023.	
*	<b>PLEASANT VIEW ROAD CORRIDOR PATH</b> 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.	
<b>CITY OF STOUGHTON</b> *	<b>S. FOURTH ST CORRIDOR PATH</b> Milwaukee St to Isham St Construct new separated path along street	PE ROW CONST  TOTAL																				To be done with S. Fourth St reconstruction project, scheduled for 2025	
	<b>JEFFERSON STREET BRIDGE</b> Pedestrian bridge deck replacement	PE ROW CONST  TOTAL							498	498													
	<b>YAHARA RIVER TRAIL</b> Settler's Point Segment Construct trail along Yahara River, starting at intersection of CTH N/CTH B.	PE ROW CONST  TOTAL		125	125					1,300	1,300												
				125	125				1,300	1,300													

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning and Outer Areas**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>PEDESTRIAN/BICYCLE PROJECTS</b>																							
CITY OF STOUGHTON	<b>YAHARA RIVER TRAIL</b> 4th St to Water St Construct new whitewater trails, underpass, plazas, amenities, and trail connecting to Water St.	PE																	DNR Stewardship Grant				
		ROW																					
		CONST		239	1,960	2,199																	
		TOTAL		239	1,960	2,199																	
				DNR		ST																	
	<b>YAHARA RIVER TRAIL</b> Viking Park to Business Park segment Construct new trail.	PE																	Not programmed. Timing uncertain.				
		ROW																					
		CONST																					
		TOTAL																					
	<b>SOUTH LOOP TRAIL EXTENSION</b> Lowell Park to Magnolia Meadows Construct new trail.	PE																	Will be applying for a RTP grant in 2023				
		ROW																					
		CONST			60	60																	
		TOTAL			60	60					200	200											
					60	60					200	200											
				ST																			
	<b>VIRGIN LAKE TRAIL EXTENSION</b> Roby Rd to USH 51 West Development Construct new trail.	PE																					
		ROW																					
		CONST			175	175																	
		TOTAL			175	175																	
					175	175																	
				ST																			
	<b>VIRGIN LAKE TRAIL RECONSTRUCTION</b> Jackson St to Roby Rd	PE																					
		ROW																					
		CONST			465	465																	
		TOTAL			465	465																	
					465	465																	
				ST																			
*  111-22-025	<b>YAHARA RIVER TRAIL EXTENSION PLANNING</b> Feasibility study for extension of trail from Cooper's Causeway Pedestrian Bridge to Mandt Park.	PL	Continuing																1009-22-02				
		ROW																					
		CONST																					
		TOTAL																					
CITY OF SUN PRAIRIE  *	<b>N. BIRD ST CORRIDOR PATH</b> STH 19 to USH 151 Construct cycletrack on USH 151 bridge and separated path as part of reconstruction project.	PE																	To be constructed with N. Bird St reconstruction project, scheduled for 2024				
		ROW																					
		CONST																					
		TOTAL																					
CLARMAR DRIVE SIDEWALK Echo Road to Linnerud Drive	PE	ROW																					
		CONST			55	55																	
		TOTAL			55	55																	
					55	55																	
				SP																			
*  111-21-003	<b>COMMERCIAL AVENUE BIKE PATH</b> S. Bird Street to Kroncke Drive Resurface, widen path to 10 feet on the north side of Commercial Avenue.	PE																	3996-00-15, -16				
		ROW		201		51	252																
		CONST		201		51	252																
		TOTAL		201		51	252																
				TA																			
				SP																			

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning and Outer Areas**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total				
<b>PEDESTRIAN/BICYCLE PROJECTS</b>																										
CITY OF SUN PRAIRIE	<b>GROVE STREET BIKE PATH</b> Robin Drive to S. Musket Ridge Resurface, widen existing path to 10 feet.	PE																								
		ROW																								
		CONST																								
		TOTAL																								
*  111-23-002	<b>N BIRD STREET PATH AND RRFBS</b> Existing path to 1280' S of Egre Road RRFBs at Path crossing of N Bird Street, & intersection of Longhorn and Egre.	PE																					3996-00-18, -19			
		ROW																								
		CONST	276		87	363																				
		TOTAL	276		87	363																				
		TA																								
		SP																								
	<b>PEDESTRIAN SAFETY IMPROVEMENTS</b> Standing CIP item for various pedestrian safety improvements to be completed annually.	PE																								
		ROW																								
		CONST					100	100			100	100			100	100			100	100				100	100	
		TOTAL					100	100			100	100			100	100			100	100			100	100		
		SP																								
	<b>SHEEHAN PARK SCENIC POINT TRAIL LINK</b> Sheehan Park to Heritage Court Construct trail extension.	PE																								
		ROW																								
		CONST																								
		TOTAL																								
		SP																								
	<b>SUNNY VALLEY PARK PATH</b> Resurface, widen existing path to 10 feet.	PE																								
		ROW																								
		CONST																								
		TOTAL																								
		SP																								
	<b>SUN PRAIRIE LOOP WAYFINDING</b> Implementation of signage plan for bike wayfinding loop around the City of Sun Prairie.	PE																					Will seek TA funding.			
		ROW																								
		CONST																								
		TOTAL																								
		SP																								
	<b>UPLANDS-CARRIAGE HILL ESTATES TRAIL LINK</b> Valley Ridge Drive to East Main Street Construct trail extension.	PE																								
		ROW																								
		CONST																								
		TOTAL																								
		SP																								
	<b>WILLOWBROOK PARK TRAIL LINK</b> East of Musket Ridge Drive to Carriage Hills Park Construct new trail.	PE																								
		ROW																								
		CONST																								
		TOTAL																								
		SP																								
	<b>PATRICK MARSH TRAIL LINK</b>	PE																								
		ROW																								
		CONST																								
		TOTAL																								
		SP																								

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning and Outer Areas**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>PEDESTRIAN/BICYCLE PROJECTS</b>																							
<b>CITY OF SUN PRAIRIE</b> * 111-22-026	<b>VISION ZERO ACTION PLAN</b> Develop a City-wide, comprehensive Vision Zero Action Plan identifying multi-disciplinary strategies to improve safety.	PL  TOTAL	Continuing																1009-22-04				
<b>CITY OF VERONA</b>	<b>ICE AGE TRAIL EXTENSION</b> CTH M to Arbor Vitae Place Construct parallel path along Badger Mill Creek.	PE ROW CONST  TOTAL																	Parallel path to Ice Age Trail.				
	<b>MILITARY RIDGE RESERVE TRAIL</b> Military Ridge State Trail Junction to Glacier Ridge Trail Pave existing path.	PE ROW CONST  TOTAL																	Not programmed Timing uncertain				
	<b>MILITARY RIDGE STATE TRAIL</b> (Old CTH PB to USH 151) Pave existing path.	PE ROW CONST  TOTAL	125 125								840 840												
	<b>RECTANGULAR RAPID FLASHING BEACONS</b> Install RRFBs at various locations.	PE ROW CONST  TOTAL	32 32				32 32				33 33				40 40				34 34				
	<b>REDDAN PARK CONNECTOR PATH</b> Ineichen Drive to Cross Country Road Construct Paved Path.	PE ROW CONST  TOTAL													40 40				235 235				
	<b>RANGE TRAIL INTERSECTION</b> At CTH M Construct Paved Path.	PE ROW CONST  TOTAL													40 40				235 235				
	<b>PATH REHABILITATION</b> North Main - Cross Country to 1300' South Repave Path.	PE ROW CONST  TOTAL	105 105																				
	<b>SIDEWALK REHABILITATION PROGRAM</b> City Wide Sidewalk replacement.	PE ROW CONST  TOTAL	50 50				75 75				75 75				75 75				75 75				

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning and Outer Areas**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>PEDESTRIAN/BICYCLE PROJECTS</b>																							
CITY OF VERONA	<b>SIDEWALK ADDITION PROGRAM</b> City Wide Sidewalk construction.	PE																					
		ROW																					
		CONST																					
		TOTAL																					
		V																					
VILLAGE OF COTTAGE GROVE	<b>CTH BB/BUSS ROAD BIKE PATH EXTENSION</b> Continue off-street path west on CTH BB and north on Buss Rd to meet path installed along new school frontage on Buss Rd.	PE									55				55								Project cost estimates do not inc. burying power.
		ROW																					
		CONST									350				350								
		TOTAL									405				405								
		CG																					
	<b>PEDESTRIAN CROSSING IMPROVEMENTS BB</b> Addition of safe crossing of CTH BB/Cottage Grove Rd.	PE									15				15								Project cost likely to increase with design recommendations
		ROW																					
		CONST									40				40								
		TOTAL									55				55								
		CG																					
VILLAGE OF DEFOREST	<b>NORTH STREET (CTH V) CORRIDOR PATH</b> Main St. to USH 51 Construct new 4,500' path on north side of North St. connecting with existing paths on Main and Stevenson Streets and existing path across USH 51 to soccer complex.	PE																					Will be constructed with reconstruction and resurfacing of CTH V. Const. (CTH CV to Nelson Ct. & Stevenson St. to Halsor St.) in 2023.
		ROW																					
		CONST									525				525								
		TOTAL									525				525								
		DeF																					
	<b>WINDSOR ROAD CORRIDOR PATH</b> River Road to Charlie Grimm Road Construct ped/bike path.	PE																					Will be constructed with reconstruction of Windsor Road
		ROW																					
		CONST									100				100								
		TOTAL									100				100								
		DeF																					
* 111-21-004	<b>DEFOREST SCHOOLS SAFE ROUTE PATH</b> Construct new paved separated path across high school grounds connecting to the north, south, and to the middle school to the west.	PE	Continuing																				6992-00-10, -11
		ROW																					
		CONST																					
		TOTAL																					
* 111-22-029	<b>VILLAGE OF OREGON BICYCLE &amp; PEDESTRIAN TRANSPORTATION STUDY</b>	PL	Continuing																				1009-22-11 Small Urban Area TA funding
		ROW																					
		CONST																					
		TOTAL																					
* VILLAGE OF WINDSOR	<b>WINDSOR ROAD</b> Charlie Grimm Road to CTH CV Pavement replacement and new separated path.	PE																					Will be constructed with repaving of Windsor Road scheduled for 2024
		ROW																					
		CONST																					
		TOTAL																					

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning and Outer Areas**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>PEDESTRIAN/BICYCLE PROJECTS</b>																							
<b>WISCONSIN BIKE FEDERATION *</b> 111-21-005 111-23-003	<b>DANE COUNTY SRTS</b> County-wide program with targeted outreach to schools with a high proportion of free/reduced price lunches.	SRTS	145		36	181	Continuing				157		39	196	Continuing								
		TOTAL	145		36	181					157		39	196									
<b>OUTER AREA</b>																							
<b>DANE COUNTY</b>	<b>GREAT SAUK/WALKING IRON TRAIL BRIDGE</b> Approximate 500' clear span bridge over Wisconsin River at former RR trestle bridge location in Sauk City.	PE ROW CONST TOTAL	Continuing				Continuing				Continuing									Dane/Sauk County partnership to prepare PSE for clear span multi purpose trail bridge across Wisconsin River, PSE 2022-24, Construction 2025.			
	<b>WALKING IRON TRAIL</b> Proposed rail trail conversion on existing active rail line between Sauk City and Mazomanie.	PE ROW CONST TOTAL	Continuing				Continuing				Continuing									Preliminary planning and analysis of rail bed and bridge structures between CTH Y and Wisconsin River, DNR to expedite rail trail conversion 2022-23. Alternate RR car storage alternatives being explored with WSOR. Construction timing unknown.			
<b>VILLAGE OF BELLEVILLE</b>	<b>BELLEVILLE SCHOOLS SAFE ROUTE PATH (STUDY)</b>	PL TOTAL	Continuing																	Statewide TA funding			
<b>VILLAGE OF CAMBRIDGE</b>	<b>KOSHKONONG CONNECTOR BRIDGE, BOARDWALK AND TRAIL</b> Construct a bridge, boardwalk and trail over Koshkonong Creek in the downtown area.	PE ROW CONST TOTAL																		May seek Dane County PARC & Ride program funding. Const. cost est: \$425 Not programmed.			
<b>VILLAGE OF MARSHALL</b>	<b>STH 73 PATH</b>	PE ROW CONST TOTAL																		Statewide TA funding Awarded \$82 TA funding Timing uncertain			
<b>EDGERTON SCHOOL DIST.</b>	<b>EDGERTON SCHOOL DISTRICT SRTS PLAN</b>	PL TOTAL	Continuing																	Statewide TA funding Primarily in Rock County			

<sup>1</sup> Project programming shown in 2027 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.

This Page Intentionally Left Blank

**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2023-2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments	
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total		
<b>TRANSIT CAPITAL</b>																								
<b>CITY OF MADISON</b>	<b>CITY TRANSPORTATION CAPITAL PROJECTS</b>																							
	Inter-City Passenger Rail Station & Planning	PL			350	350																GF- GO borrowing		
	<b>BUS RAPID TRANSIT (BRT) PROJECT-EAST/WEST (E/W) CORRIDOR</b>																							
	Environmental study (NEPA) and Design	PE			4,100	4,100																		
	Roadway improvements, TSP, and construction of stations for E/W BRT (5309)	Cap	103,000		11,387	114,387																FY2022 s. 5309 Small Starts grant; other federal and local match funding to Small Starts grant for related BRT projects below		
	Roadway improvements, TSP, and construction of stations for E/W BRT (5339B)	Cap	2,888	1,488	4,376																	FY2020 s. 5339B grant		
X*	60' articulated electric buses (5307)	Cap	19,965	4,991	24,956	3,982		996	4,978													Carryover & Future s. 5307 UAFP grants		
	60' articulated electric buses (CARES/CRRSA 5307)	Cap	7,000		7,000																	FY2020-21 s. 5307 CARES/CRRSA grants		
	60' articulated electric buses (5337)	Cap	2,650	663	3,313	1,325		331	1,656													Carryover & Future s. 5337 UAFP grants		
	60' articulated electric buses (5339)	Cap	2,779	695	3,474	1,474		369	1,843													Carryover & Future s. 5339 UAFP grants		
	60' articulated buses (5339B)	Cap	1,525	785	2,310																	FY2020 s. 5339B grant		
	Maintenance Equipment for 60' articulated buses (5339B)	Cap	264	136	400																	FY2020 s. 5339B grant		
	BRT bus maintenance facility	PE/Cap			24,115	24,115																		
	<b>BUS RAPID TRANSIT (BRT) PROJECT-NORTH/SOUTH (N/S) CORRIDOR</b>																							
	North-South BRT Planning and Design	PL/PE			670	6,330	7,000			Continuing												FY2021 Areas of Persistent Poverty grant		
	North-South BRT Construction (roadway improvements, TSP, and stations)	Cap								63,000	63,000			Continuing								Will seek s. 5309 FTA Small Starts discretionary grant for BRT costs in '24. N/S BRT construction funding appropriated in 2024, construction in 2025-26.		
	Grant Preparation and Submission Support Services	Cap			100	100																GF- GO borrowing		
	<b>TOTAL</b>		140,741		55,140	195,881	4,487		1,122	5,609												Update following city budget action.		
			5307/5309/5337/5339		M		5307/5337/5339		M															
	<b>METRO TRANSIT CAPITAL PROJECTS</b>																							
	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	7,730	1,933	9,663	7,730	1,933	9,663	Future s. 5307 UAFP grants		
	40-ft. Low-Floor Buses electric (up to 15/year) 5337	New/Repl								900	225	1,125	900	225	1,125	900	225	1,125	900	225	1,125	Future s. 5337 UAFP grants		
	40-ft. Low-Floor Buses electric (up to 15/year) 5339	New/Repl								1,930	482	2,412	1,930	482	2,412	1,930	482	2,412	1,930	482	2,412	Future s. 5339 UAFP grants		
	40-ft. Low-Floor Buses diesel (up to 15/year) VW Settlement	RE/PE/Cap																				Anticipate future funding. Amount TBD		
	Remodel, renovate existing bus maintenance facility (5339B)	PE/Const	6,400		1,600	8,000				40	40				40	40					40	40	FY2021 s. 5339B grant & GF- GO borrowing	
	Remodel, renovate bus maintenance facility (5307)	PE/Const	9,982	2,496	12,478																	Carryover & Future s. 5307 UAFP grants		
	Remodel, renovate bus maintenance facility (5337)	PE/Const	1,325	331	1,656																	Carryover & Future s. 5337 UAFP grants		
	Remodel, renovate bus maintenance facility (5339)	PE/Const	1,460	365	1,825																	Carryover & Future s. 5339 UAFP grants		
*	Maintenance Equipment Support Vehicles	New/Repl			70	70				670	670											65	65	GF- GO borrowing
	Facility/Infrastructure Enhancements	New/Repl			56	56				129	129					138	138					66	66	GF- GO borrowing
	Metro On-Board Passenger Survey	New/Repl			2,000	2,000				2,000	2,000				1,000	1,000							GF- GO borrowing	
	Route service planning	PL			436	436				Continuing					Continuing								s. 5304 Statewide Planning grant	
	<b>TOTAL</b>		19,167		6,918	26,085	2,839		2,839	10,560	3,986	14,546	10,560	2,858	13,418	10,560	2,811	13,371					Seeking Route Planning Restoration Program grants. 5307 (ARPA)	
			5307/5337/5339		M			M		5307/5337/5339		M		5307/5337/5339		M		5307/5337/5339		M			Update following city budget action.	
	<b>METRO TRANSIT CAPITAL MAINTENANCE PROJECTS</b>																							
*	Capital Leasing - office space	Cap/Oper			333	333	274		68	342	281		70	351	289		72	361	298		74	372	Future s. 5307 UAFP grant application.	
	Preventive Maintenance	Cap/Oper	6,000		6,000	5,726	1,432	7,158	5,719	1,430	7,149	5,711	1,428	7,139	5,702	1,426	7,128						Carryover & Future s. 5307 UAFP grants	
	<b>TOTAL</b>		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		5307	M		M				

<sup>1</sup> Project programming shown in 2027 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  
2023-2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>TRANSIT CAPITAL</b>																							
<b>CITY OF MADISON</b> *	<b>PARATRANSIT ELIGIBILITY &amp; MOBILITY COORDINATOR PROGRAM</b> Project provides funding for mobility specialist to perform ADA complementary paratransit eligibility determinations, interviews and functional testing (IPA), transit orientation, and paths of travel assessments to/from residence and bus stops.	Cap TOTAL	85 5310		21 M	106																	
<b>CITY OF SUN PRAIRIE</b>	<b>BUS STOP INFRASTRUCTURE</b> Various infrastructure in support of the beginning of local transit service	PE ROW CONST TOTAL									250 250												
<b>DANE COUNTY</b> *	<b>MOBILITY MANAGEMENT PROGRAM</b> Continue mobility management program w/ multiple activities related to improving the effectiveness & efficiency of specialized transportation funding, coordination, and customer access to information. Also includes mobility training programs.	Cap TOTAL	112 5310		28 DC	140																	
<b>CITY OF FITCHBURG</b> *	<b>BUS STOP IMPROVEMENTS</b> Transit shelter procurement	Cap TOTAL	141 141		35 F	176															CIP #3504		
	<b>TRANSIT SHUTTLE</b> This project would procure a medium size, wheelchair accessible bus	Cap TOTAL											80 80	80							CIP #3109 Will likely seek s. 5310 funding		
<b>DANE COUNTY ACCESSIBLE TAXI SERVICE</b> *	<b>ACCESSIBLE VEHICLE</b> Purchase accessible vehicles for use in public taxi service	Cap TOTAL	51 5310		13 DCATS	64																	
<b>NEWBRIDGE MADISON</b> *	<b>ACCESSIBLE VEHICLE</b> Purchase accessible vehicle for client transportation	Cap TOTAL	97 5310		24 NB	121																	
<b>OPTIONS IN COMMUNITY LIVING</b> *	<b>ACCESSIBLE VEHICLE</b> Purchase accessible vehicle for client transportation	Cap TOTAL	41 5310		10 OCL	51																	
<b>YWCA MADISON INC.</b> *	<b>YW TRANIST SPECIALIZED TRANSPORTATION-SOFTWARE</b> Purchase new NEMT scheduling, routing, dispatch, and reporting software	Cap TOTAL	3 5310		1 YW	3																	

<sup>1</sup> Project programming shown in 2027 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  
2023-2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>TRANSIT CAPITAL</b>																							
<b>YWCA MADISON INC.</b> *	<b>YW TRANIST SPECIALIZED TRANSPORTATION - VEHICLE PURCHASE--</b> Purchase one accessible vehicle for client transportation	Cap	62		16	78																	
		TOTAL	62		16	78																	
			5310		YW																		
<b>INTERCITY RAIL/BUS</b>																							
<b>JEFFERSON BUS LINES</b> *	<b>INTERCITY BUS SERVICE (Madison to LaCrosse)</b> Capital cost of contracting for service (total is est. net operating deficit)	Cap/Oper	332		332	332		332		332			332		332			332		332		332	Limited portion of route within Dane Co. Passenger rev. est. to be \$239 in '23.
		TOTAL	332		332	332		332		332		332		332		332		332		332		332	
			5311			5311		5311		5311		5311		5311		5311		5311		5311		5311	
<b>LAMERS BUS LINES</b> *	<b>INTERCITY BUS SERVICE (Madison to Dubuque, IA)</b> Capital cost of contracting for service (total is est. net operating deficit)	Cap/Oper	296		296	296		296		296			296		296			296		296		296	Limited portion of route within Dane Co. Cnty stops include Verona & Mt. Horeb. Passenger rev. est. to be \$93 in '23.
		TOTAL	296		296	296		296		296		296		296		296		296		296		296	
			5311			5311		5311		5311		5311		5311		5311		5311		5311		5311	
<b>LAMERS BUS LINES</b> *	<b>INTERCITY BUS SERVICE (Madison to Wausau)</b> Capital cost of contracting for service (total is est. net operating deficit)	Cap/Oper	416		416	416		416		416			416		416			416		416		416	Limited portion of route within Dane Co. Passenger rev. est. to be \$150 in '23.
		TOTAL	416		416	416		416		416		416		416		416		416		416		416	
			5311			5311		5311		5311		5311		5311		5311		5311		5311		5311	
<b>LAMERS BUS LINES</b> *	<b>INTERCITY BUS SERVICE (Madison to Green Bay)</b> Capital cost of contracting for service (total is est. net operating deficit)	Cap/Oper	433		433	433		433		433			433		433			433		433		433	Limited portion of route within Dane Co. Passenger rev. est. to be \$177 in '23.
		TOTAL	433		433	433		433		433		433		433		433		433		433		433	
			5311			5311		5311		5311		5311		5311		5311		5311		5311		5311	

<sup>1</sup> Project programming shown in 2027 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.

This Page Intentionally Left Blank

**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2023 - 2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027 <sup>1</sup>				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>TRANSIT OPERATING</b>																							
<b>CITY OF MADISON</b>	<b>METRO TRANSIT</b> Operating assistance covers fixed-route and paratransit vehicle operating and maintenance costs, driver wages/benefits, administration, & marketing. The funding supplements farebox and misc. revenue and local financial support. The City of Madison's 2023 contribution is expected to be \$8,871,225. 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 2023 total of \$7,400,000. 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	19,679	18,027	28,516	66,221	18,388	29,086	47,474	18,755	29,668	48,423	19,130	30,261	49,392	19,513	30,867	50,380	Assumes increase of 2% per year from full state funding amount from 2024-'27. 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.				
			CARES/	85.20	M &		85.20	M &		85.20	M &		85.20	M &		85.20	M &						
			ARPA		OTHER			OTHER			OTHER			OTHER			OTHER						
			Implement annual service changes. Incorporate TDP recommendations in annual service planning process.				Implement annual service changes. Incorporate TDP recommendations in annual service planning process.				Implement annual service changes. Incorporate TDP recommendations in annual service planning process.				Implement annual service changes. Incorporate TDP recommendations in annual service planning process.								
<b>CITY OF MONONA</b>	<b>MONONA TRANSIT SYSTEM</b> Operating assistance covers vehicle operating and maintenance costs, driver wages/benefits, and administration. Funding supplements farebox revenue (projected to be \$19,000 in 2023) and local financial assistance.	TOTAL		161	136	297		164	139	303		168	141	309		174	147	321	Assumes 2% per year increase in operating expenses and passenger revenues. Monona Transit likely to be replaced with Metro service in 2024.				
				85.20	MO		85.20	MO		85.20	MO		85.20	MO		85.20	MO						
<b>CITY OF STOUGHTON</b>	<b>STOUGHTON TAXI</b> Shared-ride taxi service. Operating assistance covers vehicle operating and maintenance costs, driver wages/benefits, and administration. Funding supplements passenger revenue (projected to be \$173,000 in 2023) and local financial assistance.	TOTAL		210	173	383		214	176	391		218	180	398		223	184	406		227	187	415	
				85.20	ST		85.20	ST		85.20	ST		85.20	ST		85.20	ST						
<b>CITY OF SUN PRAIRIE</b>	<b>SUN PRAIRIE TRANSIT</b> 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 \$265,000 in 2023) and local financial assistance.	TOTAL		530	305	835		541	311	852		551	317	869		562	324	886		574	330	904	
				85.20	SP		85.20	SP		85.20	SP		85.20	SP		85.20	SP						
<b>DANE COUNTY</b>	<b>GROUP ACCESS SERVICE</b> Operating assistance (within Madison Urbanized Area) Passenger fares supplement public funding	TOTAL			346	346		346	346		346	346		346	346		346	346		346	346		
					DC/M			DC/M			DC/M			DC/M			DC/M			DC/M			
				682	205	887		709	209	918		738	213	951		767	218	985		798	222	1,020	
				85.21	DC/M		85.21	DC/M		85.21	DC/M		85.21	DC/M		85.21	DC/M		85.21	DC/M			
			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.				Update following County budget action.				Assumes 4% increase in state funding from 2024-2027.												

