

Meeting of the  
Greater Madison MPO (Metropolitan Planning Organization) Policy Board

August 5, 2026

[Virtual Meeting via Zoom](#)

6:30 p.m.

- **Written Comments:** You can send comments on agenda items to [mpo@cityofmadison.com](mailto:mpo@cityofmadison.com).
- **Register for Public Comment:**
  - Register to speak at the meeting.
  - Register to answer questions.
  - Register in support or opposition of an agenda item (without speaking).
  - **Watch the Meeting:** If you would like to join the meeting as an observer, please visit <https://www.cityofmadison.com/clerk/meeting-schedule/watch-meetings-online>
  - **Listen to the Meeting by Phone:** You can call in to the **Greater Madison MPO** using the following number and meeting ID:
    - (833) 548-0276
    - Meeting ID: 851 9176 0437

If you need an interpreter, materials in alternate formats, or other accommodations to access this meeting, contact the Madison Planning Dept. at (608) 266-4635 or TTY/TEXTNET (866) 704-2318.

*Please do so at least 72 hours prior to the meeting so that proper arrangements can be made.*

Si usted necesita un interprete, materiales en un formato alternativo u otro tipo de acomodaciones para tener acceso a esta reunión, contacte al Departamento de Desarrollo Comunitario de la ciudad al (608) 266-4635 o TTY/TEXTNET (866) 704-2318.

*Por favor contáctenos con al menos 72 horas de anticipación a la reunión, con el fin de hacer a tiempo, los arreglos necesarios.*

Yog tias koj xav tau ib tug neeg txhais lus, xav tau cov ntaub ntawv ua lwm hom ntawv, los sis lwm yam kev pab kom koom tau rau lub rooj sib tham no, hu rau Madison Lub Tuam Tsev Xyuas Txog Kev Npaj, Lub Zej Zos thiab Kev Txhim Kho (Madison Planning, Community & Economic Development Dept.) ntawm (608) 266-4635 los sis TTY/TEXTNET (866) 704-2318.

*Thov ua qhov no yam tsawg 72 teev ua ntej lub rooj sib tham kom thiaj li npaj tau.*

如果您出席会议需要一名口译人员、不同格式的材料，或者其他的方便设施，请与 Madison Planning, Community & Economic Development Dept. 联系，电话是 (608) 266-4635 或 TTY/TEXTNET (866) 704-2318。  
*请在会议开始前至少 72 小时提出请求，以便我们做出安排。*

## AGENDA

- 1) Roll call and introductions
- 2) Approval of July 1, 2026 Meeting Minutes
- 3) Communications – none
- 4) Public Comment on Items *Not* on the Agenda
- 5) Introduction and welcome of new Policy Board member (Town representative)

- 6) Public Hearing for Major Amendment to the 2025-2029 Transportation Improvement Program (TIP)
  - a. Revise the cost and timing of the federally funded North-South Bus Rapid Transit (BRT) construction project, sponsored by the City of Madison.
- 7) MPO 2026 Resolution No. 17 Approving Amendment No. 26 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
  - a. North-South BRT construction costs, funding, and timing (REVISE, Construction in 2028-2031)
  - b. Section 5307 Amendment to adjust federal and local funds between three Metro Transit projects (REVISE, Capital funding in 2026)
  - c. Five WETAP Projects to fund Forward Service Corp., SWCAP, and YWCA projects with state and federal funds (REVISE, two Capital and two Operating projects in 2026; NEW, one Operating project in 2026)
  - d. City of Madison's federal ATTAIN Program grant (NEW, Implementation beginning in 2026)
  - e. STH 138 (Van Buren Street) (W. Main Street to W. Milwaukee Street) Resurfacing (NEW, Design in 2026, Construction anticipated in 2033)
- 8) MPO 2026 Resolution No. 18 Approving an amendment to the Transit Development Plan to adopt Appendix A, Service Standards and Design Guidelines
- 9) Update on MPO-administered Federal Funding Programs:
  - a. STBG-Urban
  - b. TAP
  - c. Carbon Reduction Program
- 10) Update on Draft 2027-2031 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
- 11) Announcements and Staff Reports
- 12) Adjournment

Next meeting: Wednesday September 2nd, 2026, Virtual

**DRAFT**

**Greater Madison Metropolitan Planning Organization (MPO)  
July 1, 2026 | Meeting Minutes**

Virtual Meeting Hosted via Zoom, [Recording Here](#)

---

Wood called the meeting to order at 6:30 p.m.

**1. Roll Call and Introductions**

**Members present:** Clement Abongwa, Colin Barushok, John Duncan, Michelle Howe, Lisa Janairo, Noah Lieberman, Julia Matthews, Adrienne Nienow, Ellen Zhang, Christof Spieler, Bill Jetzer, Ellen Zhang

**Members absent/excused:** Liz Callin (excused)

**MPO staff present:** Alex Andros, Ben Lyman

**Others present in an official capacity:** Michelle Elias, WisDOT

**2. Approval of June 3, 2026, Meeting Minutes**

**Action:** Matthews moved, Jetzer seconded, to approve the June 3, 2026 meeting minutes. Motion carried.

**3. Communications**

None.

**4. Public Comment (for items *not* on MPO Agenda)**

None.

**5. Introduction and welcome of new Policy Board members**

**6. Public Hearing for Major Amendment to the 2025-2029 Transportation Improvement Program (TIP)**

STBG-Urban Project:

- a. Mineral Point Road (Beltline Highway to S. High Point Road Intersection) Pavement Replacement (REVISE, Change Scope and Timing, Decrease Local Funding, Decrease Construction Cost)

Andros provided an