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027 <sup>1</sup>				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>TRANSIT OPERATING</b>																							
DANE COUNTY ACCESSIBLE TAXI SERVICE *	DRIVER INCENTIVE PROGRAM	Oper	38			38																Supplemental Section 5310 apportionment under CRRSA/ARPA	
		TOTAL	38			38																	
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																					
YW TRANSIT *	DRIVER SALARY & OPERATIONS Hire-one full-time driver for specialized transportation, and fund related operational expenses	Oper	50		50	99																	
		TOTAL	50		50	99																	
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																					

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>STREET/ROADWAY PROJECTS</b>																							
WisDOT	<b>S. AND W. BELTLINE (USH 12/14/18/151)</b> Madison to Cambridge USH 14 to CTH N Planning and Environmental Linkage Study Phase II PEL	PE ROW UTL CONST TOTAL	Continuing																				5304-02-04  Federal Design \$ obligated in 2019.
*	<b>S. AND W. BELTLINE (USH 12/14/18/151)</b> Madison to Cambridge USH 14 to CTH N EIS studies through Final EIS Tiered EIS	PE ROW CONST TOTAL	Continuing				Continuing				Continuing				Continuing								5304-02-02 Continuation through 2026.
*	<b>W. BELTLINE HIGHWAY (USH 12/14)</b> Sauk City to Madison Terrace Avenue to Gammon Road Resurfacing (3.6 miles)	PE ROW CONST TOTAL	Continuing				Continuing				Continuing				Continuing								5300-00-02, -72 Construction is programmed in 2028: \$11 Million in Federal NHPP, 2001 funds and \$2.76 million in State funds. Project will also address pavement between ramp terminals on Old Sauk Road, Mineral Point Road, and Gammon Road.
	<b>INTERSTATE 39/90/94</b> Madison to Portage USH 12/18 to STH 60 Preliminary Engineering to Environmental Document/EA	PE ROW CONST TOTAL	Continuing				Continuing				Continuing				Continuing				Continuing				1012-05-02 Authorized in 2022 for \$10.8 Million State Design Funds for Planning and Admin.
*	<b>INTERSTATE 39/90/94</b> Madison to Portage 0.55 miles S of CTH V to NCL Resurfacing	PE ROW CONST TOTAL	Continuing				Continuing				20,223 2,247 22,470												1011-01-00, -70 Authorized in 2022 for \$1 million State funds for design/PE
	<b>INTERSTATE 39/90/94</b> Madison to Portage River Road Bridge Partial bridge deck replacement with girder replacement (SB) (B-13-0089)	PE ROW CONST TOTAL	Continuing																				1009-11-08, -78 Design cost of \$65 is 100% state funded and is authorized and programmed in 2022. Construction authorized in 2022 for \$290 is 100% state funded with construction scheduled in March of 2023
*	<b>INTERSTATE 39/90</b> CTH BB/Cottage Grove Rd/CTH BB and Hanson Rd. Bridges Preventative Maintenance CTH BB/Cottage Grove Road Bridge over IH 39/90 is B13-0112. Hanson Road Bridge over I-39/90 is B-13-0540	PE ROW CONST TOTAL	61 7 68				Continuing				Continuing				Continuing				Continuing				1010-00-34, -64 Preventative Maintenance for both bridges scheduled in CY 2028 at \$466 federal (NHPP) and \$517 State.
*	<b>INTERSTATE 39/90</b> 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.

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>STREET/ROADWAY PROJECTS</b>																							
WisDOT	<b>INTERSTATE 39/90</b> Janesville to Portage South Beltline (USH 12/18) to STH 30 Concrete Pavement Repair (5.65 Miles)	PE ROW CONST	Continuing				Continuing				5,152	572	5,724		Continuing								1001-00-36, -66 Fed. Design \$ obligated in 2019. Const. in 2026.
*		TOTAL									5,152	572	5,724										
111-19-023											NHPP	WI											
	<b>INTERSTATE 39/90</b> Madison - Portage Lien Road to USH 51 Resurfacing - Mill & overlay (4.86 miles) NB & SB lanes	PE ROW CONST	Continuing				Continuing				Continuing				Continuing				Continuing				1010-01-19, -89 Construction programmed for CY 2028 at \$13,419 federal (NHPP) and \$1,419 State
*		TOTAL																					
111-20-006																							
	<b>INTERSTATE 94</b> Madison - Lake Mills CTH N to Airport Road Resurfacing - Mill & overlay (9.63 miles) EB & WB lanes	PE ROW UTIL CONST	Continuing				Continuing				16,648	1,975	18,623		Continuing								1066-03-05, -75
*		Total									16,648	1,975	18,623										
111-20-007											NHPP	WI											
	<b>USH 12</b> Parmenter St. to STH 19 Freeway conversion study	PE ROW CONST	Continuing				Continuing				Continuing				Continuing				Continuing				5300-05-00 Funding obligated in 2006. Anticipate study to be ongoing through 2030.
		TOTAL																					
	<b>USH 12/18</b> 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	Continuing																				3080-01-05, -25, -26, -75, -76 Federal fund breakdown: HSIP (SAF-ZS30) total is \$7,560, NHPP is \$10,804. Local fund breakdown: City total is \$4,149, Ho Chunk total is \$1,170
*		TOTAL																					
111-20-016																							
	<b>USH 12/18</b> Madison to Cambridge Replace box culvert bridge over Yahara River. B-13-193	PE ROW CONST	Continuing				Continuing				Continuing				Continuing				Continuing				1206-04-04, -84 Construction scheduled in 2032 at \$2,303 Federal (NHPP) funds and \$576 State Funds
*		TOTAL																					
111-22-009																							
	<b>USH 14</b> Madison to Oregon Fitchburg North City Limit to South City Limit Mill & Overlay 6.4 Miles	PE ROW CONST	Continuing				Continuing				Continuing				Continuing				Continuing				5155-02-35, -65 Construction scheduled in 2028. Potential construction advancement to 2025. Cost est. \$7,207,998 federal (NHPP) and \$1,738 State funds
*		TOTAL																					
111-20-011																							
	<b>USH 14</b> Spring Green to Madison Pleasant View Road Intersection Construct left turn lanes/monotubes for signals and recondition pavement. (0.225 mi.)	PE ROW CONST	Continuing																				5310-02-75, -55, -56 This construction project is tied to local project 5992-11-01 HSIP funded project. ID's 55 & 56 are for RR Xing 391751U. 55 is resurfacing of the Xing area, and 56 is RR signal Replacement. Fed fund breakdown: HSIP total is \$1,485 and NHPP is \$260
*		TOTAL																					
111-21-017																							

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>STREET/ROADWAY PROJECTS</b>																							
WisDOT	<b>USH 14</b> Spring Green to Madison Deming Way Intersection Recondition intersection, lengthen USH 14 WB left turn lane, and widen shoulders.	PE ROW CONST TOTAL	Continuing				516 57 573																5310-02-08, -78
* 111-21-018							516 57 573 ZS30 WI																
	<b>USH 18/151</b> Mount Horeb to Madison Town Hall Road to CTH PD Overlay and Pavement Repair EB & WB Roadways. Widen median shoulders from 3' to 6' and add high-friction surface treatment to the bridge decks over Old CTH PB. (13.72 Miles)	PE ROW UTL CONST TOTAL	Continuing																				1204-08-35, -65 Fed. Design \$ obligated in 2019. Const. funding to be obligated in '22. Const. in 2023. NHPP: \$18,838 HSIP (ZS30/ZS3E): \$1,239
* 111-19-017																							
	<b>USH 51 (STOUGHTON RD.)</b> Madison to DeForest STH 30 to STH 19 Preliminary Engineering through Environmental Document	PE ROW CONST TOTAL	Continuing				Continuing				Continuing				Continuing				Continuing				5410-08-01 Authorized in 2022 for \$4 Million State design Funds for Planning and Admin.
							Continuing				Continuing				Continuing				Continuing				5410-06-00 Authorized in 2022 for \$1.8 Million State Design Funds for Plannig and Admin.
	<b>USH 51 (STOUGHTON RD.)</b> Madison to DeForest Voges Road to STH 30 Preliminary Planning Pre-NEPA	PE ROW CONST TOTAL	Continuing				Continuing				Continuing				Continuing				Continuing				
* 111-18-011																							5410-00-04/74 Design \$ obligated in 2018. Const. \$ obligated in 2022. Construction anticipated in 2023.
	<b>USH 51 (STOUGHTON RD.)</b> USH 151 to Pierstorff Street Pavement Replacement (NB Lanes) (0.8 miles)	PE ROW CONST TOTAL	Continuing																				
* 111-19-005							2,602 426 3,028				Continuing												5845-01-00, -70 Fed. Design \$ obligated in 2019. NHPP: \$982; ZS30: \$1,620 Const. \$ to be obligated in '23. Construction in 2024.
							2,602 426 3,028 ZS30/ NHPP WI																
	<b>USH 51</b> Stoughton to Madison CTH B / CTH AB Intersection Install Roundabout at Intersection (0.23 miles)	PE ROW CONST TOTAL	Continuing				Continuing				Continuing				Continuing				Continuing				5845-16-01, -21, - 71 Construction scheduled in 2029. Const. cost est. is \$19,400 to be funded with \$15,500 NHPP and \$3,900 State.
* 111-21-015							615 615				Continuing				Continuing				Continuing				
	<b>USH 51</b> Stoughton to McFarland <b>Segment 1</b> - Interstate 39/90 to CTH N Reconstruction with intersection improvements and a new mile-long bypass lane between Washington Road and Tower Drive. (5.49 mi.)	PE ROW CONST TOTAL	Continuing				Continuing				Continuing				Continuing				Continuing				
							615 615				Continuing				Continuing				Continuing				
							615 615 WI																

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>STREET/ROADWAY PROJECTS</b>																							
<b>WisDOT</b>																							
<b>X*</b>  <b>111-21-015</b>	<b>USH 51</b> Stoughton to McFarland <b>Segment 2</b> - Spring St. to Harrison n St. (Section 1) and Harrison St. to Roby Rd. (Section 2) Section 1: Urban 2 - 4 lane reconstruction with improved pedestrian and bicycle accommodations added to the corridor. Bike lanes on USH 51 where possible. New sidewalk will be added and existing sidewalk replaced where the width is deficient. Section 2: Urban 4-lane expansion with a curbed median, curb and gutter along the outside paved shoulders, and sidewalk on both sides of USH 51, possibly 10 ft. on one side (3.65 mi.)	PE ROW CONST  TOTAL	Continuing 1,803  1,803	1,803	Continuing					Continuing 7,709 1,948 221 9,878	7,768	1,942	9,710	Continuing 7,768 1,942 9,710								5845-16-02, -22, -23, -72, -73, -82 ID (82)- 5th Street to Harrison Street scheduled in 2029 at \$4,037 Federal (NHPP) and \$1,009 State. ID 72-is in 2025 (Spring Street to Fifth Street). ID 73 is in 2026 (Harrison to Roby Road)	
<b>X*</b>  <b>111-21-015</b>	<b>USH 51</b> Stoughton to McFarland <b>Segment 3</b> - Roby Road to CTH B/CTH AB (Section 1) and CTH B/CTH AB to Exchange Street (Section 2) Reconstruction with intersection improvements. New roundabouts at CTH B and Exchange street. (6.57 mi.)	PE ROW UTL CONST TOTAL	Continuing		Continuing 1,549  1,549	1,549				Continuing 1,372 1,414 2,786	1,372 1,414 2,786			Continuing 27,667 6,917 34,584	9,243 2,310 11,553							5845-16-04, -24, -25, -45, -74, -75, -84 Section 1 (ID 74 & 84) Construction scheduled in 2026. Section 2 (ID 75) construction scheduled for 2027. Note: CTH B/AB roundabout will be constructed in 2024 separate from overall Majors funded projects	
<b>*</b>  <b>111-21-015</b>	<b>USH 51</b> Stoughton to McFarland <b>Segment 4</b> - Exchange St. to Larson Beach Rd. (Section 1) and Larson Beach Rd. to Voges Rd. (Sec. 2) Section 1: Urban 4-lane reconstruction with a median or TWLTL; sidewalk on both sides of USH 51. Intersection improvements and added left turn to SB USH 51 at Farwell Street. Section 2: Pavement replacement of the existing 4-lane expressway. An auxiliary lane to be added between the north ramps of the Siggelkow Road interchange and Meinders road. Two options are being considered at the Siggelkow ramp terminals: signalized intersections or roundabouts. (2.71 mi.)	PE ROW CONST  TOTAL	Continuing 36  36	36	Continuing 896 224 1,120	896 224 1,120				Continuing 10,228 2,557 12,785	436 12,785			Continuing 27,667 6,917 34,584	9,243 2,310 11,553							5845-16-06, -26, -27, -76, -77, -86 Section 2: (ID's 77 & 86) scheduled in 2025. Section 1 (ID 76) construction scheduled for 2028. Est. cost at \$9,763 Fed (NHPP) and \$2,740 State, & \$1,523 City of McFarland .	
<b>*</b>  <b>111-21-015</b>	<b>USH 51</b> Stoughton to McFarland Entire Corridor - Interstate 39/90 to Voges Road Corridor Management and Program Controls	PE ROW CONST  TOTAL	Continuing		Continuing					Continuing				Continuing								5845-16-00 Continued through final project of TPC approved USH 51 projects in 2029 (5845-16-76)	
<b>*</b>  <b>111-19-006</b>	<b>USH 151 (S. BLAIR ST.)</b> Blair St./John Nolen Dr./Williamson St./ E. Wilson St. Intersection Intersection Safety Improvements	PE ROW CONST RE TOTAL			(See City of Madison listing for Blair St./John Nolen Dr./Williamson St./E. Wilson St.)																	5400-00-02, -22, -72 Design locally funded. Design \$ obligated in 2017. Const. in 2022-2023. Coordinate with City of Madison.	

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>STREET/ROADWAY PROJECTS</b>																							
WisDOT																							
*	111-19-007	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.-2023.	
*	111-21-020	USH 151 (PARK STREET) City of Madison Park Street WSOR Crossing to Olin Ave. Pavement Replacement	PE ROW CONST TOTAL			250		167	417	Continuing			Continuing			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				791	88		879											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				Continuing					Continuing			Continuing						3050-05-02, -72, -73 Construction currently scheduled for 2028. Enumerated in 2020 at \$520, incl. \$232 local funds for water main. Project may be advanceable to 2024.	
*	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									3,903	976		4,879	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 Maunasha River Bridge (in Marshall) Resurfacing (6.4 mi.)	PE ROW CONST TOTAL	Continuing									3,427	857		4,284	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		854	95			949	Continuing												6085-02-05, -75 HSIP Project Const. \$ to be obligated in '23. Const. in 2024.	
*	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 Continuing									2,492	623		3,115						5280-03-00, -70, -20 Design \$ obligated in 2018. Construction anticipated in 2024.	

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>STREET/ROADWAY PROJECTS</b>																							
<b>WisDOT</b>																							
*	<b>STH 113</b> 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	8,625 8,625 FLX/ZS30	1,149 1,149 WI	8 8 DC	9,782 9,782																5420-02-02, -72 Fed. Design \$ obligated in 2019. Mill and Overlay is \$7,085 (FLX). Bridge Repairs are \$98 (FLX). Local funds are Dane County Parks Safety is \$1,442 (HSIP-ZS30)	
*	<b>STH 113</b> Madison to Lodi South of Verleen Road Resurfacing at WSOR RR Crossing	PE ROW CONST TOTAL							122 122 FLX	8 8 WI	23 23 WSOR	153 153										5280-03-50 - Xing ID #'s 178068H/917705c, just south of W. Verleen Avenue, Waunakee. UP owned	
*	<b>STH 113</b> Madison - Lodi South of Verleen Road WSOR RR Signal Work	PE ROW CONST TOTAL							244 244 FLX	61 61 WI	305 305											5280-03-53 - Xing ID #'s - 178068H/917705c, just south of W. Verleen Avenue, Waunakee. UP owned.	
*	<b>STH 138</b> Cooksville to Stoughton STH 59 to Milwaukee Street Replace Pavement (5.71 Miles)	PE ROW CONST TOTAL	Continuing				Continuing				Continuing				Continuing					5924-00-02, -72 Construction scheduled in 2028 at \$5,400 Federal (FLX) funds and \$1,300 State funds			
*	<b>CTH AB (BUCKEYE ROAD)</b> City of Madison WSOR RR Crossing ID 177334Y Railroad Ops/Safety/OCR/Signals & Gates	PE ROW CONST TOTAL							177 177 ZS50	151 151 WI	328 328											1009-85-35	
*	<b>EAST SOUTH STREET</b> City of Stoughton WSOR RR Crossing ID: 391675D WSOR RR Crossing/Signal Work.	PE ROW CONST TOTAL							164 164 ZS50	88 88 WI	252 252											1009-85-31 HSIP Project. Programmed in 2021. Construction in 2024.	
*	<b>HOLSCHER ROAD</b> Village of McFarland WSOR RR Crossing ID: 911336m Replace WSOR RR Detection equipment.	PE ROW CONST TOTAL							13 13 ZS50		13 13 WSOR	26 26										5685-00-50 Programmed in 2021. Construction in 2024.	
*	<b>CTH KP</b> Village of Cross Plains WSOR RR Crossing ID: 391768x Replace WSOR RR Detection equipment.	PE ROW CONST TOTAL							13 13 ZS50		13 13 WSOR	26 26										5572-00-50 Programmed in 2021. Construction in 2024.	
<b>DANE COUNTY</b>	<b>CTH A</b> USH 14 to STH 138 Resurface	PE ROW CONST TOTAL										4,000 4,000 DC	4,000 4,000										

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>STREET/ROADWAY PROJECTS</b>																							
<b>DANE COUNTY</b>	<b>CTH AB</b> CTH MN to USH 12 Resurfacing	PE ROW CONST  TOTAL																					Estimated Const. Cost: \$700 Timing Uncertain. Not Programmed.
	<b>CTH B</b> USH 51 to CTH N Resurface	PE ROW CONST  TOTAL			4,000	4,000																	
*	<b>CTH BB</b> Koshkonong Cr Bridge (P-13-0032) Reconstruct	PE ROW CONST  TOTAL		73	18	91						537	159	696									
111-23-006	<b>CTH BW (WEST BROADWAY)</b> Bridge Road to Stoughton Road Mill & remove asphalt and concrete pavement, spot curb replacement as needed. New HMA pavement, including regrading medians & installation of new light poles.	PE ROW CONST  TOTAL																					Joint project w/ City of Monona. Const. anticipated in 2028 or later. Estimated Cost: \$3,400 Not programmed.
	<b>CTH CC (JEFFERSON ST.)</b> Ash Street to CTH D Resurfacing	PE ROW CONST  TOTAL															2,500	2,500					Joint project w/Village of Oregon. Seeking federal funding (ARPA).
	<b>CTH CV (LAKE RD.)</b> STH 19 to Vinburn Rd. Reconstruction	PE ROW CONST  TOTAL											1,800	1,800									Joint project w/Village of Windsor. STH 19 to Windsor Rd: 2024 Windsor Rd. to Vinburn Rd: 2025 Local cost share agreement needed. Windsor will sponsor CTH CV - Windsor Rd int. improvements.
	<b>CTH CV (LAKE RD.)</b> Government Road to USH 51 Reconstruction	PE ROW CONST  TOTAL																			1,750	1,750	
	<b>FISH HATCHERY ROAD (CTH D)</b> Sparkle Stone to 450' S of Byrneland Reconstruction with intersection improvements and roadway expansion to 4 travel lanes	PE ROW CONST  TOTAL																					In planning Joint project w/Dane County. Not programmed.
X																							(See City of Fitchburg listing for Fish Hatchery Road. (CTH D))
*	<b>CTH KP</b> 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.
111-20-013				832	209	1,041																	

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>STREET/ROADWAY PROJECTS</b>																							
<b>DANE COUNTY</b>	<b>CTH M (CENTURY AVE)</b> 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.	
	<b>CTH M (CENTURY AVE)</b> Allen Blvd to Parmenter St Resurfacing, includes 5-in. 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.	
<b>X*</b>  <b>111-20-003</b>	<b>CTH M</b> Oncken Rd. to STH 113 Reconstruction and expansion to 4-lane divided cross section w/ ped/bike and intersection improvements	PE ROW CONST TOTAL	13,021	1,920	1,920	Continuing												5954-00-00, -01  Construction in 2023-'24 Funding obligated in SFY 2024. Joint project w/ Town of Westport					
<b>*</b>  <b>111-22-012</b>	<b>CTH M</b> City of Middleton 0.4 miles west of CTH Q. Replace bridge over Pheasant Branch Creek B-13-0046; New Bridge ID: B-13-0905	PE ROW CONST TOTAL	217	55	272	Continuing				Continuing				Continuing				1,613                      803      2,416  1,613                      803      2,416				5993-01-07, -77	
	<b>CTH MC (JOHN NOLEN DRIVE/ OLIN AVENUE)</b> Expo Way to USH 12/18 Pavement replacement	PE ROW CONST TOTAL				340	340									3,542      3,542  3,542      3,542				Seeking STBG-Urban Funding. Fed funding not programmed.			
	<b>CTH MM (JANESVILLE ST.)</b> Wolfe Street to Spring Street Remove existing asphalt and base course Add new base and HMA surface	PE ROW CONST TOTAL				1,419	1,419													Joint project w/ Village of Oregon.			
	<b>CTH MM (WOLFE ST.)</b> Janesville Street to south village limits Reconstruction	PE ROW CONST TOTAL																Joint project w/ Village of Oregon.  Const. anticipated in 2027 or 2028 Cost estimate: \$1,400 Not programmed.					
	<b>CTH MM/RIMROCK ROAD</b> Oregon Rd to USH 12/18 Pavement replacement	PE ROW CONST TOTAL				120	120									1,560      1,560  1,560      1,560				Seeking STBG-Urban Funding. Fed funding not programmed.			
	<b>CTH MM/RIMROCK ROAD</b> USH 12/18 to CTH MC Pavement replacement	PE ROW CONST TOTAL				107	107									1,384      1,384  1,384      1,384				Seeking STBG-Urban Funding. Fedfunding not programmed.			

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>STREET/ROADWAY PROJECTS</b>																							
<b>DANE COUNTY</b>	<b>CTH MN</b> Door Creek Bridge (B-13-0953) Reconstruct	PE ROW CONST	63		16	79																	
*										457		139	596										
111-23-007		TOTAL	63		16	79				457		139	596										
	<b>CTH N</b> Koshkonong Creek Bridge (B-13-0081) Reconstruct	PE ROW CONST	75		19	94																	
*										579		145	724										
111-23-008		TOTAL	75		19	94				579		145	724										
	<b>CTH N</b> CTH TT to 3,400 N of CTH TT Improve to urban standards with turn lanes.	PE ROW CONST								(See Village of Cottage Grove listing for CTH N)												Joint project with Village of Cottage Grove. Not programmed.	
		TOTAL																					
	<b>CTH S</b> Pioneer to Pleasant View Resurface	PE ROW CONST																					
		TOTAL				500	500																
	<b>CTH V (E NORTH ST.)</b> CTH CV to Nelson Court Reconstruction to urban standards. Construct ped/bike path.	PE UTL CONST								(See Village of DeForest listing for CTH V)												Joint project w/Village of DeForest. Project agreement needed. Const. anticipated in 2023.	
		TOTAL																					
	<b>CTH V (E NORTH ST.)</b> Stevenson Street to N. Halsor Street Pulverize and pave	PE UTL CONST								(See Village of DeForest listing for CTH V)												Joint project w/Village of DeForest. Project agreement needed. Const. anticipated in 2023.	
		TOTAL																					
<b>CITY OF FITCHBURG</b>	<b>FISH HATCHERY ROAD (CTH D)</b> Sparkle Stone Crescent to 450' S of Bymeland Street Reconstruction with intersection improvements and roadway expansion to 4 travel lanes	PE ROW CONST																				In planning Joint project w/Dane County. Construction anticipated in 2029. CIP #3503 Not Programmed.	
X																							
	<b>FITCHRONA ROAD</b> Lacy Road to Nesbitt Road Reconstruction to urban cross-section w/ bike lanes and added turn lanes at Lacy Rd. Multi-use path on east side.	PE ROW CONST			221	257	478																
		TOTAL			221	257	478																
					LRIP	F						2,886	2,886	4,696									
												2,886	2,886	4,696									
												LRIP	F										
	<b>FITCHRONA ROAD</b> 680' N of Whalen Rd to 2,650 S of Road Resurface rural cross-section w/ bike lanes	PE ROW CONST				50	50															CIP #3506	
		TOTAL				50	50																
						F																	

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>STREET/ROADWAY PROJECTS</b>																							
<b>CITY OF FITCHBURG</b>	<b>HERMAN ROAD</b> Realignment and extension of street	PE ROW CONST  TOTAL																					CIP #3365  Construction anticipated in 2030.
	<b>IRISH LANE</b> CTH D to Syene Road Reconditioning with protected bike lanes.	PE ROW CONST  TOTAL															3,510	3,510			3,510	3,510	Seeking STBG-Urban Funding. Fed funding not programmed. Timing uncertain w/o fed funding
	<b>LACY ROAD</b> Fitchrona to Seminole Highway Reconstruction to urban cross-section w/ buffered bike lanes and intersection improvements. Multi-use path on north side and possibly sidewalk on south side	PE ROW CONST  TOTAL																					CIP # 3494 Construction in 2023 Includes state funding thru TEA grant. Funding obligated in '22.
	<b>LACY RD &amp; SEMINOLE HWY</b> Seminole Hwy: Lacy Road to Schuman Drive. Lacy Rd: Seminole Hwy east to Savanna Oaks MS. Installation of multi-use path and and sidewalk.	PE ROW CONST  TOTAL											60	60							600	600	CIP # 3495  Construction of intersection completed in 2022. Construction of paths anticipated in 2026.
	<b>SYENE ROAD</b> McCoy Road north to city limit Resurface and add 5' paved shoulders	PE ROW CONST  TOTAL															200	200					CIP #3367 Construction anticipated in 2027. Seeking STBG-Urban Funding. Fed funding not programmed.
	<b>S. SYENE ROAD</b> Ph 1: Aurora Ave. to Nannyberry Park Ph. 2: Nannyberry Park to south of McCoy Rd. Int. Reconstruct to urban cross-section w/ bike lanes	PE ROW CONST  TOTAL			300	300			300	300											2,700	2,700	CIP #3368 Phase 1: Const. in '22-23. Phase 2: Const. in '24. Seeking STBG-Urban funding for Phase 2. Federal funding not programmed.
	<b>S. SYENE ROAD</b> McCoy Road Intersection Intersection reconfiguration and reconstruction from W. Clayton Road to McCoy Road	PE ROW CONST  TOTAL											1,710	1,032				2,742					5849-02-06, -07
<b>111-22-028</b>													1,710	1,032				2,742					
	<b>MISC - SIDEWALK IMPROVEMENTS</b>	PE ROW CONST  TOTAL															112	112			116	116	
					106	106			109	109											119	119	
					106	106			109	109			112	112			116	116			119	119	
	<b>MISC - STREET RESURFACING</b>	PE ROW CONST  TOTAL															1,461	1,461					
					1,233	1,233			1,360	1,360			1,334	1,334			1,461	1,461			1,438	1,438	
					1,233	1,233			1,360	1,360			1,334	1,334			1,461	1,461			1,438	1,438	

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments				
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total					
<b>STREET/ROADWAY PROJECTS</b>																											
CITY OF MADISON	<b>ATWOOD AVENUE</b> "Schenk's Corners" intersection with Winnebago St. Partial reconstruction w/ pavement replacement	PE ROW CONST TOTAL																					Timing uncertain. Not currently scheduled.				
*	<b>ATWOOD AVENUE</b> 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					Continuing																5992-10-15, -16, -17, -18 Project ID# 5992-10-17 Federal using 2006 - 2009 Earmark House Appropriation \$714,451.26. Project ID# 5992-10-18 - Utilities City of Madison \$1,997,651. Const. in 2023.				
*	<b>S. BLAIR ST (USH 151)/JOHN NOLEN DR.</b> 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 2022-2023. Coordinate w/ WisDOT. Some local funding may be required. HSIP: \$1,904; NHPP: \$212				
*	<b>S. BLAIR STREET/USH 151</b> 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. Const. in 2022-2023.				
*	<b>GAMMON ROAD &amp; WATTS ROAD</b> Intersection Improvements Add left-turn lanes and monotube traffic signals.	PE UTL CONST TOTAL					Continuing					570		63	633									5992-07-18, -19 HSIP project			
	<b>GAMMON ROAD</b> Schroeder Rd. to Colony Dr. Install Adaptive Traffic Signal Control System	PE ROW CONST TOTAL																					May seek STBG-Urban funding.  Total est. construction cost is \$518.				
*	<b>JOHN NOLEN DRIVE</b> North Shore Dr. to Lakeside St. Reconstruct roadway and bridges Reconstruct shoreline, widen path (1.27 mi.)	PE ROW CONST UTL TOTAL					Continuing				Continuing				Continuing				11,819	18,806	30,625	Continuing	5992-11-20, -21, -22, -23 Project ID# 5992-11-22 is for ID# P-13-0753 \$465,240. Project ID# 5992-11-23 is for ID# B-13-0332 \$497,240. \$11,049 URB; \$770 BR Const. in 2026-2027.				
	<b>JOHN NOLEN DRIVE</b> Lakeside St. to Olin Avenue Reconstruct roadway and bridges. Widen Path.	PE ROW CONST UTL TOTAL					Continuing				Continuing												5,970	5,970	5,970	5,970	Seeking STBG-Urban funding. Fed funding not programmed. May be combined w/ county project on Olin Ave. and JND south of Lakeside St.

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>STREET/ROADWAY PROJECTS</b>																							
<b>CITY OF MADISON</b>	<b>JOHN NOLEN DRIVE</b> Monona Terrace Replace tunnel lighting on John Nolen Drive under Monona Terrace.	PE ROW CONST																					
		TOTAL							1,000	1,000													
	<b>HIGH POINT ROAD / RAYMOND ROAD / MID TOWN ROAD</b> Realign Roadway	PE ROW CONST			760	760															1,000	1,000	Construction anticipated in 2028.
		TOTAL			760	760															1,000	1,000	
* <b>111-22-015</b> <b>(111-17-006)</b>	<b>MINERAL POINT ROAD</b> Beltline Highway to S. High Point Road Replace pavement, add path on north side, and improve pedestrian crossings. Layout consistent with future BRT. (0.22 mi.)	PE ROW CONST	Continuing				Continuing																5992-10-19, -20
		TOTAL									1,650		1,100	2,750									
* <b>111-22-008</b>	<b>MINERAL POINT ROAD</b> S. High Point Road Intersection City of Madison Reconstruct and add left-turn lanes; replace traffic signals with monotubes; add pedestrian count-down timers; upgrade curb ramps; and paint high-visibility crosswalks.	PE ROW CONST	Continuing				Continuing																5992-07-22, -23 HSIP (ZS30/ZS3E) federal safety funds for both design and construction.
		TOTAL									761		85	846									
	<b>MINERAL POINT ROAD</b> Junction Road to Whitney Way Install Adaptive Traffic Signal Control System	PE ROW CONST																					May seek STBG-Urban funding.
		TOTAL																					Total est. construction cost is \$690.
	<b>OUTER CAPITOL LOOP SOUTH</b> MLK Blvd. to S Webster St. Reconstruct roadway (0.14 mi.)	PE UTL CONST							355	355													
		TOTAL							1,986	1,986													
* <b>111-21-020</b>	<b>PARK STREET (USH 151)</b> City of Madison Park Street WSOR Crossing to Olin Ave. Pavement Replacement	PE ROW CONST																					5400-00-01, -71 Construction scheduled for 2028. Est. const. cost at \$6 million (\$4.8 million Federal (NHPP) & \$1.2 million State).
		TOTAL																					
<b>X*</b> <b>111-20-004</b>	<b>PLEASANT VIEW ROAD</b> 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																					5992-11-00, 01, -50, -51, -52 Const. in 2022-2024.
		TOTAL																					

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total				
<b>STREET/ROADWAY PROJECTS</b>																										
<b>CITY OF MADISON</b>	<b>PLEASANT VIEW ROAD</b> Phase 2 Old Sauk Road to Mineral Point Road Reconstruct and widen to 4-lane divided roadway w/bike lanes and bike path in corridor.	PE ROW CONST  TOTAL																					Will seek STBG-Urban funding for construction. Not currently programmed. Const. cost estimate is \$5,824.			
*	<b>UNIVERSITY AVENUE</b> Shorewood Boulevard to University Bay Drive Reconstruct existing concrete pavement, improve U Bay intersection, add ped/bike facilities, including grade-separated ped/bike crossing of U Bay Ave. (0.72 mi.)	PE ROW CONST UTL TOTAL					Continuing																5992-11--30, -31, -32, -33, -55, -56, -57, -58 Project includes storm sewer improvements. Const. 2022-2023.			
*	<b>S. WHITNEY WAY</b> Odana Road Intersection Construct monotubes for signals, lighting, and crosswalks.	PE ROW CONST  TOTAL					Continuing				Continuing				Continuing				Continuing				935	104	1,039	5992-07-06, -07
	<b>WILSON ST</b> Martin Luther King, Jr. Blvd. to King Street Concrete replacement w/ possible addition of bike facilities	PE UTL CONST  TOTAL										487	487			1,495	1,495									
	<b>MISC - BRIDGE REPAIR AND REPLACEMENT</b> Repair bridges	PE ROW CONST  TOTAL																								
	<b>MISC - PAVEMENT MANAGEMENT</b> Recondition and resurface existing pavement on local streets	PE UTL CONST  TOTAL																								
	<b>MISC - RAILROAD CROSSINGS</b> Repair railroad crossings and install warning devices	PE ROW CONST  TOTAL																								
	<b>MISC - RECONSTRUCT LOCAL STREETS</b> Reconstruct neighborhood streets with existing curb and gutter	PE UTL CONST  TOTAL																								
	<b>MISC - RECONNECTING COMMUNITIES</b> Reconnect communities that are cut off from economic opportunities by transportation infrastructure.	PE UTL CONST  TOTAL																								

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments	
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total		
<b>STREET/ROADWAY PROJECTS</b>																								
CITY OF MADISON	MISC - SAFE STREETS MADISON Safety Improvements on Streets	PE																				Managed by Traffic Engineering.		
		ROW																						
		CONST			2,050	2,050			1,550	1,550			1,564	1,564			1,582	1,582			1,603		1,603	
	TOTAL			2,050	2,050			1,550	1,550			1,564	1,564			1,582	1,582			1,603	1,603			
				M				M			M			M			M			M				
	MISC - SAFE STREETS FOR ALL FEDERAL GRANTS Safety Improvements on Streets	PE																				Seeking 16,000 in Federal Funding under new grant program.		
		ROW																						
		CONST			20,000	20,000																		
	TOTAL			20,000	20,000																		Federal Funding not programmed.	
				M				M			M			M			M			M				
	MISC -- TRAFFIC SIGNAL INSTALLATION This program replaces and modernizes the City's traffic signal network and others under contract with county, municipalities	PE																				Managed by Traffic Engineering. Seeking \$800 in federal funding for 2023. Federal funding not programmed.		
		ROW			80	1,950	2,030		80	750	830		80	755	835		80	755	835		80		760	840
		CONST																						
	TOTAL			80	1,950	2,030		80	750	830		80	755	835		80	755	835		80	760	840		
				WI	M			WI	M			WI	M			WI	M			WI	M			
CITY OF MIDDLETON	CENTURY AVE. (CTH M) 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																				Timing Uncertain. Project agreement needed with county. Not currently programmed.		
		ROW																						
		UTIL																						
	CONST																							
	TOTAL																							
	CENTURY AVE. (CTH M) Allen Blvd. to Parmenter St. Resurfacing, includes 5-inches new HMA; est 30% curb/gutter replacement; and 10% EBS (1.27 mi.)	PE																				Timing Uncertain. Project agreement needed with county. Not currently programmed.		
		ROW																						
		UTIL																						
	CONST																							
	TOTAL																							
* 111-22-012	CTH M City of Middleton 0.4 miles west of CTH Q. Replace bridge over Pheasant Branch Creek B-13-0046; New Bridge ID: B-13-0905	PE																				5993-01-07, -77 Construction in 2027.		
		ROW																						
		CONST																						
	TOTAL																							
	DEMING WAY Madison city limits to Holiday Ave Full depth resurfacing with spot curb and gutter replacement (0.56 mi)	PE														2	2				2	2		
		ROW																				95		95
		CONST																						95
	TOTAL																					97	97	
															MI		2				MI			
	ELMWOOD AVE. Cayuga St. to Parmenter St. Partial depth mill & overlay with minimal curb and gutter replacement (0.25 mi)	PE			2	2																		
		ROW																						
		CONST			23	23																		
	TOTAL			25	25																			
					MI																			
	ELMWOOD AVE. Bristol to Gateway Full depth resurfacing with minimal curb and gutter replacement	PE			2	2																		
		ROW																						
		CONST			23	23																		
	TOTAL			25	25																			
					MI																			

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments	
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total		
<b>STREET/ROADWAY PROJECTS</b>																								
<b>CITY OF MIDDLETON</b>	<b>LYNN STREET</b> Knoll Court to Graber Road Full depth resurfacing with spot curb and gutter replacement. (0.09 mi.)	PE ROW CONST  TOTAL																4	4			55	55	
																		59	59			MI		
<b>X</b>	<b>PARMENTER STREET</b> 360' north of Century Ave. to Greenbriar Rd. Reconstruction and widening to 4 lanes of older part, reconditioning of newer segment to convert to urban cross-section w/bike lanes. May include roundabout at Graber/Tribeca intersection. (0.63 mi.)	PE ROW CONST  TOTAL			45	45																559	559	
						604				604												MI		
<b>X*</b>	<b>PLEASANT VIEW ROAD</b> 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																						5992-11-00, 01, -50,-51,-52 Joint project with City of Madison Const. in 2022-2024.
<b>X*</b>	<b>PLEASANT VIEW ROAD</b> Old Sauk Road to Mineral Point Road Reconstruct and widen to 4-lane divided roadway w/bike lanes and bike path in corridor (Phase 2).	PE ROW CONST  TOTAL																						May seek STBG-Urban funding for construction.  Not programmed. Const. cost estimate is \$5,824.
	<b>SPRING HILL DR.</b> Lynn St. to Algonquin Dr. Full Depth resurfacing with spot curb and gutter replacement (0.42 mi)	PE ROW CONST  TOTAL																20	20			256	256	
																		276	276			MI		
	<b>N. WESTFIELD RD.</b> Parmenter St. to S City Limits Full Depth Resurfacing with spot curb and gutter replacement (0.28 mi)	PE ROW CONST  TOTAL							16	16												195	195	
										211				211								MI		
<b>CITY OF MONONA</b>	<b>CTH BW (WEST BROADWAY)</b> 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																						Joint project w/ Dane County Not programmed.
<b>*</b>	<b>NICHOLS AVENUE</b> Winnequah Rd. to Monona Dr. Resurfacing and Partial Reconstruction with Buffered Bike Lanes	PE UTIL CONST  TOTAL																938	625			1,563		
																		938	625			1,563		
	<b>SIDEWALK IMPROVEMENTS</b>	PE ROW CONST  TOTAL																				750	750	
																						750	750	
																						MO		

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments				
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total					
<b>STREET/ROADWAY PROJECTS</b>																											
<b>CITY OF MONONA</b>	<b>TECUMSEH AVENUE</b> City of Monona 1.6 miles north of USH 12 Replace bridge over Lagoon Du Nord B-13-0074; New Bridge ID: B-13-0906	PE ROW CONST  TOTAL	Continuing				Continuing				Continuing				898 BR				255 MO				1,153 1,153				5994-01-00, -70
<b>CITY OF STOUGHTON</b>	<b>E. SOUTH STREET</b> Fourth St. to Academy St. Reconstruction	PE UTL CONST  TOTAL					1,040 1,040 ST																Contingent upon Riverside RDA improvements.				
	<b>FOURTH STREET</b> Main Street to River Bridge Pulverization and relay of pavement	PE UTL CONST  TOTAL					500 500 ST																				
*	<b>S. FOURTH STREET</b> Milwaukee St. to Isham St. Reconstruction with 10' multi-use path.	PE UTL CONST  TOTAL									834 URB				1,100 557 ST				1,100 1,391 2,491								
<b>111-22-013</b>																											
	<b>JACKSON STREET AND NYGAARD STREET</b> USH 51 to Kings Lynn Jackson to Buckingham Pulverization and relay of pavement Installation of force main storm sewer. Construct 10' foot multi-use path	PE ROW CONST  TOTAL					405 1,514 1,919 ST																Seeking federal STBG Funding. Federal funding not programmed.				
	<b>LINCOLN AVE. AND KRIEDEMAN DR.</b> CTH B to Kriedeman Dr. Lincoln Ave. to Norse Parkway Pavement Replacement	PE UTL CONST  TOTAL									1,421 1,421 ST												Seeking federal STBG Funding. Federal funding not programmed.				
	<b>RACETRACK RD</b> USH 51 to CTH A Pulverize and spot replacement of curb, gutter and sidewalk	PE ROW CONST  TOTAL													568 2,012 2,580 ST				568 2,012 2,580				Seeking STBG-Urban funding. Federal funding not programmed. Joint project between the City of Stoughton and the Town of Dunkirk.				
	<b>ROBY ROAD</b> Nygaard St. to Kings Lynn St. Resurfacing	PE ROW CONST  TOTAL	493 493 ST																				Seeking STBG-Urban funding. Federal funding not programmed.				
	<b>WILSON STREET</b> Van Buren St. to Lincoln Ave. Resurfacing	PE ROW CONST  TOTAL	100 100 ST																								

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>STREET/ROADWAY PROJECTS</b>																							
<b>CITY OF STOUGHTON</b>	<b>PREVENTATIVE STREET MAINTENANCE</b> City Wide Crack fill, slag seal, asphalt repair	PE																					
		ROW																					
		CONST			180	180			180	180			180	180			200	200			200	200	
	TOTAL			180	180			180	180			180	180			200	200			200	200		
		ST																					
	<b>SIDEWALK PROGRAM</b> City Wide Sidewalk Replacement	PE																					
		ROW																					
		CONST			100	100			100	100			100	100			100	100			100	100	
	TOTAL			100	100			100	100			100	100			100	100			100	100		
		ST																					
	<b>PROJECT ENGINEERING</b> Misc. street projects	PE																					
		UTIL			20	20			20	20			20	20									
		CONST			100	100			100	100			100	100									
	TOTAL			120	120			120	120			120	120										
		ST																					
<b>CITY OF SUN PRAIRIE</b>	<b>N. BIRD STREET</b> Vandenburg St to Stonehaven Dr Total Reconstruction, with addition and expansion of shared-use path																						
					417	417																	
					1,725	1,725																	
		SP			2,142	2,142																	
*  111-23-011	<b>N. BIRD STREET</b> STH 19/Windsor Street to USH 151 Reconstruction wit Cycle Track and Path	PE																					
		UTIL																					
		CONST										975		667	1,642								
	TOTAL										975		667	1,642									
		URB																					
		SP																					
	<b>N. BRISTOL STREET/CTH N</b> Progress Way to North City Limits Road upgrades adjacent to Business Park	PE																					
		UTIL																					
		CONST												700	700								
	TOTAL												700	700									
		SP																					
	<b>BROADWAY DRIVE</b> St. Albert the Great Dr. to Stonehaven Dr. Rehabilitation w/possible addition of bike lanes.	PE																					
		UTIL																					
		CONST																		10	10		
	TOTAL																		315	315			
		SP																					
	<b>CLARMAR DRIVE EXTENSION</b> Extension of Clarmar Drive Percheron Trail to Bailey Road. w/ potential bike lanes.	PE																					
		ROW																					
		CONST															3,630	3,630					
	TOTAL															3,630	3,630						
		SP																					
	<b>LINNERUD DRIVE</b> O'Keefe Avenue to Clarmar Drive Pavement Rehabilitation w/possible addition of bike lanes.	PE																					
		UTIL			6	6																	
		CONST			122	122																	
	TOTAL			128	128																		
		SP																					

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>STREET/ROADWAY PROJECTS</b>																							
CITY OF SUN PRAIRIE  *  111-21-013	<b>MAIN STREET</b> Walker Way, Bird St., and Linnerud Dr. Intersections Intersection Improvements. Recondition and widen shoulders.	PE																				3996-00-09, -10 HSIP project.	
		UTIL																					
		CONST	881		98	979																	
		TOTAL	881		98	979																	
		ZS30			SP																		
	<b>E. MAIN STREET (STH 19)</b> Bristol St. to Church St.; Dewey St. to Wood Violet Lane Pavement Replacement and Pedestrian Improvements	PE																					
		UTIL																					
		CONST																					
		TOTAL																					
		ZS30																					
		SP																					
	<b>O'KEEFE AVE</b> Sunfield Street to Summerfield Way Pulverization and Replacement of Pavement w/possible addition of bike lanes and of path.	PE																					
		ROW																					
		CONST																					
		TOTAL																					
		ZS30																					
		SP																					
	<b>O'KEEFE AVENUE</b> McCoy Road Intersection Construct monotubes for signals and lighting.	PE																					
		ROW																					
		CONST																					
		TOTAL																					
		ZS30																					
		SP																					
	<b>RATTMAN ROAD</b> Hoepker Road to West Main Street Reconstruction and widening to 4-lane divided urban street w/bike lanes.	PE																					
		ROW																					
		CONST																					
		TOTAL																					
		ZS30																					
		SP																					
	<b>STONEHAVEN DRIVE</b> CTH C to Dolan Drive Pavement Replacement, with possible addition of on-street bike lanes	PE																					
		UTIL																					
		CONST																					
		TOTAL																					
		ZS30																					
		SP																					
	<b>STONEHAVEN DRIVE</b> Boulder Way to N. Bristol Street Pavement Replacement, with possible addition of on-street bike lanes	PE																					
		UTIL																					
		CONST																					
		TOTAL																					
		ZS30																					
		SP																					
	<b>N THOMPSON ROAD &amp; ST ALBERT THE GREAT DRIVE</b> W. Main St. to St. Albert the Great CTH C to N Thompson Road Pavement Rehabilitation, expansion of Shared Use Path and expansion of on-street bike lanes	PE																					
		UTIL																					
		CONST																					
		TOTAL																					
		ZS30																					
		SP																					
	<b>S THOMPSON ROAD</b> W Main St. south to bend in roadway Reconstruction	PE																					
		ROW																					
		CONST																					
		TOTAL																					
		ZS30																					
		SP																					

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>STREET/ROADWAY PROJECTS</b>																							
CITY OF SUN PRAIRIE	<b>TOWER DRIVE</b> Fitness Way to 450' east Pavement replacement, with possible addition of bike lanes	PE UTIL CONST  TOTAL										3 105	3 105										
	<b>VANDEBURG STREET</b> N. Pine Street to N. Bird Street Total reconstruction, with possible addition of bike lanes	PE UTIL CONST  TOTAL					694 429	694 429															
*	<b>WINDSOR STREET/STH 19</b> North Thompson Rd. and Davison Dr. Intersections Reconstruct intersections; add left-turn lanes and monotube traffic signals.	PE UTIL CONST  TOTAL	760 ZS30	84 SP	844																6085-02-07, -77 HSIP project.		
CITY OF VERONA	<b>EAST VIEW AND ELM ST.</b> Green Meadow Dr. to termini; East View Rd. to E. Hillcrest Dr. Reconstruction	PE ROW CONST  TOTAL			260 260		1,915 1,915	1,915 1,915															
	<b>MARK DRIVE</b> N. Nine Mound to Rita Ave. Reconstruction	PE ROW CONST  TOTAL			135 135					865 865													
	<b>N. MARIETTA STREET</b> W. Verona Ave to Richard Includes Stubs on W. Harriet Includes west stub on Plympton	PE ROW CONST  TOTAL												85 85	85 85			85 85	85 85				
	<b>RITA AVENUE</b> Mark Drive to Plympton Street Reconstruction	PE ROW CONST  TOTAL					145 145	145 145						1,200 1,200	1,200 1,200			1,200 1,200	1,200 1,200				
	<b>PLYMPTON STREET</b> Rita to Westlawn Reconstruction	PE ROW CONST  TOTAL								50 50										1,360 1,360	1,360 1,360		
	<b>N. SHUMAN STREET</b> W. Verona Ave to W. Harriet Includes Miller Street Includes W stub on Plympton Includes W Harriet from Main to west of Shuman.	PE ROW CONST  TOTAL												85 85	85 85			85 85	85 85				

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>STREET/ROADWAY PROJECTS</b>																							
CITY OF VERONA	N. SHUMAN STREET W. Harriet to Richard Includes Richard	PE																					
		ROW CONST																					
		TOTAL																					
	W. VERONA AVENUE Legion Street Intersection Intersection and signal Improvements	PE			50	50																	
		ROW CONST																					
		TOTAL			50	50																Funding is through TIF 9 funds if they are available.	
	WHALEN ROAD Reconstruction to Four Lanes Military Ridge Drive to East City Limits	PE			1,260	1,260																	
X		ROW CONST																					
		TOTAL			1,260	1,260																Seeking STBG-Urban Funding Federal funding not programmed. Timing uncertain without federal funding.	
	MISC - PREVENTATIVE STREET MAINTENANCE City Wide Crack, fill, chip seal, asphalt repair, concrete repair.	PE			790	790																	
		ROW CONST																					
		TOTAL			790	790																	
	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 STREET (formerly CTH N) School Road to Oak Street Reconstruction to urban cross-section w/bike lanes	PE																					
		ROW CONST																					
		TOTAL																				Timing uncertain. Not programmed.	
	S. MAIN STREET (formerly CTH N) Clark St. south to Village limits Asphalt replacement/potential pedestrian improvements/streetscape.	PE																					
		ROW CONST																					
		TOTAL																				Cost could increase depending on direction on ped imp./streetscape	
	CTH TT CTH N to 1,450' West Urban roadway improvements w/ turn lanes for safety.	PE																					
		ROW CONST																					
		TOTAL																				Improvements will be development driven & funded. Not programmed.	
	CTH KP Black Earth Creek Bridge Replacement Located between Bourbon Road and USH 14 in Village of Cross Plains. B-13-0215	PE																					
VILLAGE OF CROSS PLAINS * 111-20-013		ROW CONST																					
		TOTAL																				5572-00-02, -72	

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments	
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total		
<b>STREET/ROADWAY PROJECTS</b>																								
VILLAGE OF McFARLAND	BROADHEAD STREET/CTH MN N. Peninsula Way to CTH AB Reconstruction	PE			60	60			60	60														
		ROW							1,060	1,060														
		CONST			60	60			1,120	1,120														
		TOTAL			60	60			1,120	1,120														
	CREAMERY ROAD & ELVEHJEM ROAD Milwaukee St. to CTH AB Reconstruction	PE																						
UTL								1,514	1,514													Seeking STBG-Urban Funding. Fed Funding Not Programmed.		
CONST								1,514	1,514															
		TOTAL							1,514	1,514														
	EXCHANGE STREET Farwell Street to Yahara River Bridge Pulverize and repave with utility work. Add sidewalk where missing and bike lanes	PE																					5685-00-04, -05, -06	
UTL								1,348	1,348															
CONST						1,177		2,302	3,479															
111-20-005		TOTAL					1,177		3,650	4,827														
	MARSH ROAD Siggelkow Road to Eighthmy Road Reconstruction	PE																			52	52		
ROW																				562	562			
CONST																				614	614			
		TOTAL																			614	614		
	TERMINAL DRIVE 1,300 ft north of Ivywood Trail to USH 51 Reconstruction	PE							160	160			160	160									Seeking STBG-Urban Funding. Fed Funding Not Programmed.	
ROW												3,897	3,897											
CONST								160	160			4,057	4,057											
		TOTAL							160	160			4,057	4,057										
	VALLEY DRIVE Siggelkow Road to Ridge Road Resurfacing	PE																			1,348	1,348	Seeking STBG-Urban Funding. Fed Funding Not Programmed.	
ROW																				1,348	1,348			
CONST																				1,348	1,348			
		TOTAL																			1,348	1,348		
VILLAGE OF OREGON	CTH CC Ash Street to CTH D Resurfacing	PE																					Joint project with Dane County. Construction anticipated in 2025.	
		ROW																						
		CONST																						
		TOTAL																						
	CTH MM Wolfe Street to Spring Street Remove existing asphalt and base course. Add new base and HMA surface.	PE																					Joint project with Dane County. Const. in 2023.	
ROW																								
CONST																								
		TOTAL																						
	CTH MM (WOLFE ST.) Janesville Street to south village limits Reconstruction	PE																					Joint project with Dane County. Const. anticipated in 2027 or 2028 Cost estimate: \$1,400 Not programmed.	
ROW																								
CONST																								
		TOTAL																						

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>STREET/ROADWAY PROJECTS</b>																							
<b>VILLAGE OF WAUNAKEE</b>	<b>N. MADISON STREET</b> Cross St. To Easy St. Pavement Rehabilitation HMA replacement, spot repair curb and gutter, and pedestrian ramp modifications	PE			200	200																Seeking STBG-Urban Funding Fed funding not programmed. Timing Uncertain.	
		UTL																			50		50
		CONST																		1,865	1,865		
		TOTAL			200	200														1,915	1,915		
		W																					
	<b>UNIEK AND RAEMISCH ROAD</b> Uniek - Moravian Valley to Raemisch Raemisch - Uniek to Frank H. Pavement Rehabilitation HMA replacement, spot repair curb and gutter, and multi use trail construction	PE			200	200																Seeking STBG-Urban Funding Fedfunding not programmed. Timing Uncertain.	
		UTL																					38
		CONST																			1,490	1,490	
		TOTAL			200	200															1,528	1,528	
		W																					
	<b>S. DIVISION STREET</b> Knightsbridge to Main St. Pavement Rehabilitation HMA replacement, spot repair curb & gutter.	PE																				Not Programmed	
		UTL																					
		CONST																					
		TOTAL																					
<b>VILLAGE OF WINDSOR</b>	<b>CTH CV</b> STH 19 to Vinburn Rd. Reconstruction	PE																				Joint project w/Dane County. STH 19 to Windsor Rd: 2024 Windsor Rd. to Vinburn Rd: 2025 Local cost share agreement needed. Windsor will sponsor CTH CV - Windsor Rd int. improvements.	
		ROW																					
		CONST																					
		TOTAL																					
	<b>DURAFORM LANE</b> CTH CV to Blanchar's Crossing Resurfacing	PE																					
		ROW																					
		CONST				200																	
		TOTAL				200																	
		WIN																					
	<b>VINBURN ROAD</b> CTH C to Portage Rd Resurfacing	PE																					
		UTL																					
		CONST																				550	
		TOTAL																				550	
		WIN																					
	<b>VINBURN ROAD</b> Portage Rd to North Towne Rd Resurfacing	PE																					
		UTL																					
		CONST																				384	
		TOTAL																				384	
		WIN																					
*  111-23-013	<b>WINDSOR ROAD</b> Charlie Grimm Road to CTH CV Reconstruction to urban cross-section w/ addition of side path	PE																					
		UTL																					
		CONST			840	560	1,400																
		TOTAL			840	560	1,400																
		URB																					
		WIN																					
	<b>WINDSOR ROAD</b> River Road to Charlie Grimm Road Reconstruction to urban cross-section with ped/bike path.	PE																				Cost share with Village of Const. in 2023.	
		UTL																					
		CONST																					
		TOTAL																					

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Madison Metropolitan Planning Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>STREET/ROADWAY PROJECTS</b>																							
<b>VILLAGE OF SHOREWOOD HILLS</b>	<b>LAKE MENDOTA DRIVE</b> Village of Shorewood Hills. Lake Mendota Tributary Bridge P-13-0715 Bridge Replacement (.02 miles)	PE ROW CONST  TOTAL	Continuing																5992-10-03, -04  Funding obligated in 2022. Const. in 2023.				
<b>TOWN OF BURKE</b>	<b>HOEPKER ROAD</b> CTH CV TO USH 51 Replace Pavement	PE UTL CONST  TOTAL									677 677								Seeking STBG-Urban Funds. Fed funding not programmed.				
	<b>RATTMAN ROAD</b> Portage Rd. to Hoepker Rd. Replace Pavement	PE UTL CONST  TOTAL													2,219 2,219				Seeking STBG-Urban Funds. Fed funding not programmed.				
															2,219 2,219 TB								
<b>TOWN OF MIDDLETON</b>	<b>PIONEER ROAD</b> Old Sauk Way to Valley View Road Reconditioning with paved shoulders.	PE UTL CONST  TOTAL													1,704 1,704				Seeking STBG-Urban Funds. Fed funding not programmed.				
															1,704 1,704 TM								
<b>TOWN OF SUN PRAIRIE</b>	<b>BAILEY ROAD</b> Forward Dr. to Grove St./CTH N Reconstruction	PE UTL CONST  TOTAL													864 864				Seeking STBG-Urban Funds. Fed funding not programmed.				
															864 864 TSP								
<b>TOWN OF WESTPORT</b>  X*  111-20-003	<b>CTH M</b> Oncken Rd. to STH 113 Reconstruction and expansion to 4-lane divided cross section w/ ped/bike and intersection improvements	PE ROW CONST  TOTAL									(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.				

<sup>1</sup> Project programming shown in 2027 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  
2023 - 2027 (\$000s) Outer Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments				
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total					
<b>STREET/ROADWAY PROJECTS</b>																											
NOTE: The following listed transportation projects are located outside the Madison Metropolitan Planning Area and are listed here for information and coordination purposes. The Greater Madison Area MPO has an opportunity to review and comment on federally funded projects, but MPO approval is not required for the use of federal funds outside the Metropolitan Planning Area boundary. Ridesharing, planning studies, and parking policies noted in the Madison Metropolitan Planning Area project listings can affect the Outer County Area as well as those in the Madison Metropolitan Planning Area. In similar fashion, transit improvements listed as part of the Madison Metropolitan Planning Area project listings can impact transportation service available in the Outer County Area.																											
WisDOT * 111-20-007	<b>INTERSTATE 94</b> Madison - Lake Mills CTH N to Airport Road Resurfacing - Mill & overlay (9.63 miles) EB & WB lanes	PE ROW UTIL CONST Total					(See Madison Metropolitan Planning Area listing for I-94)																1066-03-05, -75 Construction programmed for CY '26.				
	<b>USH 12</b> Parmenter St. to STH 19 Freeway conversion study	PE ROW CONST TOTAL					(See Madison Metropolitan Planning Area listing for USH 12)																5300-05-00  Funding obligated in 2006. Anticipate study to be ongoing through 2030.				
	<b>USH 18/151</b> CTH F Interchange Reconstruct interchange (in Village of Blue Mounds)	PE ROW CONST TOTAL	Continuing				Continuing				Continuing				Continuing				Continuing				1200-02-02, -22, -72 Design \$ obligated in 2013. Construction anticipated in 2029. On possible advanceable list.				
* 111-21-015	<b>USH 51</b> Stoughton to McFarland <b>Segment 1</b> - Interstate 39/90 to CTH N Reconstruction with intersection improvements and a new mile-long bypass lane between Washington Road and Tower Drive. (5.49 mi.)	PE ROW CONST TOTAL					(See Madison Metropolitan Planning Area listing for USH 51)																5845-16-01, -21, -71 Construction scheduled in 2029. Const. cost est. is \$19,400 to be funded with \$15,500 NHPP and \$3,900 State.				
	<b>USH 51</b> DeForest to Portage 1 Mile North of CTH V to STH 22 Mill and Overlay	PE ROW CONST TOTAL	Continuing				Continuing				Continuing				Continuing				Continuing				6020-00-32, -62 Mostly outside Dane County.				
	<b>STH 19</b> STH 78 to USH 12 Recondition, pulverize, and overlay. Recondition the roadway geometrics, Resurface remaining pavement (9.6 mi.)	PE ROW UTIL CONST TOTAL	11,240	2,812	20	14,072																					5145-00-00, -22, -41, -71
			FLX	WI	DC																						
* 111-20-008	<b>STH 19</b> Sun Prairie - Watertown Wood Violet Lane (in Sun Prairie) to Maunsha River Bridge (in Marshall) Resurfacing (6.4 mi.)	PE ROW CONST TOTAL					(See Madison Metropolitan Planning Area listing for STH 19)																3050-01-06, -76  Const. \$ to be obligated in '25. Const. scheduled for 2026. Also in Jefferson County.				

(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  
2023 - 2027 (\$000s) Outer Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total				
<b>STREET/ROADWAY PROJECTS</b>																										
<b>WisDOT</b>	<b>STH 73</b> I-39 - Columbus Shaul Lane to School Street Pavement Recondition/mill & overlay project (9.15 miles)	PE																					3070-04-30, -60 Design \$ obligated in 2017.			
		ROW																								
		CONST	1,362	340	23	1,725																				
		TOTAL	1,362	340	23	1,725																				
			FLX	WI	DR																					
*	<b>STH 113</b> Madison - Lodi Sunset Lane to CTH V Pavement Replacement (Both Directions) (3.87 miles)	PE					(See Madison Metropolitan Planning Area listing for STH 113)																5280-03-00, -70, -20 Design \$ obligated in 2018. Construction anticipated in 2024.			
		ROW																								
		CONST																								
		TOTAL																								
<b>111-18-012</b>																										
	<b>STH 113</b> Madison - Lodi CTH V to CTH P Pavement Replacement (Both Directions) (2.82 miles)	PE	Continuing				Continuing				Continuing												5280-03-01, -71			
		ROW																								
		CONST													2,085	521	142	2,748								
		TOTAL													2,085	521	142	2,748								
															FLX	WI	VD									
	<b>STH 113</b> Madison - Lodi CTH P / CTH V Intersection Intersection Improvement and Safety Construct roundabout and widen shoulders.	PE																					5280-01-03, -73 Design \$ obligated in 2019.			
		ROW																								
		CONST	2,271	272		2,543																				
		TOTAL	2,271	272		2,543																				
			ZS30	WI																						
<b>DANE COUNTY</b>	<b>CTH A</b> Badfish Creek Bridge (B-13-0055) Town of Rutland West of Gallagher Lane between USH 14 and STH 138 Bridge Reconstruction	PE																					5848-00-02, -72			
		ROW																								
		CONST	800		200	1,000																				
		TOTAL	800		200	1,000																				
			BR		DC																					
	<b>CTH A</b> Koshkonong Creek Bridge (B-13-0056) Reconstruct	PE	81		20	101																				
		ROW																								
		CONST									603		176	779												
		TOTAL	81		20	101									603		176	779								
			BR		DC										BR		DC									
	<b>CTH A</b> Saunders Cr Bridge (B-13-0950) Reconstruct	PE	61		15	76																				
		ROW																								
		CONST									436		134	570												
		TOTAL	61		15	76									436		134	570								
			BR		DC										BR		DC									
	<b>CTH A</b> CTH G to STH 92 Resurface	PE																								
		ROW																								
		CONST																	2,546	2,546						
		TOTAL																	2,546	2,546						
																			DC	DC						

(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  
2023 - 2027 (\$000s) Outer Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>STREET/ROADWAY PROJECTS</b>																							
<b>DANE COUNTY</b>	<b>CTH A</b> USH 14 to STH 138 Resurface	PE ROW CONST  TOTAL																					Construction in 2023.
	<b>CTH BB</b> STH 73 to ECOL Resurface	PE ROW CONST  TOTAL																					
	<b>CTH BB</b> Koshkonong Cr Bridge (P-13-0032) Reconstruct	PE ROW CONST  TOTAL																					Construction in 2024.
	<b>CTH E</b> German Valley Cr Bridge Bridge Reconstruction (P-13-0901)	PE ROW CONST  TOTAL																					5856-00-02, -72
	<b>CTH G</b> Mt Vernon Cr Bridge (B-13-0028) Reconstruct bridge	PE ROW CONST  TOTAL																					
	<b>CTH G</b> West Branch Sugar River Bridge (B-13-0039) Reconstruct bridge	PE ROW CONST  TOTAL																					
	<b>CTH G</b> West Branch Sugar River Bridge (B-13-0040) Reconstruct bridge	PE ROW CONST  TOTAL																					
	<b>CTH J</b> CTH S to Old Military Resurface	PE ROW 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  
2023 - 2027 (\$000s) Outer Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments	
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total		
<b>STREET/ROADWAY PROJECTS</b>																								
DANE COUNTY	CTH JG West Branch Sugar River Bridge (B-13-0069) 2.8 Miles South JCT USH 18/151 between CTH A and USH 18/151 Bridge Reconstruction	PE																					5665-00-05, -75	
		ROW																						
		CONST	680		170	850																		
		TOTAL	680		170	850																		
		BR																						
		DC																						
	CTH P CTH PD to CTH S Resurface	PE																					Seeking federal funding Not programmed.	
		ROW																						
		CONST																						
		TOTAL																						
	CTH PQ Koshkonong Creek Bridge (B-13-0072) Reconstruct	PE	101		25	126																		
		ROW																						
		CONST								934		259	1,193											
		TOTAL	101		25	126				934		259	1,193											
		BR																						
		DC/CA																						
	CTH TT (Mauneshia River Br) B-13-0207 Reconstruct	PE	77		19	96																		
		ROW																						
		CONST								570		168	738											
		TOTAL	77		19	96				570		168	738											
		BR																						
		DC																						
	CTH V Snowy Owl to CTH N Resurface	PE	273		69	342																		
		ROW																						
		CONST								3,542		885	4,427											
		TOTAL	273		69	342				3,542		885	4,427											
		RU																						
		DC																						
	CTH V CTH N to E Bristol West Limit Resurface	PE	164		41	205																		
		ROW																						
		CONST								2,125		531	2,656											
		TOTAL	164		41	205				2,125		531	2,656											
		RU																						
		DC																						
	CTH V East Bristol to USH 151 Resurface	PE	145		30	175																		
		ROW																						
		CONST								1,505		377	1,882											
		TOTAL	145		30	175				1,505		377	1,882											
		RU																						
		DC																						
	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		170	850																		
		BR																						
		DC																						

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

**ANTICIPATED SURFACE TRANSPORTATION IMPROVEMENT ACTIVITIES  
2023 - 2027 (\$000s) Outer Area**

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>STREET/ROADWAY PROJECTS</b>																							
<b>DANE COUNTY</b>	<b>CTH Y</b> Black Earth Cr Bridge (B-13-0026) Reconstruct bridge	PE																			Will seek Federal bridge funding		
		ROW																					
		CONST																					
		TOTAL													1,180		311		1,491				
															1,180		311		1,491				
															BR		DC/MZ						
<b>TOWN OF RUTLAND</b>	<b>LAKE KEGONSA ROAD</b> Badfish Creek Bridge (B-13-0679) 0.2 Miles South of CTH A	PE	Continuing																		5742-00-02, 72		
		ROW																					
		CONST					406		102		508												
		TOTAL					406		102		508												
							BR		TR														

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

NOTE: Funds Key page 9

This Page Intentionally Left Blank

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

## I. Introduction

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

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

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

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

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

---

<sup>1</sup> 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 transportation systems or ITS). The scoring category weighting varies for some of the project types to reflect the relevance and significance of each category for those types of projects. Some revisions to the scoring categories and weights were made in 2021 to reflect experience with the new project scoring system, new information, and to again better align the criteria with revised goals and policies in the Regional Transportation Plan 2050. The new *Connect Greater Madison plan* maintains the same core goals. The table included after section VI of this document shows the relationship between the RTP 2050 goals and policies and the scoring criteria categories.

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

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

## III. Regional Transportation Plan and IJJA Goals

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

### 1. Livable Communities

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

### 2. Safety

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

### 3. Prosperity

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

### 4. Equity

*Provide convenient, affordable transportation options that enable all people, regardless of age, ability, race, ethnicity, or income, to access jobs, services, and other destinations to meet their daily needs; engage traditionally underrepresented*

*groups; and ensure that the benefits of the regional transportation system are fairly distributed, taking into consideration current inequities resulting from past decisions, and that environmental justice populations are not disproportionately impacted.*

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

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

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

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

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

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

### **IV. STBG – Urban Program Objectives and Policies**

#### **A. Objectives**

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

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

- 1) Fund the highest priority projects that will help achieve the goals and recommendations of the RTP as outlined in

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

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

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

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

## VI. Project Selection Criteria

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

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

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

### A. Project Application Screening Criteria

1. All projects must be included in or consistent with the *Connect Greater Madison: 2050 Regional Transportation Plan*, *Regional Intelligent Transportation Systems (ITS) Strategic Plan*, and other separate mode-specific elements of the plan such as the five-year Transit Development Plan and the Bicycle Transportation Plan.

---

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

2. All major roadway and transit capacity expansion projects must be listed by reference in the financially constrained *Connect Greater Madison: 2050 Regional Transportation Plan*.
3. All roadway projects must comply with the MPO's Complete Streets Policy. 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.  
[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.

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

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

A-12

	<b>RTP Goal (cont.)</b>	<b>Relevant Supporting Policies (cont.)</b>	<b>STBG-U Project Criteria Category (cont.)</b>
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
Prioritize capacity investment on critical bottlenecks and corridors that serve regional employment centers.	Regional Transp. System/Reg. Dev. Framework; Congestion Mitigation & TSM		
7	Establish Financial Viability of the Transportation System	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
<b>Total</b>		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"> <li><b>Roadway Functional Class:</b> 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: <a href="http://www.madisonareampo.org/maps/documents/FunctionalClassesDaneCountyCurrentRds.pdf">http://www.madisonareampo.org/maps/documents/FunctionalClassesDaneCountyCurrentRds.pdf</a></li> </ul>	3 – 9	Principal Arterial: 9 Points  Minor Arterial: 6 Points  Collector: 3 Points
<ul style="list-style-type: none"> <li><b>Freight Route:</b> The project is located on a freight route as identified on the Truck Routes and Truck Volume map below: <a href="https://www.greatermadisonmpo.org/maps/documents/Truck_Vol_2019_Percent.pdf">https://www.greatermadisonmpo.org/maps/documents/Truck_Vol_2019_Percent.pdf</a>                       [Note: “Key” locations are those with higher truck volumes and/or serving industrial parks.]</li> </ul>	0 – 3	Freight Route: 3 Points if key location, 1-2 point otherwise  Non-Freight Route: 0 Points
<p><u>Supports Employment or Mixed-Use Center and/or Serves Mixed-Use Corridor:</u></p> <ul style="list-style-type: none"> <li>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.]</li> <li>The project improves multi-modal accessibility and connectivity to employment and/or mixed-use center or corridor.</li> </ul>	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"> <li><b>Pavement Condition:</b> 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.]</li> </ul>	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"> <li>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.</li> <li>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).</li> <li>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.</li> <li>The project improves roadway access management (e.g., addition of a median) in a manner that improves the capacity of the roadway.</li> </ul> <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 (6<sup>th</sup> 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

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"> <li>Tier 1-Project includes a high severity crash segment or intersection (Using 5-year crash history)                             <ul style="list-style-type: none"> <li>A crash history with 1 or more fatalities; or</li> <li>3 or more Type A crashes; or</li> <li>1 or more Type B or higher bike/ped crash</li> </ul> </li> <li>Tier 2- Project does not include a high severity crash segment or intersection but has a documented crash history or safety problem.</li> </ul> <p>Crash history will be weighted by the EPDO Index developed for the Intersection Safety Screening Analysis</p>	-	<p><b>Severity:</b></p> <p><b>Weight-EPDO Index</b></p> <p>K: Fatal 155.5                      A: Incapacitating 16.0                      B: Non-Incapacitating 4.4                      C: Possible Injury 2.3                      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"> <li>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).</li> </ul> <p>[Note: See <a href="http://www.cmfclearinghouse.org/">http://www.cmfclearinghouse.org/</a>. 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, <math>CMF = 1 - (CRF/100)</math>.]</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"> <li>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).</li> </ul> <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"> <li>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.</li> </ul> <p>[Note: See <a href="https://www.greatermadisonmpo.org/maps/documents/Low_Stress_Bike_Route_Finder">Low Stress Bike Route Finder</a> or .pdf of LTS Map at <a href="https://www.greatermadisonmpo.org/maps/documents/Low_Stress_Bike_Network_2021.pdf">https://www.greatermadisonmpo.org/maps/documents/Low_Stress_Bike_Network_2021.pdf</a>]</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"> <li>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.</li> <li>The project is located on a bus route and will improve transit as well as motor vehicle operations.</li> </ul>	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"> <li>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.</li> </ul>	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"> <li>The extent to which the project is anticipated to improve storm water control through rain garden, infiltration, TSS, or catch basin.</li> </ul>	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"> <li>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.</li> </ul> <p>[Note: See maps of Tier 1 and Tier 2 EJ Areas at the following link:  <a href="https://www.greatermadisonmpo.org/maps/list.cfm#EJ">https://www.greatermadisonmpo.org/maps/list.cfm#EJ</a></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)**

<b>1. Importance to Regional Transportation System and Regional Development Framework– 25 Points Total</b>		
<b>Criteria</b>	<b>Points</b>	<b>Scoring</b>
<p><u>Category of Bus Route(s) Served:</u></p> <ul style="list-style-type: none"> <li>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.</li> </ul>	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"> <li>Number of daily bus trips (peak and off-peak) affected by the project (both current and anticipated future, if new service planned).</li> </ul>	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"> <li>Number of passenger boardings per day on all route(s) affected by the project (both current and anticipated future boardings, if new service planned).</li> </ul>	0 – 5	<p>&gt;6,000: 5 Points</p> <p>1 Point per 1,000 rounded up (after 1,000) to 6,000</p> <p>&lt; 1,000: 0 Points</p>
<p><u>Supports Employment or Mixed Use Center or Corridor:</u></p> <ul style="list-style-type: none"> <li>The project is located within or serves an existing or planned employment center or mixed-use center or corridor.</li> </ul> <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"> <li>The project improves multi-modal accessibility and connectivity to employment center or mixed-use center or corridor.</li> </ul>	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>
--	--	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<b>2. System Preservation – 15 Points Total</b>		
<b>Criteria</b>	<b>Points</b>	<b>Scoring</b>
<ul style="list-style-type: none"> <li>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).</li> <li>The project will preserve the viability of existing transit facilities.</li> </ul>	0 – 15	<p>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.</p>

<b>3. Congestion Mitigation &amp; Transportation System Management (TSM) – 15 Points Total</b>		
<b>Criteria</b>	<b>Points</b>	<b>Scoring</b>
<p><u>Congestion Mitigation/TSM:</u></p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	0 – 15	<p>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.</p>

**Transit Infrastructure Projects  
(Excluding Bus Purchases)**

<b>4. Safety Enhancement – 5 Points Total</b>		
<b>Criteria</b>		<b>Scoring</b>
<p><u>Safety Enhancements:</u></p> <ul style="list-style-type: none"> <li>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).</li> </ul>	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.

<b>5. Enhancement of Multi-Modal Options/Service – 15 Points Total</b>		
<b>Criteria</b>	<b>Points</b>	<b>Scoring</b>
<p><u>Transit Connections:</u></p> <ul style="list-style-type: none"> <li>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).</li> <li>The project enhances transfer station or bus stop facilities/amenities.</li> </ul>	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"> <li>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.</li> </ul>	0 – 10	Maximum points for projects that accommodate and provide significant benefits to transit operations

<b>6. Environment–10 Points Total</b>		
<b>Criteria</b>		<b>Scoring</b>
<p><u>Existing/Projected Use of Transit:</u></p> <ul style="list-style-type: none"> <li>Extent to which project is likely to result in increased transit ridership and reduced vehicle trips/VMT.</li> </ul>	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)**

<b>7. Equity – 15 Points Total</b>		
<b>Criterion</b>	<b>Points</b>	<b>Scoring</b>
<p><u>Environmental Justice &amp; Accessibility:</u></p> <ul style="list-style-type: none"> <li>The project improves accessibility of the transit system for persons with disabilities through upgrades to existing fixed-route buses or bus stops.</li> <li>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.</li> </ul> <p>[Note: See maps of Tier 1 and Tier 2 EJ Areas at the following link: <a href="https://www.greatermadisonmpo.org/maps/list.cfm#EJ">https://www.greatermadisonmpo.org/maps/list.cfm#EJ</a>]</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"> <li>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.).</li> </ul>	0 – 5	Maximum points awarded to projects that provide public health benefits.

<b>1. Importance to Regional Transportation System and Supports Regional Development Framework – 25 Points Total</b>		
<b>Criteria</b>	<b>Points</b>	<b>Scoring Guidelines</b>
<ul style="list-style-type: none"> <li><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 <a href="https://www.greatermadisonmpo.org/maps/documents/Low_Stress_Bike_Network_2021.pdf">Low Stress Bike Route Finder</a> or .pdf of LTS Map at <a href="https://www.greatermadisonmpo.org/maps/documents/Low_Stress_Bike_Network_2021.pdf">https://www.greatermadisonmpo.org/maps/documents/Low_Stress_Bike_Network_2021.pdf</a>]</li> </ul>	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"> <li>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.</li> </ul>	0 – 5	Maximum points for projects that utilize natural etc. areas, providing high quality recreational opportunities

<b>2. System Preservation – 5 Points Total</b>		
<b>Criteria</b>	<b>Points</b>	<b>Scoring Guidelines</b>
<p><u>Facility Maintenance:</u></p> <ul style="list-style-type: none"> <li>The project sponsor has a bicycle facility pavement condition monitoring and maintenance program.</li> <li>The project sponsor has a winter bike facility maintenance program and the facility will be maintained year round.</li> </ul>	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

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

<b>4. Safety Enhancement – 20 Points Total</b>		
<b>Criteria</b>		<b>Scoring Guidelines</b>
<ul style="list-style-type: none"> <li>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).</li> <li>The project addresses a documented hazardous condition that discourages bicyclists from using the facility or corridor.</li> <li>The project addresses perceived hazardous condition that discourages bicyclists from using the facility or corridor.</li> <li>The project addresses a network deficiency identified in a Safe Routes to School Plan.</li> </ul>	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"> <li>The project provides a facility that is suitable for less experienced, skilled bicyclists.</li> </ul>	0 – 10	Maximum points for projects providing an off-street facility in a corridor without an existing low-stress alternative.

<b>5. Enhancement of Multi-modal Options – 25 Points Total</b>		
<b>Criteria</b>	<b>Points</b>	<b>Scoring Guidelines</b>
<p><u>Population Served:</u></p> <ul style="list-style-type: none"> <li>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.</li> </ul>	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.
<p><u>Destinations Served:</u></p> <ul style="list-style-type: none"> <li>The project serves to increase bicycling and walking access to jobs, services, schools, shopping, parks/recreational facilities, and/or entertainment.</li> </ul>	0 – 12	Maximum points for projects providing access to regional or local mixed-use or employment/activity centers, community facilities, and services.

<b>6. Environment– 5 Points Total</b>		
<b>Criterion</b>		<b>Scoring Guidelines</b>
<p><u>Use of Alternative Modes:</u></p> <ul style="list-style-type: none"> <li>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.</li> </ul>	0 – 5	

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



<b>1. Importance to Regional Transportation System and Supports Regional Development Framework– 15 Points Total</b>		
<b>Criteria</b>	<b>Points</b>	<b>Scoring Guidelines</b>
<ul style="list-style-type: none"> <li><b>Roadway Functional Class:</b> 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. <a href="https://www.greatermadisonmpo.org/maps/documents/FunctionalClassesDaneCountyCurrentRds.pdf">https://www.greatermadisonmpo.org/maps/documents/FunctionalClassesDaneCountyCurrentRds.pdf</a></li> </ul>	3 – 6	Principal Arterial: 6 Points  Minor Arterial: 3 Points  Collector: 0 Points
<ul style="list-style-type: none"> <li><b>Freight Route:</b> 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: <a href="https://www.greatermadisonmpo.org/maps/documents/Truck_Vol_2019_Percent.pdf">https://www.greatermadisonmpo.org/maps/documents/Truck_Vol_2019_Percent.pdf</a>                       [Note: “Key” routes include those serving industrial parks or other locations with relatively high truck volumes.]</li> </ul>	0 – 3	Project located on or benefits key freight route location(s): 3 Points  Project provides minor improvements to freight system/ freight movements: 1-2 Points  Non-freight route or no freight-related improvements: 0 Points
<p><b>Supports Employment or Mixed-Use Center, and/or Serves Mixed-Use Corridor:</b></p> <ul style="list-style-type: none"> <li>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.]</li> <li>The project improves multi-modal accessibility and connectivity to employment and/or mixed-use center or corridor.</li> </ul>	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 corridor: 4 Points  Project serves a planned regional employment or mixed-use center: 2 Points  Project does not serve an existing or planned employment or mixed-use corridor: 0 Points

<b>2. System Preservation – 5 Points Total</b>		
<b>Criterion</b>	<b>Points</b>	<b>Scoring Guidelines</b>
<ul style="list-style-type: none"> <li>The project will help preserve the viability of existing transportation infrastructure.</li> <li>The project improves ability to maintain the roadway (e.g., winter snow/ice clearing) or transit system/vehicles.</li> </ul>	0 – 5	

<b>3. Congestion Mitigation &amp; Transportation System Management – 20 Points Total</b>		
<b>Criteria</b>	<b>Points</b>	<b>Scoring Guidelines</b>
<p><u>Congestion Mitigation/TSM:</u></p> <ul style="list-style-type: none"> <li>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.</li> </ul> <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"> <li>The project will reduce intersection delay through improved traffic signal operations (better coordination and/or signal equipment upgrades, including responsive signal controls).</li> <li>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.</li> <li>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.</li> <li>The project will provide data that will assist in identifying and addressing problem congestion areas or intersections for all transportation modes.</li> </ul>	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.

<b>4. Safety Enhancement – 20 Points Total</b>														
<b>Criteria</b>		<b>Scoring Guidelines</b>												
<p><u>Project Tier:</u></p> <ul style="list-style-type: none"> <li>Tier 1-Project includes a high severity crash segment or intersection (Using 5-year crash history)                             <ul style="list-style-type: none"> <li>A crash history with 1 or more fatalities; or</li> <li>3 or more Type A crashes; or</li> <li>1 or more Type B or higher bike/ped crash</li> </ul> </li> <li>Tier 2- Project does not include a high severity crash segment or intersection but has a documented crash history or safety problem.</li> </ul> <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"> <li>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).</li> </ul> <p>[Note: See <a href="http://www.cmfclearinghouse.org">http://www.cmfclearinghouse.org</a>. 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, <math>CMF = 1 - (CRF/100)</math>.]</p>	<p>0 – 20</p>	<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"> <li>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).</li> </ul>	<p>0 – 4</p>	<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"> <li>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.</li> </ul>	<p>0 – 8</p>	<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
<p><u>Data Collection:</u></p> <ul style="list-style-type: none"> <li>The project includes ITS infrastructure that will improve data collection for alternative transportation modes needed for planning and project design purposes.</li> </ul>	0 – 3	<p>Project provides significant benefits in terms of archived data: 3 Points</p> <p>Project provides some benefits (e.g., fare collection systems): 2 Points</p> <p>Project is located on a bus route and thus benefits transit to limited degree (e.g., improving traffic flow): 1 Point</p> <p>Project is not located on a bus route: 0 Points</p>

<b>6. Environment – 15 Points Total</b>		
<b>Criteria</b>		<b>Scoring Guidelines</b>
<p><u>Impact on Use of Alternative Modes:</u></p> <ul style="list-style-type: none"> <li>Extent to which project is likely to result in increased transit ridership and bicycling and walking levels and therefore reduced vehicle trips/VMT.</li> </ul>	0 – 10	<p>Significant impact on transit, bicycling, and walking levels: 7-10 Points</p> <p>Modest impact: 4-6 Points</p> <p>Limited or no impact: 0-3 Points</p>
<p><u>Impact on Fuel Use/Emissions and Groundwater Quality:</u></p> <ul style="list-style-type: none"> <li>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.</li> <li>Extent to which project will reduce salt and other chemical usage for winter maintenance, improving ground water quality and roadside vegetation.</li> </ul>	0 – 5	<p>Significant estimated impact on fuel use/vehicle emissions and/or salt/chemical usage based on studies: 4-5 Points</p> <p>Modest impact: 1-3 Points</p> <p>No impact: 0 Points</p>

<b>7. Equity – 10 Points Total</b>		
<b>Criteria</b>	<b>Points</b>	<b>Scoring Guidelines</b>
<p><u>Environmental Justice:</u></p> <ul style="list-style-type: none"> <li>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.</li> </ul> <p>[Note: See maps of Tier 1 and Tier 2 EJ Areas at the following link:  <a href="https://www.greatermadisonmpo.org/maps/list.cfm#EJ">https://www.greatermadisonmpo.org/maps/list.cfm#EJ</a>]</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>

2023-2026 TIP/STBG-URBAN ROADWAY PROJECTS SCORING (SUPPLEMENTAL)		Aug-22																										
		Dane County			Fitchburg			Madison	Monona	Stoughton				Sun Prairie		Verona	DeForest	McFarland		Waunakee	Windsor	T. Burke	T. Middleton	T. Sun Prairie				
		Olin Ave. (Expo Way to JND) and John Nolen Drive (Olin Ave. Beltline Hwy Ramps)	Rimrock Road (Oregon Rd. to Beltline Hwy EB Ramp)	Rimrock Road (Beltline Hwy to John Nolen Drive)	Irish Lane (CTH D to Syene Rd.)	S. Syene Road (E. Cheryl Pkwy to W. Clayton Rd.)	Syene Road (McCoy Rd. to Post Rd.)	John Nolen Drive Ph. 2 (Lakeside St. to Olin Ave.)	Nichols Road (Wimnequah Rd. to Monona Dr.)	Fourth Street (Milwaukee St. to Isham St.)	Jackson Street & Nygaard Street	Kriedeman Drive and Lincoln Avenue	Race-track Road (USH 51 to CTH A)	Roby Road (Nygaard St. to Kings Lynn Rd.)	N. Bird Street (USH 151 to STH 19)	N. Thompson Road and St. Albert the Great Dr.	Whalen Road (Military Ridge Dr. to Fichrona Rd.)	Vinburn Road (Rail Line to N. Towne Rd.)	Creamery Road and Elvehjem Road (Milwaukee St. to CTH AB)	Terminal Drive (Ivywood Trail to USH 51)	Valley Drive (Sigelkrow Rd. to Ridge Rd.)	N. Madison St. (Cross Street to Easy Street)	Reamisch Road and Uniek Drive (Frank H Street to Moravian Valley Road)	Windsor Road (Charlie Grimm Rd. to CTH CV)	Hoepker Road (CTH CV to USH 51)	Rattman Road (Portage Road to Hoepker Road)	Pioneer Road (Old Sauk Rd. to Valley View Rd.)	Bailey Road (Forward Dr. to Grove St.) (CTH N)
<b>I. Importance to Regional Transportation System and Supports Regional Devel. Framework</b>	Point Range																											
A. Roadway Functional Class	3 - 9	9	6	6	3	6	3	9	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	6	6	3	3	3
B. Freight Route	0 - 3	3	2	2	0	0	1	3	0	0	0	0	1	0	1	0	0	1	0	2	0	0	2	0	1	0	0	
C. Supports Regional Center, Mixed-Use Center, and/or Serves Regional/Community Corridor	0 - 6	5	5	5	0	3	1	5	3	3	2	0	1	2	2	2	3	3	3	2	0	3	4	3	1	1	1	0
<b>II. System Preservation</b>																												
A. Pavement Condition	0 - 20	16	18	18	18	18	18	16	11	19	17	19	18	20	16	18	18	16	12	10	14	16	17	16	18	18	16	18
<b>III. Congestion Mitigation &amp; Transportation System Management (TSM)</b>																												
A. Congestion Mitigation/TSM	0 - 12	2	0	0	0	0	0	2	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0
<b>IV. Safety Enhancement</b>																												
B. Potential Crash Reduction Impact of the Proposed Roadway Improvement(s)	0 - 20	9	1	2	4	7	4	7	8	2	1	0	2	4	7	9	2	1	2	2	2	2	2	2	2	2	3	0
<b>V. Enhancement of Multi-Modal Options</b>																												
A. Pedestrian Facilities	0 - 2	0	0	0	0	2	0	2	2	0	1	0	1	1	0	2	0	0	0	0	0	0	0	2	0	0	0	0
B. Bicycle Facilities - Level of Traffic Stress(LTS)	0 - 6	2	0	1	2	2	3	0	2	4	3	0	5	0	6	5	2	3	5	5	0	0	4	6	0	0	0	0
C. Transit Facilities/Route	0 - 4	0	0	0	0	0	0	2	1	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>VI. Environment/Green Infrastructure</b>																												
A. Use of Alternative Modes	0 - 4	2	0	1	1	1	1	2	3	2	1	0	2	0	3	2	2	2	2	1	1	1	1	2	0	0	0	0
B. Stormwater Control	0 - 4	1	0	1	2	2	2	1	2	1	1	1	1	0	1	1	1	1	1	1	0	1	1	1	0	0	2	1
<b>VII. Equity</b>																												
A. Environmental Justice	0 - 10	3	6	6	0	0	0	6	3	0	0	0	0	0	8	0	0	0	0	0	4	0	0	0	0	0	0	0
<b>TOTAL POINTS</b>	<b>0 - 100</b>	<b>52</b>	<b>38</b>	<b>42</b>	<b>30</b>	<b>41</b>	<b>33</b>	<b>55</b>	<b>38</b>	<b>34</b>	<b>29</b>	<b>23</b>	<b>34</b>	<b>30</b>	<b>50</b>	<b>43</b>	<b>34</b>	<b>30</b>	<b>28</b>	<b>26</b>	<b>24</b>	<b>26</b>	<b>34</b>	<b>38</b>	<b>28</b>	<b>24</b>	<b>25</b>	<b>22</b>
<b>I. Importance to Regional Transportation System and Supports Regional Devel. Framework</b>		17	13	13	3	9	5	17	6	6	5	3	5	5	6	5	6	7	6	7	3	6	9	9	8	4	4	3
<b>II. System Preservation</b>		16	18	18	18	18	18	16	11	19	17	19	18	20	16	18	18	16	12	10	14	16	17	16	18	18	16	18
<b>III. Congestion Mitigation &amp; Transportation System Management (TSM)</b>		2	0	0	0	0	0	2	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0
<b>IV. Safety Enhancement</b>		9	1	2	4	7	4	7	8	2	1	0	2	4	7	9	2	1	2	2	2	2	2	2	2	2	3	0
<b>V. Enhancement of Multi-Modal Options</b>		2	0	1	2	4	3	4	5	4	3	0	6	1	8	8	2	3	5	5	0	0	4	8	0	0	0	0
<b>VI. Environment/Green Infrastructure</b>		3	0	2	3	3	3	3	5	3	2	1	3	0	4	3	3	3	3	2	1	2	2	3	0	0	2	1
<b>VII. Equity</b>		3	6	6	0	0	0	6	3	0	0	0	0	0	8	0	0	0	0	0	4	0	0	0	0	0	0	0
<b>TOTAL POINTS</b>	<b>0 - 100</b>	<b>52</b>	<b>38</b>	<b>42</b>	<b>30</b>	<b>41</b>	<b>33</b>	<b>55</b>	<b>38</b>	<b>34</b>	<b>29</b>	<b>23</b>	<b>34</b>	<b>30</b>	<b>50</b>	<b>43</b>	<b>34</b>	<b>30</b>	<b>28</b>	<b>26</b>	<b>24</b>	<b>26</b>	<b>34</b>	<b>38</b>	<b>28</b>	<b>24</b>	<b>25</b>	<b>22</b>

2023 - 2026 TIP/STBG-URBAN TRANSIT PROJECTS SCORING (SUPPLEMENTAL)		Aug-22		Transit Project	
				Fitchburg Bus Stop Improvements	
<b>I. Importance to Regional Transportation System and Supports Regional Devel. Framework (25 pts)</b>		Point Range			
A. Category of Bus Route(s) Served		1 - 5	4		
B. Transit Level of Service		1 - 5	4		
C. Passenger Boardings		0 - 5	2		
D. Supports Employment or Mixed Use Center or Corridor		0 - 10	5		
<b>II. System Preservation (15 pts)</b>					
A. Facility maintenance		0 - 15	5		
<b>III. Congestion Mitigation &amp; Transportation System Management (TSM) (15 pts)</b>					
A. Improve access/attractiveness of transit		0 - 15	3		
<b>IV. Safety Enhancement (5 pts)</b>					
A. Addresses documented safety concern or problem		0 - 5	1		
<b>V. Enhancement of Multi-Modal Options (15 pts)</b>					
A. Transit connections		0 - 5	3		
B. Transit facilities		0 - 10	2		
<b>VI. Environment/Green Infrastructure (10 pts)</b>					
A. Increase use of transit		0 - 10	2		
<b>VII. Equity (15 pts)</b>					
A. Environmental Justice & Accessibility		0 - 10	8		
B. Public Health		0 - 5	3		
<b>TOTAL POINTS</b>		<b>0 - 100</b>	<b>42</b>		

<b>I. Importance to Regional Transportation System and Supports Regional Devel. Framework</b>		15	
<b>II. System Preservation</b>		5	
<b>III. Congestion Mitigation &amp; Transportation System Management (TSM)</b>		3	
<b>IV. Safety Enhancement</b>		1	
<b>V. Enhancement of Multi-Modal Options</b>		5	
<b>VI. Environment/Green Infrastructure</b>		2	
<b>VII. Equity</b>		11	
<b>TOTAL POINTS</b>	0 - 100	<b>42</b>	

2023 - 2026 TIP/STBG-URBAN BICYCLE PROJECTS SCORING (SUPPLEMENTAL)		Aug-22	Bike Project	
			West Towne Path Phase 2 (S. High Point Rd. to S. Gammon Rd.)	
<b>I. Importance to Regional Transportation System and Supports Regional Devel. Framework (25 pts)</b>	Point Range			
A. LTS System Connectivity & Continuity	0 - 20	20		
B. Access to natural areas etc.	0 - 5	2		
<b>II. System Preservation (5 pts)</b>				
A. Facility maintenance	0 - 5	5		
<b>III. Congestion Mitigation &amp; Transportation System Management (TSM) (5 pts)</b>				
A. Improve access/attractiveness of alternative modes	0 - 5	4		
<b>IV. Safety Enhancement (20 pts)</b>				
A. Addresses documented safety problem	0 - 10	8		
B. Facility suitable for less-skilled bicyclists	0 - 10	10		
<b>V. Enhancement of Multi-Modal Options (25 pts)</b>				
A. Population Served	0 - 13	9		
B. Destinations Served	0 - 12	10		
<b>VI. Environment (5 pts)</b>				
A. Increase use of alternative modes	0 - 5	4		
<b>VII. Equity (15 pts)</b>				
A. Environmental Justice & Accessibility	0 - 12	9		
B. Public Health	0 - 3	3		
<b>TOTAL POINTS</b>	<b>0 - 100</b>	<b>84</b>		
<b>I. Importance to Regional Transportation System and Supports Regional Devel. Framework</b>			22	
<b>II. System Preservation</b>			5	
<b>III. Congestion Mitigation &amp; Transportation System Management (TSM)</b>			4	
<b>IV. Safety Enhancement</b>			18	
<b>V. Enhancement of Multi-Modal Options</b>			19	
<b>VI. Environment</b>			4	
<b>VII. Equity</b>			12	
<b>TOTAL POINTS</b>	<b>0 - 100</b>	<b>84</b>		



# 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. 2023–2027 TIP Funding Summary

Table B-1 summarizes the total amount of funding programmed within Dane County for transportation improvement projects and programs for 2023 through 2027. The 2027 funding is shown for informational purposes only. The funds are categorized by federal, state, and local funding source and separated by funds to be spent within the Madison Metropolitan Planning Area and funds to be spent in the Outer Area of the county. Table B-2 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 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 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. Ridership began to recover in 2021, up 14.8% from 2020 with 5.4 million rides.

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, with a modest increase to 333,245 in 2021. 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. As with ridership, passengers per revenue service hour increased slightly in 2021, to 16.2. 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 fare box recovery 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 associated with the pandemic. Fare box recovery increased to 16.6% in 2021 as ridership began to recover from the pandemic low in 2020.

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 shows Metro Transit System projected expenses and revenues for the years 2023–2027. Budgeted operating expenses for 2023 reflect the service changes made in 2021; no changes were made in 2022. 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. Due to a number of senior staff projected to retire in the next three years, who will be replaced by lower-paid new staff, and cost savings on fuel as the fleet is electrified, operational costs are projected to essentially hold steady in 2023 and 2024. Inflationary increases in operating costs of 1.7% annually are assumed for 2025–2027 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 and continued in the IJJA, which has helped somewhat with Metro's capital funding.

There was a large increase in Metro's capital's budget in 2022 for bus purchases, stations, and roadway improvements for 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 were used for regular bus replacements in 2022. Articulated sixty-foot buses will be purchased in 2023-24, and will be used on both the East-West and future North-South BRT corridors. Replacement of regular forty-foot buses will be placed on hold until 2025, after the BRT goes into service. The BRT project has been awarded an FTA Small Starts grant of \$103 million in 2023. Other major capital items include continued renovations to the existing bus maintenance facility, a technology project to replace bus hardware and software, and operational-related capital expenses, such as preventive maintenance and capital leasing.

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

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

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. 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. The MPO's annual allocation of funding increased to \$8.99 million under the IJJA. In 2022, the IJJA provided \$2.1 million in supplemental federal STBG Urban funding for FY 2022 and \$8.4 million in supplemental federal STBG-Urban funding for FY 2023-2026. Table B-1, item 3, provides a summary of STBG Urban funds programmed for the 2023 to 2027 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 9 of the TIP shows the priority STBG Urban projects for 2023 through 2027 as approved by the MPO Policy Board.

**Table B-1  
Summary of 2023-2027 Project Costs by Funding Source**

	Funds Programmed (\$000s)				
	2023	2024	2025	2026	2027
<b>A. FEDERAL FUNDS</b>					
<b>1. National Highway System (NHPP)</b>					
Madison Metropolitan Planning Area	1,043	1,146	59,960	35,435	9,243
Outer Area	0	0	0	0	0
TOTAL	1,043	1,146	59,960	35,435	9,243
<b>2. Surface Transp. Block Grant - (STBG) State Flexible</b>					
Madison Metropolitan Planning Area	7,183	2,858	7,330	0	0
Outer Area	12,602	0	1,807	2,085	0
TOTAL	19,785	2,858	9,137	2,085	0
<b>3. STBG (formerly STP) Urban (Madison Urban Area)</b>					
Madison Metropolitan Planning Area	16,708	3,378	3,654	12,191	210
<b>4. STBG (formerly STP) Rural</b>					
Madison Metropolitan Planning Area	0	0	0	0	0
Outer Area	582	0	7,172	0	0
TOTAL	582	0	7,172	0	0
<b>5. STBG Transportation Alternatives Set Aside</b>					
Madison Metropolitan Planning Area	1,154	667	157	0	0
<b>6. Highway Safety Improvement Program (HSIP)</b>					
Madison Metropolitan Planning Area	5,557	2,067	2,648	0	1,518
Outer Area	2,271	0	0	0	0
TOTAL	7,828	2,067	2,648	0	1,518
<b>7. Bridge Replacement &amp; Rehabilitation</b>					
Madison Metropolitan Planning Area	1,260	537	0	1,668	1,613
Outer Area	3,160	406	3,766	1,180	656
TOTAL	4,420	943	3,766	2,848	2,269
<b>8. Other Federal (NPS, AoPP, CARES, ARPA)</b>	20,349	0	0	0	0
<b>9. Transit Section 5307 Urbanized Area Program</b>					
Annual Allocation (excludes carryover funding)	36,947	3,982	7,730	28,648	28,601
<b>10. Transit Sec. 5339 Bus &amp; Bus Facilities</b>					
Annual Allocation (excludes carryover funding)	15,316	1,474	1,930	1,930	1,930
<b>11. Transit Sec. 5337 State of Good Repair</b>	3,975	1,325	900	900	900
<b>12. Transit Sec. 5309 (Small Starts)</b>	103,000	0	0	0	0
<b>13. Transit Sec. 5310 E/D Enhanced Mobility Program</b>	538	0	0	0	0
<b>14. Transit Sec. 5311 Non-Urbanized Area Program</b>	1,477	1,477	1,477	1,477	1,477
<b>SUB-TOTAL FEDERAL FUNDS</b>	<b>233,122</b>	<b>19,317</b>	<b>98,531</b>	<b>85,514</b>	<b>46,148</b>

(continued on next page)

**Table B-1 (continued)**  
**Summary of 2023-2027 Project Costs by Funding Source**

	Funds Programmed (\$000s)				
	2023	2024	2025	2026	2027*
<b>B. STATE FUNDS</b>					
<b>15. State Highway Funds</b>					
Madison Metropolitan Planning Area	5,179	3,618	17,696	9,164	2,615
Outer Area	3,424	0	452	521	0
TOTAL	8,603	3,618	18,148	9,685	2,615
<b>16. State Transit</b>					
Sec. 85.20 Operating Assistance					
Madison Metropolitan Planning Area	18,928	19,307	19,693	20,087	20,488
Sec. 85.21 Senior/Disabled Transp. Assistance	682	709	738	767	798
TOTAL	19,610	20,016	20,430	20,854	21,286
<b>17. Other State (WisDOA, DWD, WisDNR, UW, Ped/Bike, Rail, WEDC)</b>					
Madison Metropolitan Planning Area	459	220	220	220	220
Outer Area	0	0	0	0	0
TOTAL	459	220	220	220	220
<b>SUB-TOTAL STATE FUNDS</b>	<b>28,672</b>	<b>23,854</b>	<b>38,798</b>	<b>30,759</b>	<b>24,121</b>
<b>C. LOCAL FUNDING</b>					
<b>18. Local Funds</b>					
City of Madison	197,178	52,715	51,245	69,704	58,277
City of Middleton	654	211	0	337	97
City of Fitchburg	4,782	6,431	5,626	6,003	3,136
City of Sun Prairie	4,163	4,075	1,892	4,280	1,062
City of Verona	3,444	3,317	2,568	11,710	2,649
City of Monona	886	139	141	1,024	147
City of Stoughton	3,951	4,733	3,879	3,064	487
Dane County					
Madison Metropolitan Planning Area	11,403	159	284	3,542	803
Outer Area	4,017	200	5,156	125	181
Joint - City of Fitchburg & Others	0	0	0	0	0
Joint - City of Madison & Others	28,516	29,086	29,668	30,261	28,516
Joint - City of Middleton & Others	0	0	0	0	0
Joint - City of Verona & Others	0	0	0	0	0
Joint - Dane County & Others					
Madison Metropolitan Planning Area	17,625	3,100	4,300	2,944	0
Outer Area	25	0	259	311	0
Other Local					
Madison Metropolitan Planning Area	3,820	10,311	6,767	1,555	8,691
Outer Area	23	102	0	142	0
<b>SUB-TOTAL LOCAL FUNDS</b>	<b>280,486</b>	<b>114,580</b>	<b>111,786</b>	<b>135,002</b>	<b>104,047</b>
<b>COMBINED STATE &amp; LOCAL FUNDING</b>	<b>309,158</b>	<b>138,433</b>	<b>150,584</b>	<b>165,760</b>	<b>128,168</b>
<b>GRAND TOTAL - FEDERAL, STATE, LOCAL</b>	<b>542,280</b>	<b>157,750</b>	<b>249,115</b>	<b>251,274</b>	<b>174,316</b>

Notes:

All state roadway projects using applicable funding sources (e.g., NHPP, STBG State Flexible, BR) are programmed through 2027. 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 2025. Local STBG-Urban (Madison Urban Area) projects are programmed through 2026. Transit funding is not yet programmed and is based on needs and anticipated future funding levels (See also Table B-4 Metro Transit System Projected Expenses and Revenues).

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

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

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

\* Fifth year of funding (2027) is informational only.

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

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2023	2024	2025	2026	2027	2023	2024	2025	2026	2027
Federal Highway Administration	National Highway Performance Program	1,043	1,168	62,248	37,482	9,962	1,043	1,168	62,248	37,482	9,962
	Bridge Replacement and Rehabilitation	1,260	547	0	1,764	1,738	1,260	547	0	1,764	1,738
	Surface Transp. Block Grant Program - Madison Urban Area	16,708	3,378	3,654	12,191	210	16,708	3,378	3,654	12,191	210
	Surface Transp. Block Grant Program - State Flexibility	7,183	2,912	7,610	0	0	7,183	2,912	7,610	0	0
	Surface Transp. Block Grant Program - Transp. Alternatives	1,154	680	163	0	0	1,154	680	163	0	0
	Highway Safety Improvement Program	5,557	2,106	2,749	0	1,636	5,557	2,106	2,749	0	1,636
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	36,947	4,057	8,025	30,303	30,825	36,947	4,057	8,025	30,303	30,825
	Sec. 5339 Bus & Bus Facilities	15,316	1,502	2,004	2,042	2,080	15,316	1,502	2,004	2,042	2,080
	Sec. 5337 State of Good Repair	3,975	1,350	934	952	970	3,975	1,350	934	952	970
	Sec. 5310 E/D Enhanced Mobility Program	538	0	0	0	0	538	489	499	509	519
	Sec. 5311 Rural Area Formula Program	1,477	1,505	1,533	1,562	1,592	1,477	1,505	1,533	1,562	1,592
	Sec. 5314 NRP, Sec. 5339 Alt. Analysis Program	0	0	0	0	0	0	0	0	0	0
	Areas of Persistent Poverty	670	0	0	0	0	670	0	0	0	0
	CARES/ARPA	19,679	0	0	0	0	19,679	0	0	0	0

\* Fifth year of funding (2027) 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 2027. 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 2025. Local STBG-Urban (Madison Urban Area) projects are programmed through 2026. 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 2023 excludes carryover projects for which the Federal funding is already obligated. Roadway and transit inflation rate @ 1.89% per year applied to expenses, except for the STBG-Urban program. Fiscal constraint for this 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)**  
**2023-2027**

<b>Projected Expenses (\$000s)</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2023-2027 Period Total</b>
<b>State &amp; Federal</b>						
State Highway Operations and Maintenance	9,628	9,810	9,996	10,184	10,377	49,995
Fed. Const. (NHPP, STBG FLEX, HSIP) Fundin	13,783	6,186	72,607	37,482	11,598	141,656
State Const. Funding	5,179	3,686	18,371	9,693	2,818	39,748
<b>Subtotal</b>	<b>28,590</b>	<b>19,682</b>	<b>100,973</b>	<b>57,360</b>	<b>24,793</b>	<b>231,399</b>
<b>Dane County &amp; Communities</b>						
Street Operations and Maintenance	62,560	63,743	64,948	66,175	67,426	324,852
Street Construction	67,402	68,676	69,974	71,296	72,644	349,990
Street-Related Facilities	12,908	13,152	13,401	13,654	13,912	67,026
<b>Subtotal</b>	<b>142,870</b>	<b>145,570</b>	<b>148,322</b>	<b>151,125</b>	<b>153,981</b>	<b>741,868</b>
<b>Metro Transit</b>						
Capital Expenses	71,376	66,169	14,546	13,418	13,426	178,935
Operating Expenses	68,014	66,975	66,973	68,108	69,288	339,359
<b>Subtotal</b>	<b>139,390</b>	<b>133,144</b>	<b>81,519</b>	<b>81,526</b>	<b>82,714</b>	<b>518,294</b>
<b>Total Projected Expenses</b>	<b>310,851</b>	<b>298,397</b>	<b>330,814</b>	<b>290,012</b>	<b>261,489</b>	<b>1,491,562</b>
<b>Projected Revenues (\$000s)</b>						
<b>State &amp; Federal</b>						
State Highway Operations and Maintenance	9,639	9,831	10,028	10,229	10,433	50,160
Fed. Const. (NHPP, STBG FLEX, HSIP) Fundin	13,783	6,192	72,763	37,604	11,648	141,991
State Const. Funding	5,179	3,690	18,411	9,725	2,831	39,836
<b>Subtotal</b>	<b>28,601</b>	<b>19,714</b>	<b>101,202</b>	<b>57,557</b>	<b>24,912</b>	<b>231,986</b>
<b>Dane County &amp; Communities</b>						
Street Operations and Maintenance	62,560	63,743	64,948	66,175	67,426	324,852
Street Construction	67,402	68,676	69,974	71,296	72,644	349,990
Street-Related Facilities	12,908	13,152	13,401	13,654	13,912	67,026
<b>Subtotal</b>	<b>142,870</b>	<b>145,570</b>	<b>148,322</b>	<b>151,125</b>	<b>153,981</b>	<b>741,868</b>
<b>Metro Transit</b>						
Capital Revenues	71,376	66,169	14,546	13,418	13,426	178,935
Operating Revenues	68,014	66,975	66,973	68,108	69,288	339,359
<b>Subtotal</b>	<b>139,390</b>	<b>133,144</b>	<b>81,519</b>	<b>81,526</b>	<b>82,714</b>	<b>518,294</b>
<b>Total Projected Revenues</b>	<b>310,861</b>	<b>298,429</b>	<b>331,043</b>	<b>290,209</b>	<b>261,607</b>	<b>1,492,148</b>

<sup>1</sup> Roadway inflation rate @ 1.89% 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 IJIA yearly increase in federal apportionments. Roadway inflation rate @ 1.89% per year applied to Dane County & Local Communities revenues.

<sup>2</sup> State Highways Operations & Maintenance based on % of STN miles in MPO planning areas applied to OPFI estimate of \$302m statewide X 2 to better account for lane miles in MPO. State & Federal construction cost/revenue figures are from the 2023-2027 TIP.

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

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

**Table B-4**

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

Year	Total Passengers <sup>1</sup>	Revenue Vehicle Hours <sup>2</sup>	Passengers/Rev. Veh. Hour	Passenger Revenue <sup>3</sup>	Revenue/Passenger	Operating Expenses <sup>3,4</sup>	Expense/Passenger	Revenue as % Expense
2021	5,390,018	333,245	16.2	\$8,329,002	\$1.55	\$50,061,816	\$9.29	16.6%
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%
1985	11,946,337	325,314	36.7	\$5,172,913	\$0.43	\$13,922,792	\$1.17	37.2%

Source: Metro Transit National Transit Database (NTD) Reports

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

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

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

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

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

	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
	<b><u>Budgeted</u></b>	<b><u>Projected</u></b>	<b><u>Projected</u></b>	<b><u>Projected</u></b>	<b><u>Projected</u></b>
<b><u>Expenses</u></b>					
Capital Costs <sup>2</sup>	\$71,376,000	\$66,169,000	\$14,546,000	\$13,418,000	\$13,426,000
Operating Costs <sup>3</sup>	\$68,014,237	\$66,974,990	\$66,972,778	\$68,108,286	\$69,288,465
<b>Total Costs</b>	<b>\$139,390,237</b>	<b>\$133,143,990</b>	<b>\$81,518,778</b>	<b>\$81,526,286</b>	<b>\$82,714,465</b>
<b><u>Revenues</u></b>					
FTA Sec. 5307 <sup>4</sup> , 5337 <sup>5</sup> & 5339 <sup>5</sup> Capital	\$43,370,000	\$62,485,000	\$17,174,700	\$17,306,994	\$17,441,934
FTA CARES, CRRSA, & ARPA Funds	\$22,407,033	\$0	\$0	\$0	\$0
FTA 5339b Capital	\$0	\$0	\$0	\$0	\$0
FTA Small Starts	\$0	\$0	\$0	\$0	\$0
State VW Mitigation Prog. Settlement	\$0	\$0	\$0	\$0	\$0
State Sec. 85.20 <sup>6</sup>	\$17,721,470	\$17,721,470	\$17,721,470	\$17,721,470	\$17,721,470
Farebox & Other Revenue	\$19,042,492	\$21,903,721	\$22,909,805	\$25,708,745	\$26,962,307
Local Funds - Madison <sup>7</sup>	\$30,015,664	\$24,063,549	\$16,603,148	\$13,537,229	\$13,191,869
Other Local Funds	\$6,833,578	\$6,970,250	\$7,109,655	\$7,251,848	\$7,396,885
<b>Total Revenues</b>	<b>\$139,390,237</b>	<b>\$133,143,990</b>	<b>\$81,518,778</b>	<b>\$81,526,286</b>	<b>\$82,714,465</b>

<sup>1</sup> Costs and revenues for 2023 are based upon City Executive budget. All figures are preliminary estimates, subject to final state and federal authorization budgets. Figures differ from TIP Project Listings due to City budgeting FTA funding in prior year CIP.

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

<sup>3</sup> Operating costs net of those costs funded by FTA Section 5307 grants. Operating costs projected to decline or hold steady through 2025 due to senior staff retirement, reductions in fuel costs as fleet is electrified, and other factors. Costs include debt principal and interest, but not depreciation.

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

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

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

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



# Attachment C: Past Transportation Improvements

## A. Transportation Improvements

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

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

- McKee Road/CTH PD (all segments);
- E. and W. Johnson Streets;
- Interstate 39/90 (I-94 to USH 12/18, I-94 Badger, USH 151 interchanges);
- Interstate 39/90 (Expansion south of USH 12/18);
- N. Park Street;
- Buckeye Road/CTH AB;
- E. Washington Avenue (including STH 30 Interchange);
- USH 151 (American Parkway to Main St., including CTH C/Reiner Rd. Interchange);
- W. Beltline (USH 12/14/18/151) Fish Hatchery Rd. and Park St. Interchange Ramp Improvements;
- W. Beltline (USH 12/14/18/151) and Verona Road (USH 18/151) Single Point Urban Interchange;
- W. Beltline (USH 12/14/18/151) (Whitney Way to I-39/90) Dynamic Part-Time Shoulder Use (DPTSU);
- Interstate 94 (I-39/90 to CTH N and CTH N interchange);
- CTH M/S. Junction Rd. (Valley View/Pleasant View ext. Intersection) and Mineral Point Rd./CTH S (Pleasant View Rd. Intersection) Roundabouts and CTH M/Junction Intersection Area Reconstruction;
- Pleasant View Rd. Extension;
- Monona Drive Reconstruction;
- STH 113 (Northport/Pennsylvania/Packers Ave.) Reconstruction;
- Fish Hatchery Rd./CTH D (Emil to Wingra Dr.) Reconstruction;
- University Ave. (Segoe Rd. to Allen Blvd.) 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 was completed in 2022 to evaluate major changes to the system to be implemented just prior to and in conjunction with Bus Rapid Transit (BRT) service in 2023-2024. Final design for BRT has been completed with construction in 2022-'23 and 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. The Transit Network Redesign resulted in a new service plan that will be implemented in June of 2023 with needed adjustments in August 2023.

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

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

- Capital City Trail (Isthmus, E-Way, and Verona Road segments);
- Wingra Creek Path;
- Southwest Commuter Path, including Beltline overpass;
- Blackhawk Path (Eau Claire to Maple Ter.);
- UW Campus Path Reconstruction;
- Marsh View/E Branch Starkweather Creek Path, including STH 30 underpass;
- Yahara River Bike/Ped Underpass at Johnson Street;
- USH 151 Corridor Path and Underpass;
- Parmenter Street (former USH 12) Underpass and other enhancements (paving, stream crossings) of the Pheasant Branch Creek Trail;
- Ice Age Junction Trail (CTH PD to Military Ridge Trail);
- W. Branch Starkweather Creek Path (Darbo Dr. to MATC) and E. Washington and Aberg Ave. overpasses;
- Badger State Trail (Capital City Trail/Lovell Ln. to Purcell Rd.);
- Woodland Drive path and bike lanes;
- University Ave. path reconstruction and new segment and Spring Harbor underpass;
- Cannonball Trail, including the Beltline and McKee Road overpasses;
- Lower Yahara River Trail, Phase 1 (McDaniel Park in the Village of McFarland to Capital City Trail at the Lussier Family Heritage Center);
- CTH M Corridor Path (Ice Age Junction Path Extension) Valley View Road to Cross Country Road;
- Badger State Trail Grade Separated Crossing of CTH PD (East of Spoke Drive);
- Relocation of the Capital City Trail crossing of CTH MM to the McCoy Road intersection;
- The majority of the North Mendota Trail East Segment was constructed in 2022, although the project will not be completed until 2023;
- The Main Street (Village of Cottage Grove)/CTH N Corridor Path Extension; and,
- DeForest Schools Safe Route Path was largely completed in 2022, with the final segment along Jefferson Street to be constructed in 2023.

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 travel demand management (TDM) program, RoundTrip (formerly Rideshare, Etc.), coordinates the activities of various governmental agencies to encourage use of alternative transportation modes (car/vanpool, public transit, bicycling, walking). These efforts help reduce driving and traffic congestion on major travel corridors and around work sites. The MPO's program manager provides resources and assistance to employers, including on-site visits, promotional materials, toolkits, employee surveys, and branded pages on the ride-matching website. The program partners with Dane County, Metro Transit, and UW-Madison to conduct an annual advertising campaign to build public interest and awareness, and responds to requests for assistance through an email inbox and (608) 266-RIDE help line. The program also administers the Dane County Emergency Ride Home (ERH) program and manages an online ride-matching and trip planning platform, which launched in 2007 in partnership with the state Rideshare Etc.

program, and helps commuters connect with vanpools, transit routes, park-n-rides, carpoolers, and bicycle buddies. A new, better ride-matching and trip planning platform, RideAmigos, will launch in early 2023. The MPO completed a rebranding of the agency and TDM program in 2020, and launched the new RoundTrip brand in September 2021. Along with the new brand, the MPO unveiled a new program website with dedicated resources for Dane County and new digital options for commuters to sign up and request vouchers for the ERH program.

The status of all major projects within the Madison Metropolitan Planning Area programmed for construction in 2022 is shown in Table C-2.

## **B. Air Quality Impacts**

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

The 1990 Clean Air Act Amendments were signed into law on November 1, 1990. Under the revised Act, the two major areas of concern for Dane County are the maintenance of attainment status, and compliance with emission restrictions and engine regulations placed on transit vehicles purchased by public and private transit operators after 1990. To date, the State of Wisconsin has mandated the implementation of most of the available low-cost control techniques and has made considerable progress in controlling industrial emissions and other stationary source contributors.

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

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

Project	Status	Implementing Agency
1. Regional transportation options program (RoundTrip), including ridesharing coordination	Continuing. Online ride-matching 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; MPO TDM program rebrand project completed in 2020; new RoundTrip brand and website launched in Q3 2021, including digital ERH sign-up and voucher delivery; new ride-matching software vendor selected in partnership with WisDOT and SEWRPC in 2022, to be implemented in early 2023. Annual TDM ad campaign continues to be jointly funded by MPO, UW, Dane County, and Metro Transit.	MPO
2. State vanpool program	Continuing. The majority of routes were paused due to low ridership following the COVID-19 pandemic. Routes are now being reformed. WisDOA released an RFP in mid-2022 for vendor management of the program; a contract is currently being negotiated with Commute with Enterprise.	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 using funding from garage ads that included share & park, GRH, and employer support packages, but discontinued. The City of Madison has developed a TDM program tied to the land use approval process, which is going through approval process with implementation planned in mid-2023.	UW; City of Madison Parking Utility; City of Madison Department of Transportation
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 to be constructed in 2023-'24 with service starting in '24.	City of Madison
7. Transit service enhancements, including fixed-guideway service	New buses according to fleet replacement schedule; minor service improvements in recent years with no changes in 2022; service reduction in 2020 due to COVID-19; East-West BRT service to be implemented in '24; bus network redesign study completed 2022 with major system restructure be implemented in June 2023. Will vastly increase job access for most residents.	Metro Transit

8. Bus service to peripheral employment centers in Madison area	Continuing; Verona commuter service expanded in 2012, 2014; Service to Am. Ctr. improved in 2015; service added to Exact Sciences facility in 2018; Service to and within Sun Prairie initiated in 2019, to be expanded in '23 serving the westside retail area and the business park. Service to peripheral employment areas to be generally improved with implementation of Network Redesign in June 2023.	Metro Transit
9. Transit Amenities Enhancements Program	Continuing; includes signs, shelters, etc.	Metro Transit
10. Downtown shuttle service  Free Fare Zone	Service terminated in 1987; restored with 1998 route restructuring, but terminated again in 2000. Midday service between UW campus and Capitol Square implemented in 2004.  Implemented in the downtown area in 1991. Terminated in 1998.	Metro Transit  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.	Hospitals, city and county government, universities/colleges, and other employers
12. Outer area transit service	Commuter service to Epic Systems in Verona implemented in 2005, improved in '12 and '14. Express commuter route between Madison and Sun Prairie initiated in 2019. New local service in Sun Prairie to be implemented in '23 in connection with network redesign and BRT, connecting to route to Madison and local employers. Local bus service will replace shared-ride taxi system. MPO assisting Village of Oregon in evaluating potential service models in 2022-'23. Metro in discussion with City of Monona and Village of Cottage Grove for potential service expansions, date TBD.	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 2021-22.	Metro Transit

<p>14. Improved transportation system surveillance, monitoring, and customer information</p>	<p>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.</p>	<p>Metro Transit, WisDOT, City of Madison</p>
<p>15. Transit and traffic operations improvements:</p> <ul style="list-style-type: none"> <li>• Bus priority treatments</li> <li>• Intersection reconfiguration</li> <li>• Traffic signals; advanced traffic control systems</li> <li>• ITS (e.g., ramp meters, real-time info.)</li> </ul> <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>Traffic management continuing on Beltline and Interstate, including traffic signal systems, message signs, and service patrols. Flex lane system implemented on Beltline west of Whitney Way in 2022.</p>	<p>WisDOT</p>
<p>17. Bikeway system improvements</p>	<p>Continuing; comprehensive bicycle plan last completed in 2015; Bicycle wayfinding plan completed in 2017 with implementation ongoing; bikeway system plan continually updated as part of RTP updates.</p>	<p>Various municipalities, Dane County, WisDOT</p>

**Table C-2  
Status of 2022 Listed Major Projects  
in the Madison Metropolitan Planning Area**

<b>Rideshare/TDM/Parking</b>	<b>Jurisdiction</b>	<b>Status</b>
Ridesharing Coordinator and Promotion*	Greater Madison MPO	Implemented
State Vanpool Program	State DOA	Implemented
<b>Pedestrian/Bicycle Projects</b>	<b>Jurisdiction</b>	<b>Status</b>
North Mendota Trail (North Shore Bay Drive to south of Oncken Road)	Dane County	Completed
Lacy Road Shared-Use Path (Fitchrona Road to Badger State Trail)	City of Fitchburg	Deferred
CTH MM (McCoy Road Intersection) Capital City Path crossing relocation*	City of Fitchburg	Completed
Cannonball Bike Trail (Railroad to Bowman Field)	City of Madison	Deferred
Old Middleton Road Ped/Bike Underpass	City of Madison	Deferred
Ped/Bike Safety Education*	City of Madison	Implemented
North Mendota Trail – East Segment	City of Middleton	In Progress
Pleasant View Road Corridor Path*	City of Middleton	In Progress
Jefferson Street Bridge	City of Stoughton	Deferred
RDA Pedestrian Bridge (South of 6 <sup>th</sup> Street)	City of Stoughton	Completed
Yahara River Trail Phase 1 (4 <sup>th</sup> to 8 <sup>th</sup> Street)	City of Stoughton	Completed
Virgin Lake Trail (Jackson Street to Roby Road)	City of Stoughton	Deferred
Commercial Avenue Bike Path*	City of Sun Prairie	Deferred
Main Street Corridor Path Extension (CTH N)	Village of Cottage Grove	Completed
CTH KP Multi-Use Trail	Village of Cross Plains	Completed
Dane County Safe Routes to School*	WI Bike Federation	Implemented
<b>Transit</b>	<b>Jurisdiction</b>	<b>Status</b>
BRT Environmental Study and Design*	City of Madison (Metro Transit)	In Progress
Roadway Improvements for E/W BRT and Construction of Stations (Design)*	City of Madison (Metro Transit)	Completed
60' Articulated BRT Electric Buses*	City of Madison (Metro Transit)	In Progress
BRT Bus Maintenance Facility (Hanson Road)*	City of Madison (Metro Transit)	In Progress
40-ft Low floor Diesel Buses (VW Settlement)	City of Madison (Metro Transit)	Completed
Remodel, Renovate Existing Bus Maintenance Facility (E. Washington Avenue) (Phase 3A)*	City of Madison (Metro Transit)	Completed
ADA Paratransit Service*	City of Madison (Metro Transit)	Implemented

Transit (Cont.)	Jurisdiction	Status
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 Purchases*	Dane County Accessible Taxi Service (DCATS)	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
Sec. 5307/5311 Job Ride Program*	YW Transit	Implemented
Section 5311 Work-N-Wheels 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)	Completed
W. Beltline (USH 12/14/18/151) (Verona Road Interchange)*	WisDOT	Thin Polymer Bridge Deck Overlays	Completed
I-39/90/94 (USH 51 Bridges)*	WisDOT	Polymer Bridge Deck Overlays	Completed
I-39/90/94 (STH 19 Interchange Bridges)*	WisDOT	Polymer Bridge Deck Overlays	Completed
I-39/90 (USH 12/18 to SCL)*	WisDOT	Reconstruct and Expand to 6 Lanes	Completed
I-39/90 (CTH V to NCL)*	WisDOT	Pavement Repair	Completed
I-39/90 (SCL to CTH AB)*	WisDOT	Pavement Markings	Completed
USH 14 (STH 138 to STH 92)	WisDOT	Resurface Roadway with Intersection and Safety Improvements	Completed
USH 51 (Roby Road Intersection)*	WisDOT	Construct Roundabout	Completed
USH 51 (STH 138 Intersection & Silverado Drive/Hoel Avenue Intersection)*	WisDOT	Construct Roundabouts	Completed



Streets/Roadways (Cont.)	Jurisdiction	Description	Status
USH 151 (S. Blair St.) (E. Washington Avenue to Williamson Street)*	WisDOT	Concrete Repair and Overlay	In Progress
STH 30 (Fair Oaks Avenue Bridges)*	WisDOT	Concrete Overlay Bridge Decks	Completed
STH 30 (Fair Oaks Avenue to Interstate 39/90 Ramp)*	WisDOT	Mill and Overlay; Concrete Joint Repair	Completed
STH 69 (CTH D to Valley View Road)*	WisDOT	Reconstruction and Bridge Replacement	Completed
SW Region Pavement Markings (USH 51, USH 18/151, and USH 12 Segments)	WisDOT	Pavement Markings	Completed
CTH AB (CTH MN to USH 12)	Dane County	Resurfacing	Deferred
CTH AB (USH 51 to CTH MN)	Dane County	Resurfacing w/Paved Shoulders	Completed
CTH BB (Buss Road to Sprecher Road)	Dane County	Resurfacing w/Paved Shoulders	Completed
CTH BW (West Broadway) (Frazier Avenue to USH 12/18)	Dane County	Replace Concrete with Asphalt	Completed
CTH CV (Lake Road) (Government Road to USH 51)	Dane County	Reconstruction	Deferred
CTH M (Bridge B-13-0046 and Branch Street Intersection)	Dane County	Replace Bridge; Intersection Improvements	Deferred
CTH MM (Janesville Street) (Wolfe Street to Spring Street)	Dane County	Resurfacing	Deferred
CTH MN (Williams Drive to CTH N)	Dane County	Resurfacing w/Bike Lanes	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	Reconstruct Intersection	Completed
South Syene Road (Aurora Avenue to Nannyberry Park)	City of Fitchburg	Reconstruction to Urban Cross Section	In Progress
Cedar Street (Fish Hatchery Road to South Street)	City of Madison	New Street Construction	Completed
Gammon Road & Watts Road Intersection*	City of Madison	Intersection Improvements	Deferred
University Avenue (Shorewood Boulevard to University Bay Drive)*	City of Madison	Reconstruction	In Progress
Pleasant View Road (USH 14 to Timberwolf Trail)	City of Middleton	Reconstruction, Capacity Expansion	In Progress
Winnequah Road (Schluter Road to Bridge Street)	City of Monona	Resurfacing with new sidewalk	Completed
Academy Street (East Street to East South Street)	City of Stoughton	Reconstruction	Completed
West Milwaukee Street (Page Street to Van Buren Street)	City of Stoughton	Resurfacing	Completed

<b>Streets/Roadways (Cont.)</b>	<b>Jurisdiction</b>	<b>Description</b>	<b>Status</b>
N. Bristol Street (Windsor Street to Klubertanz Drive)	City of Sun Prairie	Resurfacing	Completed
Columbus Street Extension	City of Sun Prairie	Street Extension	Completed
Grand Avenue/CTH C (Windsor Street/CTH 19 Intersection)	City of Sun Prairie	Reconstruct Intersection	Completed
Clark and Grove Streets (Main Street to Vilas Road)	Village of Cottage Grove	Reconstruction	Completed
N. Main Street (School Road to 100' south of Commerce Parkway)	Village of Cottage Grove	Urbanize West Side of Roadway	Completed
W. Oak Street (Main Street to Westlawn Drive)	Village of Cottage Grove	Reduce width of Roadway	Completed
E. Taylor/Ridge Road	Village of Cottage Grove	Replace failing asphalt	Completed
Acker Parkway (Seminole Way to CTH CV)	Village of DeForest	Reconstruction	Deferred
River Road (Southern-most bridge to relocated portion of River Road)	Village of DeForest	Reconstruction	Completed
Windsor Road (Yahara River Bridge)*	Village of Windsor	Bridge Replacement	Completed
Valley Road (Sugar River Bridge)	Town of Verona	Bridge Replacement	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 2023–2027 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.<sup>1</sup> Zones receiving additional points in their adjusted index score were awarded the minimum number of points to reach a score of 6. No scores were adjusted downward. Because of the imprecision inherent in the estimates and adjustments used to define EJ Areas, they should not be compared to one another based on their index scores.

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

After applying this methodology to the EJ Analysis in the 2021–2025 TIP, the MPO developed a second tier of EJ Areas with slightly lower concentrations of vulnerable populations than the original EJ Areas (Tier 1 EJ Areas), but which still have higher-than-average concentrations of these populations. This analysis is based on the newer two-tier EJ Area methodology first used in the 2022–2026 TIP. MPO staff will be updating the analysis and mapping of EJ areas using 2020 Census data.

## **Transit Service and Major Projects 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 major<sup>2</sup> roadway and bikeway projects. Current (2021) transit service areas and programmed projects are shown in relationship to EJ Areas.

### Transit Service Analysis

Fixed-route transit service areas encompass nearly all of the areas with concentrations of EJ populations, 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 2023, 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 2023.

While all EJ areas are within the transit service areas, 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. As noted, Sun Prairie will be implementing local service in 2023, which will connect to the planned BRT system.

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 2023, will reallocate existing Metro resources to a new route structure designed to support and rely on BRT. The network redesign service plan was designed to improve transit access for the majority of area residents, including low-income and minority residents. Additionally, a Title VI analysis of the service plan is currently being conducted by Metro and their Consultant, Jarret Walker + Associates, with support from the MPO. If this analysis identifies disproportionate impacts for protected populations, the service plan will be revised to ameliorate

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.

those disproportionate impacts. Given these extensive and detailed equity analyses of the proposed service network, any further analysis here would be redundant. Please see <https://www.cityofmadison.com/metro/routes-schedules/transit-network-redesign/project-materials> for all Network Redesign materials, including transit and job access analysis for low income and minority individuals.<sup>3</sup>

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.”<sup>4</sup>

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

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

No service changes are proposed for 2022.

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 would restructure Metro service to integrate with the planned east/west Bus Rapid Transit service. During development of the TDP it became clear that, due to significant duplication of content between the Network Redesign and the TDP, it would not be an efficient use of staff time to conduct both processes concurrently. Accordingly, the TDP update 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.

3 See page 34 of [https://www.cityofmadison.com/metro/documents/network-redesign/draftplan/TransitNetworkRedesign\\_DraftPlanReport.pdf](https://www.cityofmadison.com/metro/documents/network-redesign/draftplan/TransitNetworkRedesign_DraftPlanReport.pdf) for the Summary of the Proposed Draft Plan’s Impacts on Proximity to Transit

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

As part of its Title VI compliance monitoring, Metro Transit updates its Title VI Plan every three years. The current plan update<sup>5</sup> was adopted in October 2020. The plan highlights Metro’s current fixed-route service standards, service quality/policies, fare equity policy, and equity analyses of service and fare changes since the last plan was adopted. The policies and analyses help ensure that the level of service and location of routes, age/quality of vehicles assigned to routes, and stop and other facilities are being provided in a non-discriminatory manner, and that the fare structure is also equitable.

### Pedestrian/Bicycle and Roadway Projects Analysis

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

The new USH 12/18 overpass/interchange at CTH AB, and the new frontage road connecting CTH AB and Millpond Rd. is a safety project, which will directly affect access to and from the Ho-Chunk Casino, a major employer for Native Americans in the Madison area. The project includes a separated bike path on the overpass and along Millpond Road. There are several intersection safety projects in the City of Sun Prairie along Main Street and in the STH 19 and USH 151 interchange area that will benefit EJ areas. Pedestrian crossing of Stoughton Rd. at Anderson St. will be improved as part of a pavement replacement project, benefiting adjacent EJ areas.

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

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 people<sup>6</sup>, 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 was federally funded and constructed in 2020, including an underpass of Gammon Road. The segment from Gammon Road to S. High Point Road is not currently scheduled, although the City has made progress on right-of-way issues that previously delayed it, 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 construction in 2023. Once all phases are completed the project will provide a continuous east-west route serving the Greentree-Gammon Lane and Prairie Hills EJ Areas.

An extension of the Cannonball Trail from Catalpa Road north to Bowman Field will add a new multi-use path along the railroad corridor and then along Bowman Field. This will provide a connection to the Wingra path via Plaenert Drive. The path extension will provide a safe, direct connection from the Burr Oaks and Arboretum EJ Areas to downtown and the rest of the bikeway network, improving access for EJ Areas in South Madison. The Cannonball Trail includes overpasses of the Beltline and McKee Road just east of Verona Road. The Beltline overpass provides a safe, low stress crossing of the Beltline from the Arbor Hills EJ Area and other south side neighborhoods/EJ Areas and the City of Fitchburg into Madison.

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

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

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

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 bicycle facilities, providing an improved route between downtown and the Monona Bay and South Campus EJ Areas. The Badger/Rusk shared-use path project will provide an off-street facility connecting to an existing overpass of the Beltline; this connection will improve non-motorized accessibility for residents and employees north and south of the Beltline. A new Hermina Street bicycle/pedestrian bridge over Starkweather Creek will improve accessibility for the Worthington Park neighborhood.

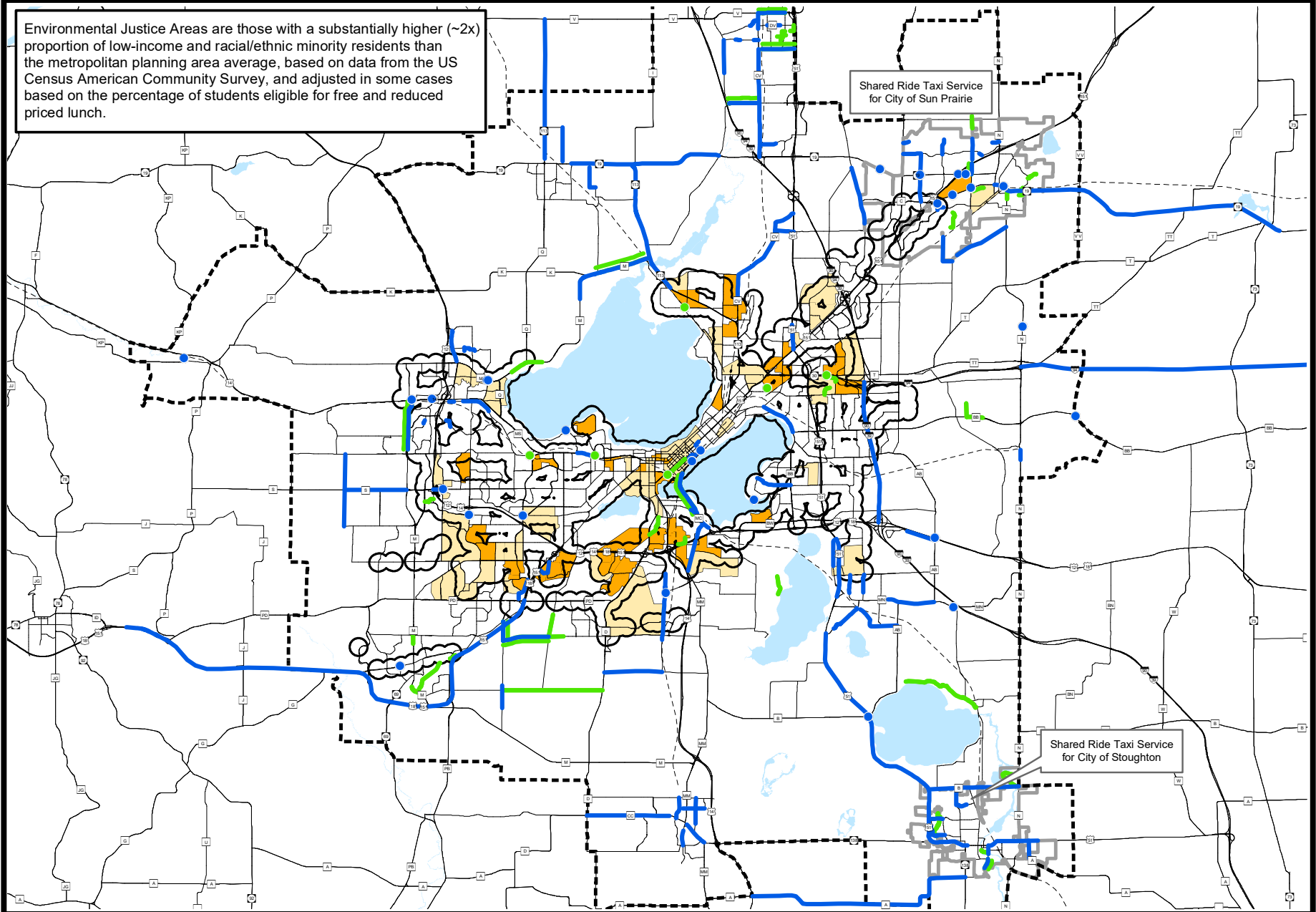
In Sun Prairie, the Commercial Avenue Bike Path will be widened. This will benefit low-income areas in the Central Sun Prairie EJ Area and provide a connection to the nearby high school from this and other neighborhoods. In addition, the N Bird Street project in Sun Prairie funded by the MPO will add a path and cycletrack on the bridge across USH 151, filling a critical gap in the low stress bike network serving the EJ area to the south. Middleton and Dane County will construct a new bicycle underpass of CTH M at Branch Street, improving access for Middleton EJ areas. The Wisconsin Bike Federation was awarded TAP funding for its Dane County Safe Routes to School (SRTS) program, which targets schools with high proportions of students who qualify for free or reduced-price lunches, a proxy for EJ population.

## **Conclusion**

The major projects analysis shows that, taken in whole, the projects in the 2023-2027 TIP do not impose disproportionately high and adverse impacts on minority and/or low-income populations. Also, the benefits of the transportation improvements and services provided are reasonably distributed to serve the needs of all populations in the area.

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

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




### Environmental Justice Analysis

Source: U.S. Census Bureau and MATPB

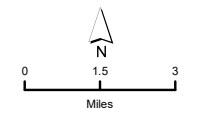
- Environmental Justice Areas: Tier 1
- Environmental Justice Areas: Tier 2

- Major Roadway Projects in 2023-2027 TIP
- Major Bikeway Projects in 2023-2027 TIP
- Metropolitan Planning Area Boundary (2013)
- Transit Service Area Boundary (8/22)

Prepared by staff to the:



Date Revised: 8/15/2022





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

## Introduction

### Performance-Based Planning and Programming

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

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

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

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

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

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.

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

Federal Transportation Performance Measures	
Performance Measure Area	Performance Measures
FHWA Highway Safety Improvement Program (HSIP)	
Number of Fatalities and Serious Injuries	Number of Fatalities
	Number of Serious Injuries
	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries
Rate of Fatalities and Serious Injuries	Rate of Fatalities per 100 Million Vehicle Miles Travelled (MVMT)
	Rate of Serious Injuries per 100 Million Vehicle Miles Travelled (MVMT)
FHWA National Highway Performance (NHPP) and Surface Transportation Block Grant (STBG) Programs	
Condition of Pavements on the Interstate System	Percentage of Pavement of the Interstate System in Good Condition
	Percentage of Pavement on the Interstate System in Poor Condition
Condition of Pavements on the National Highway System (NHS) Excluding the Interstate	Percentage of Pavement of the Non-Interstate NHS System in Good Condition
	Percentage of Pavement of the Non-Interstate NHS System in Poor Condition
Condition of Bridges on the NHS	Percentage of NHS Bridges Classified as in Good Condition
	Percentage of NHS Bridges Classified as in Poor Condition
Performance of the Interstate System	Percentage of the Person-Miles Traveled on the Interstate that are Reliable
Performance of the NHS Excluding the Interstate	Percentage of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable
FHWA National Highway Freight Program (NHFP)	
Freight Movement on the Interstate System	Truck Travel Time Reliability Index
FTA Section 53 Funding (5307, 5310 <sup>1</sup> , 5311 <sup>1</sup> , 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 Agency 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. 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

1 "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

cases where progress is not being made on a particular measure. State departments of transportation (DOTs) and transit agencies are to first set their performance measure targets in coordination with MPOs. In the case of DOT targets, MPOs may either choose to support the state targets or establish their own targets. In the case of the transit agency targets, MPOs may adopt the same targets or establish their own.

Given the limited amount of historical data for most of the measures, impact of COVID-19 on travel and uncertainty in what trends the data may show moving forward, and the limited amount of funding the MPO controls, the Greater Madison MPO has elected to support the state/transit agency targets for these measures, and to plan and program projects to contribute towards meeting these targets. The MPO approved the initial 2019–2021 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 intends to once again support the WisDOT safety targets for 2023.

The MPO intends to support the Metro Transit targets for transit asset management (TAM) and for the Public Transportation Agency Safety Plan (PTASP) since Metro is the agency with expertise to best manage its assets in light of funding challenges and address safety (see MPO 2022 Resolution No. 13 for the 2023 TAM and PTASP targets scheduled for adoption at the November MPO board meeting). 2023 TAM targets for revenue vehicles did not change, and with changing inventory for BRT and Network Redesign projects five additional vehicles were disposed of, which lowered the percentage of vehicles past the Useful Life Benchmark (ULB) of 14 years to 8%, well below the 11% target. Metro lengthened the ULB for non-revenue trucks from eight years to ten based on historic use and longevity of this vehicle type. Although two new vehicles were purchased in 2022, they have not been delivered, and Metro will not meet their 38% of vehicles beyond their ULB in 2022. Facility TAM targets will not change in 2023, but the addition of the new Hanson Road facility and continued upgrades at the Ingersoll facility (formerly East Washington) improved Metro’s performance to better than 3.0 (Adequate) on the TERM scale, but they do not yet meet the goal of 4.0 on the TERM scale. They will once the ongoing work on both facilities is completed.

2023 PTASP targets remain largely unchanged from 2022 targets: the Bus Transit Injury target was reduced from 15 to 10; the Safety Events target was reduced from 340 to 300; and the System Reliability/State of Good Repair target was reduced and how it is reported was revised to be consistent with other performance measures.

While the MPO supports the state targets, the MPO reports annually the Madison Metropolitan Area or Dane County data for all of the federal measures and the prior year performance and overall trend as part of its annual Performance Measures monitoring process.

Linkage of Investments to Performance Measures

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

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

**Federal Performance Measures and TIP Analysis**  
**Safety**

Performance Measures and Data

The safety measures and the WisDOT/Draft MPO (pending board approval) targets for 2023 are identified in the table below.

Performance Measure	2023 Target	Dane County	
		2017–2021 Average	% Change from 2016–2021
Number of Fatalities	Reduce by 2% (587.2 or less)	34.8	5.2%
Fatality Rate*	Reduce by 2% (.937 or less)	.718	8.8%
Number of Serious Injuries	Reduce by 2% (3044.3 or less)	202.6	-0.3%

Performance Measure	2023 Target	Dane County	
		2017-2021 Average	% Change from 2016-2021
Serious Injury Rate*	Reduce by 2% (4.857 or less)	4.135	2.4%
Number of Non-Motorized Fatalities and Serious Injuries	Reduce by 2% (364.0 or less)	43.4	3.7%
* Per 100 Million Vehicle Miles Traveled; Changed methodology in 2022 to use Streetlight VMT data rather than WisDOT VMT estimates.			

### 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

Twenty (20) roadway projects in Dane County – nineteen in the MPO Planning Area – will receive Highway Safety Improvement Program (HSIP) funding, including:

- One new grade-separated interchange project at USH 12/18 and CTH AB.
- Sixteen (16) roadway design deficiency and intersection improvement projects, two of which contain a rail crossing safety component.
- 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 sixteen 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, RR crossing improvements, 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 18/151 (Town Hall Road to CTH PD) – Overlay and pavement repair, widen shoulders, and add high friction surface treatment to bridge decks over old CTH PB.
- USH 51 (CTH B/CTH AB Intersection) – Improve intersection efficiency and safety with construction of a roundabout.
- 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 2022-2023 include addition of protected left-turn bays on northbound John Nolen Drive and southbound Blair Street, addition of rail crossing safety enhancements, and moving and consolidating driveway access points.
- STH 19 (Westmount Drive Intersection) – Reconstruct intersection, add left-turn lanes, add painted medians.
- 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.
- S. Syene Road (McCoy Road Intersection) – Reconfigure and reconstruct intersection

- Gammon Rd (Watts Road Intersection) – 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.
- Mineral Point Road (South High Point Road Intersection) – Reconstruct and add left-turn lanes, replace traffic signals with monotubes, add pedestrian count-down timers, upgrade curb ramps, and paint high-visibility cross walks.
- O’Keefe Avenue (McCoy Road Intersection) – Construct monotubes for signals and lighting.
- S. Whitney Way (Odana Road Intersection) – Construct monotubes for signals, lighting, and crosswalks.
- 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:

- CTH AB/Buckeye Road (City of Madison) – WSOR Railroad Signals and Gates
- 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 four major infrastructure projects that will add capacity and improve safety:

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

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

- 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 Spring Road) 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). Urban segments of the project will include ped/bike improvements.
- Fitchrona Rd. (Lacy Rd. to Nesbitt Rd.) – Locally funded project that will include intersection and ped/bike improvements, including path on east side. Includes state funding through LRIP grant.
- Lacy Rd. (Fitchrona Rd. to Seminole Hwy.) – Locally funded project that will include intersection improvements, buffered bike lanes, and side path. Includes state funding thru TEA grant.
- S. Syene Rd. (Aurora Avenue to W. Clayton Road) – Locally funded project that will reconstruct road to an urban cross section with bike lanes and sidewalk (note: side path already exists on one side).
- 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. Construction began in 2022 and will continue into 2023.

- Safe Streets Madison/Safe Streets for All Grant Projects– Safe Streets Madison is a locally funded project sponsored by the City of Madison with the goal of eliminating fatal crashes. Madison is seeking federal funding for the Safe Streets for All program.
- Nichols Ave. (Winnequah Rd. to Monona Dr.) – Federally funded resurfacing and partial reconstruction project, potentially with buffered bike lanes.
- S. Fourth St. (Milwaukee St. to Isham St.) -- Federally funded reconstruction project with shared-use path.
- N. Bird St. (STH 19/Windsor St. to USH 151) – Federally funded reconstruction project with cycle track on USH 151 bridge and shared-use path.
- N. Thompson Rd. & St. Albert the Great Dr. (N. Main St. to St. Albert the Great Dr.; CTH C to Thompson Rd.) – Federally funded pavement rehabilitation project with expansion of shared-use path and extension of on-street bike lanes.
- Exchange St. (Farwell St. to Yahara River Bridge) – Federally funded reconstruction project that will include sidewalk and bike lanes.

About 30 additional 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 2023-2027 TIP contains three federally funded pedestrian/bicycle education programs: Transportation Alternatives program funded Dane County Safe Routes to School (SRTS) program and separate City of Madison SRTS program and the STBG-Urban funded City of Madison Pedestrian & Bicycle Safety Education program. In addition to education, the City of Madison funds a Safe Routes to School infrastructure program.

Federal NHPP funding will be used for the following railroad crossing projects:

- STH 113 (Madison to Lodi) (South of Verleen Rd.) -- WSOR Railroad Signal Work with resurfacing at crossing.

Local funding will be used for the following railroad program:

- Madison's Railroad Crossings – Repair Railroad Crossings and Install Warning Devices program. Madison is seeking federal Railroad Crossing Elimination Grant Program funding.

## Planning Analysis

The MPO completed a Phase 1 intersection safety analysis with the help of the UW-TOPs Lab for all arterial and collector intersections in Dane County. The safety analysis ranked intersections by frequency, rate, and severity of crashes. This analysis flagged intersections with over-represented crash histories for further detailed study and potential safety improvements. A second phase of this analysis was completed in 2021 with an updated, expanded crash prediction model and use of 2017-'19 data, which resulted in an updated ranking of intersections. The Phase 2 analysis also included intersections of two state highways, which had been excluded from the Phase 1 analysis. The TOPS Lab also developed a diagnostics tool to prioritize intersections based on available funding and other inputs. Another phase of the work with UW TOPS Lab underway is to add data on roadway segments between intersections and identify and map a "high injury network." The MPO is in the process of hiring a consultant this year to assist in completing a Regional Safety Action Plan, building on the work to date with the UW TOPS Lab and the work of the Dane County Traffic Safety Commission (TSC). This will allow preparation of a regional implementation grant application under the new federal Safe Streets for All program. The MPO plans to work with its consultant for the regional plan and area communities to submit a regional grant application under that program next year.

The City of Madison has added safety as a major factor in prioritizing street projects along with pavement and utility condition, using data from the MPO's study. The city also hired a firm to identify potential HSIP projects, evaluating its high crash severity intersections. The city has also completed a Vision Zero Action Plan, which includes multiple strategies and identifies safety projects. Project implementation has already begun, including reducing speed limits on arterial streets and improving pedestrian crossing facilities at select intersections. The city has applied for an implementation grant under the SSFA program for a set of projects largely focused on pedestrian and bicyclist safety. The MPO awarded Transportation Alternatives program funding to the City of Sun Prairie to develop its own comprehensive Vision Zero Action Plan.

The MPO is an active member of the Dane County TSC. The TSC meets quarterly to review traffic crash data in order to enhance the level of safety on all public roadways in Dane County for all roadway users. The TSC is comprised of representatives including planners and engineers, law enforcement, medical professionals and other interested community participants to foster a coordinated effort to address the “4 E’s” of road safety: Education, Enforcement, Engineering, and Emergency Care. The MPO assists with compiling crash statistics and facilitating the crash incidence review. The MPO is currently assisting with a project to develop recommendations for how the TSC reviews and acts on crash trends and to develop a coordinated 4 E program to address regionally identified data-driven traffic safety concerns, including impaired driving, risky driving behaviors, vulnerable roadway users, and equity.

## Bridge Condition

### Performance Measures and Conditions Data

The table below shows the existing WisDOT/MPO targets and current conditions in the Madison Metro Area for NHS bridges in good and poor condition. WisDOT is in the process of finalizing new 2023 and 2025 bridge condition targets later. The MPO expects to support the new targets.

Performance Measure	2019 and 2021 Target*	Madison Metro Area (2021)
Percentage of NHS Bridges in Good Condition	≥ 50%	46%
Percentage of NHS Bridges in Poor Condition	≤ 3%	0%
*Same target for two- and four-year target		

A total of 97 bridges with a deck area of 88,532 m<sup>2</sup> or 46% were in good condition in 2021, an increase from the 44% that were in good condition in 2020 and the 42% that were in good condition in 2019, but slightly less than the target of 50%.

### Project Analysis

The 2023–2027 TIP contains 26 projects that will repair or replace bridges or bridge decks as part of their scope. The following programmed projects are located on the NHS:

- I-39/90/94 (River Road Bridge) – Partial bridge deck replacement with girder replacement.
- I-39/90 (Cottage Grove Road/CTH BB and Hanson Road Bridges) – Preventative Maintenance.
- USH 18/181 (Town Hall Road to CTH PD) – Add high-friction surface treatment to bridge decks over Old CTH PB as part of overlay and pavement repair project.
- STH 113 (Knutson Drive to STH 19) – Bridge repairs.
- CTH M (Pheasant Branch Creek – B-13-0046) -- Replace bridge and construct bike underpass.
- John Nolen Drive (North Shore Drive to Olin Avenue) – Replace or rehab eight bridges as part of two-phase reconstruction project.

## Pavement Condition

### Performance Measures and Conditions Data

The table below shows the current WisDOT/MPO targets and percentage of Interstate and non-Interstate NHS lane-miles in good and poor condition in 2020.<sup>2</sup> WisDOT is in the process of finalizing new 2023 and 2025 targets, which the MPO intends to support. “Good condition” suggests no major investment is needed. “Poor condition” suggests major reconstruction investment is needed.

Performance Measure	2019 and 2021 Target*	Madison Metro Area (2020)
Percentage of Interstate Pavement in Good Condition	≥ 45%	56%
Percentage of Interstate Pavement in Poor Condition	≤ 5%	1%
Percentage of Non-Interstate NHS Pavement in Good Condition	≥ 20%	16%
Percentage of Non-Interstate NHS Pavement in Poor Condition	≤ 12%	2%
*Same target for two- and four-year target		

2 2020 data is latest available.

The targets are met for all but the percentage of non-Interstate NHS pavement in good condition, which at 16% is below the 20% target. This the first year the MPO has calculated pavement condition using the full federal pavement performance measure, based on roughness (IRI), cracking, faulting, and rutting. The pavement performance data included in the 2022-2026 TIP was based exclusively on IRI metric, and did not represent a complete picture of the condition of the roadways.

### Project Analysis

The Madison MPO Planning Area (MPA) contains a total of 157.6 NHS Interstate Highway lane miles, 471.9 non-Interstate NHS US/State highway lane miles, and 237.9 local road/CTH NHS lane miles. The 2023-2027 TIP contains 44 projects comprising about 102 lane miles of roadway (NHS and non-NHS) that will be reconstructed (and in some cases expanded) in the county. Of this amount:

- 0 lane miles are located on the Interstate System in the MPA;
- 0 lane miles are located on NHS US/State highways in the MPA; and
- 24.6 lane miles (five projects) are located on NHS local roads (10.3% of total existing NHS local road lane miles) in the MMA.

The 2023-2027 TIP contains 63 projects comprising 355.8 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:

- 39.0 lane miles (I-39/90 concrete pavement repair project and I-30/90 resurfacing project) are located on the Interstate System (24.7% of total existing Interstate System lane miles) in the MPA;
- 59.8 lane miles (five projects) are located on NHS US/State highways (12.7% of total existing NHS state highway lane miles) in the MPA; and
- 7.0 lane miles (three projects) are located on NHS local roads (2.9% of total existing NHS local road lane miles) in the MPA.

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

### Performance Measures and Conditions Data

The table below shows the current WisDOT/MPO target level of travel time reliability and 2020 data for both the Interstate and non-Interstate NHS system. New 2023 and 2025 targets are being finalized.

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

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

Four projects comprising 20.6 lane miles of roadway in the Madison Metropolitan Area will add travel lanes and therefore improve travel time reliability. The most significant programmed project in terms of improving travel time reliability is the CTH M (STH 113 to Oncken Rd.) expansion project, including improvements to the CTH K intersection. The West Beltline (USH 12/14/18/151) Flex Lane and Interstate 39/90 expansion projects were completed this year.

The 2023-2027 TIP contains about 32 projects that will include a transportation systems management (TSM) component. The goal of these projects is to maximize the efficiency, safety, and utility of the transportation infrastructure. TSM considers the full range of options for maximizing the performance of existing transportation infrastructure without expanding the infrastructure itself (e.g., adding general purpose lanes, etc.). TSM strategies can include physical changes to the roadway, changes to how the roadway is used, and efforts aimed at reducing demand for use of the roadway (travel demand management). Most of the TSM projects listed in the 2023-2027 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 2023-2027 TIP:

- Blair Street (USH 151) intersection improvement at John Nolen/Williamson/Wilson Street that is underway;
- USH 51 roundabout to be added at CTH B intersection in Stoughton;
- University Avenue and University Bay Drive intersection improvement that is underway;
- STH 19 improvement at USH 151 Interchange; and
- MPO TDM program (“RoundTrip”), which includes employer based programs and an online transportation matching service that allows commuters to quickly find carpool partners, vanpool options, bike buddies, transit routes, and park and ride lots based on their specific circumstances.

## Planning Activities

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

## **Transit Asset Management**

### Performance Measures and Conditions Data

Metro Transit completed and certified its initial Transit Asset Management (TAM) Plan in December 2018. The plan is considered a “living document” with reviews and revisions planned on an annual basis. The initial plan incorporated Metro’s initial 2019 TAM performance measure targets for the applicable measures, which relate to the different assets, including equipment (non-revenue vehicles), rolling stock (revenue vehicles), and facilities, which in the case of Metro is its bus maintenance garage. Metro’s TAM targets did not change for 2020-’21 or 2021-’22; Metro updated TAM targets for 2023. The MPO adopted the same 2021-’22 targets that Metro adopted via the resolution referenced above. The MPO will consider adopting the updated 2023 targets in November 2022.

The table below shows the 2023 Metro/Draft MPO targets, 2022 performance, and 2020 baseline conditions for Metro Transit for the three TAM performance measures related to buses, non-revenue service vehicles, and facilities, which for purposes of the TAM plan are Metro’s bus maintenance facilities at 1 South Ingersoll (formerly 1101 E. Washington Avenue) and 3829/3901 Hanson Road. Metro has adopted a TAM target of having a TERM rating for the Hanson Road facility of 4.

Performance Measure	Baseline (2020)	Performance (2022)	Target (2023)
Percentage of Rolling Stock (Buses) that Have Met or Exceeded their Useful Life	14%	8%	11%
Percentage of Non-Revenue Service Vehicles that Have Met or Exceeded their Useful Life	55%	69%	38%
Percentage of Facilities with a Condition Rating Below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale.	100%	0%	0%
TERM rating for Hanson Road facility	NA	3.9	4.0

For buses, a 2023 target was set of having 11% of Metro's inventory exceed the useful life benchmark (ULB) of 14 years. As of September 2022, 8% of Metro's bus fleet exceeded the ULB. Metro uses 14 years as the ULB rather than the federal minimum of 12 years because Metro uses the oldest buses for school and other peak period only service and as reserves, thus limiting the number of miles on buses as they age. ULB performance improved from 2020-'21 because fleet transition to include new 60' articulated buses involves disposing of five additional 40' buses each year. The bus replacement plan calls for the annual replacement of 15 buses based on age and condition. These factors resulted in decreased fleet size and a younger average vehicle age.

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

For TAM performance measure purposes, Metro's maintenance facilities at 1 South Ingersoll (formerly 1101 East Washington Avenue) and at 3829/3901 Hanson Road. The target is to have 0% of facilities rated under 3.0 (Adequate) on the TERM scale. In 2020, the Metro facility at South Ingersoll (then their only facility) was rated 2.5. It had been rated 1.0 (Poor), but repairs and upgrades have recently been made, including roof repairs in 2018 and a new wash bay in 2019. Construction on phased upgrades continue, with the fall 2022 TERM rating at 3.6. Metro has purchased a new satellite facility on Hanson Road, which is under construction and has a current TERM rating in fall 2022 of 3.9. Since the facility will be in operation for at least 20 years, Metro adopted a target goal of a 4.0 TERM rating for this facility. It is anticipated that the ongoing remodel of this facility will result in meeting this goal.

### Project Analysis

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

Metro's replacement plan for service vehicles is more flexible with funding allocated each year and a decision made annually on which vehicles to replace based on age, repair history, and any anticipated major repairs. It is less certain whether Metro will be able to meet its performance target for service vehicles based on the funding currently programmed. Due to the combined need to make facility repairs and the unexpected costs associated with the COVID-19 pandemic, these purchases did not take place in 2020. Two vehicles were ordered in 2022 but are not expected to be delivered until late 2022 or 2023, which resulted in an increased percentage of the non-revenue fleet beyond their ULB. In 2022, Metro extended the ULB for trucks from 8 to 10 years due to their use and longevity.

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

A facility renovation plan was developed with the assistance of an engineering firm, Mead & Hunt, with improvements to be implemented in 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. An inventory and condition assessment completed in 2022 reflects the impact of ongoing repairs and upgrades on meeting the facility TAM performance target, with the TERM rating increasing from 1.0 to 2.0 in 2019, to 2.5 in 2020, and to 3.6 in 2022.

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. Metro has set a TERM rating target of 4.0 for this facility, which they expect to achieve with ongoing remodel work prior to the facility entering service in 2023.

## Public Transportation Agency Safety Plan

### Performance Measures and Conditions Data

Metro Transit completed and certified its initial Public Transportation Agency Safety Plan (PTASP) in July 2020. The plan is considered a “living document” with reviews and revisions planned on an annual basis. The initial plan incorporated Metro’s initial 2020 PTASP performance measure targets for the applicable measures. The MPO adopted the same 2020 targets that Metro adopted in the above referenced resolution, which remained unchanged in 2021. Metro updated its PTASP performance measure targets for 2022 in July, 2022; the MPO will adopt the updated 2022 targets via MPO 2022 Resolution No. 13 in November.

The table below shows the 2021 Metro/MPO targets and 2021 actual performance for Metro Transit for the seven safety-related performance measures for fixed-route Bus Transit and Paratransit.

Safety Performance Targets 2021 Actual vs Target							
Mode of Service	Fatalities (total)	Fatalities (per 100000 VRM)	Injuries (total)	Injuries (per)	Safety Events (total)	Safety Events (per 100000 VRM)	System Reliability/State of Good Repair (per 100000 VRM)
<b>Bus Transit Actual</b>	0	0	3	.05	241	3.71	22,832>failure
<b>Bus Transit Targets</b>	0	0	15	.23	340	5.46	65000>failure
<b>Paratransit Actual</b>	0	0	0	0	5	.97	55,459>failure
<b>Paratransit Targets</b>	0	0	1	.15	20	3.07	54,000>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*

The Metro/MPO Safety Performance Targets for 2022 include reductions in the Bus Transit targets for Injuries and Safety Events, as well as modifying the way the System Reliability/State of Good Repair measurement is reported to improve consistency with other measures. The 2022 targets are shown in the table below.

2022 Safety Performance Targets							
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/State of Good Repair (per 100000 VRM)
<b>Bus Transit Targets (2022)</b>	0	0	10	.15	300	4.62	4
<b>Paratransit Targets (2022)</b>	0	0	1	.15	20	3.07	1.82

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

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

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

The FTA plans to update the National Public Transportation Safety Plan to provide additional information on how agencies can meet the new requirement for safety performance targets. However, performance targets for a risk reduction program are not required to be in place until FTA has updated the National Public Transportation Safety Plan to include additional performance measures required by the BIL/IIJA.

### Project Analysis

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

A facility renovation plan was developed with the assistance of an engineering firm, Mead & Hunt, with improvements to be implemented in 6 phases starting in 2019. 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 currently 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

Metro determined that final phases needed to be delayed due to funding needed to implement the planned east-west BRT route and other needs. Implementation of the programmed facility renovation plan will improve safety for Metro staff, and will help Metro continue to meet or exceed the performance targets for Fatalities, Safety Events, and System Reliability; the performance targets for Injuries relate to riders of vehicles in service, and will not be impacted by safety improvements at the maintenance facility.

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

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

# Attachment F: Summary of Public Comments Received on the Draft 2023–2027 Transportation Improvement Program

The Draft 2023–2027 Transportation Improvement Program (TIP) was published in August 2022, 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 7. 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 Policy Board \(September 7, 2022\)](#)

The public hearing was held at a virtual meeting. No members of the public registered to speak at the public hearing. After Opitz closed the public hearing, Greater Madison MPO staff reviewed the STBG Urban priority projects table and noted that the proposed schedules have been adjusted for three projects after meetings with local staff and their consultants:

- North Thompson Road–St. Albert the Great Drive, in Sun Prairie, is now scheduled for 2024
- Bird Street, in Sun Prairie, is now scheduled for 2025.
- Nichols Avenue, in Monona, is now scheduled for 2026.

## [Greater Madison MPO Technical Coordinating Committee \(TCC\) Meeting \(September 28, 2022\)](#)

Staff reviewed the STBG–Urban program priority projects table, which contains the projects that the MPO is proposing to fund. He noted some proposed schedule and funding changes. The John Nolen Drive project is being delayed from 2025 to 2026; the N. Bird Street project is being moved to 2025; the N. Thompson Road/St Albert the Great Drive project is being moved to 2024; and the Nichols Avenue project is being moved to 2026. To provide consistency with how state construction engineering and reviews costs are calculated, federal funding for the N. Bird Street, N. Thompson Road/St Albert the Great Drive, Nichols Avenue, and S. Fourth Street projects is being increased, and federal funding for the John Nolen Drive project is being decreased. Blau asked for clarification on the federal funding program timeline. Schaefer stated that this is FY 2023–2026 supplemental BIL funding. \$8.4 million was made available. Blau stated that the DeForest project was missing from the candidate project list. Schaefer said that the MPO would add that project to the list. Schaefer noted the schedule is draft until WisDOT confirms there is sufficient funding in the years projects are programmed. Staff then reviewed the addition/change sheet with proposed changes to the draft TIP. Staff is recommending federal section 5310 funding for eight projects. Changes to the Streets/Roadway projects were mostly minor. There are updated listings for the Interstate and Stoughton Road studies and one new rail crossing project. The sheet also reflects some revisions to Attachment E, “Analysis of Anticipated Effect of TIP Toward Achieving Federal Performance Measure Targets”. Stauske asked if the federal funding recommendations are consistent with what the Policy Board recommended. Schaefer confirmed that the funding recommendations are consistent. The changes highlighted in the priority projects table are changes to what the Board had preliminarily recommended for including in the Draft TIP.

The TCC voted to recommend that the Policy Board adopt the Draft 2023–2027 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 Policy Board Meeting and Action \(October 12, 2022\)](#)

Staff reviewed revisions to the STBG–Urban priority projects table, which shows recent changes to funding levels and project schedules that staff are proposing based on meetings with local project sponsors and a review of cost estimates. It was noted the schedule for projects is still draft until WisDOT confirms there is sufficient funding in years projects are programmed. Schaefer explained that costs for some projects needed to be increased to more accurately and consistently reflect state costs for construction engineering and review, as well as contingency costs. The table

includes these cost increases along with proposed associated STBG-Urban funding increases of approximately \$260,000 across four projects, which would be removed from the John Nolen Drive project. Schaefer mentioned the additional change for the Stoughton project that was emailed to board members after it was discovered storm water facility cost had mistakenly been omitted. Schaefer then highlighted the biggest changes shown in the "Addition/Change Sheet," which mostly includes technical corrections. He said the MPO Technical Committee recommended approval of the draft TIP with the changes reflected in the Addition/Change sheet, aside from one change to the City of Stoughton project that staff had not yet made when the TCC reviewed.

Williams moved, Wood seconded, to adopt the draft TIP with the changes reflected in the Addition/Change sheet dated 10/6/22. 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 2023-2027 Transportation Improvement  
Program (TIP) for Madison Metropolitan Area & Dane County**

1.	Notice to Local Units of Government and General Public	Request for Proposed Project Listings	April for Release of Notice <b>Thursday, April 21, 2022</b>
2.	Projects due to MPO	Deadline for Project and Application Submittals	Early June <b>Friday, June 17, 2022</b>
3.	Inter-agency TIP Project Coordination Meeting	Address any discrepancies in Multi-Jurisdictional or Fed/State Funding Projects	Late June to mid-July <b>Wednesday, July 13, 2022</b>
4.	Send out email notice of availability of Draft TIP	Draft Listing of All Projects in TIP	Early August <b>Wednesday, August 17, 2022</b>
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 <b>Wednesday, September 5, 2022</b>
7.	Recommendation by TCC	Final Comments to MPO	Mid- to late September <b>Wednesday, September 28, 2022</b>
8.	Action by MPO	Final Action by MPO	Beginning of October <b>Wednesday, October 12, 2022</b>
9.	Submittal of Complete Final TIP Report with Appendices to WisDOT for Approval	Submittal to WisDOT	Early November

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

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

## 1. TIP Preparation

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

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

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

## 2. TIP Amendments

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

**Administrative modifications** are minor revisions, including:

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

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

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

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

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

**Minor amendments** include:

- Addition or deletion<sup>1</sup> of system preservation projects (e.g., street resurfacing or reconstruction without additional travel lanes, replacement of buses) that do not involve a major capacity expansion, are not

<sup>1</sup> 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.<sup>2</sup>

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

**Major amendments** include:

- Addition or deletion<sup>4</sup> of a major capacity expansion project of a regionally significant project;
- Substantial change in the design concept or scope limits of a major capacity expansion project or regionally significant project such that the original project description is no longer reasonably accurate;
- Change in the funding of a project or project phase (including adding or deleting a project<sup>4</sup>) exceeding 10% of total Federal funding programmed in the MPO Planning area for the calendar year or \$7 million, whichever is less;
- Addition or deletion<sup>4</sup> 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)

---

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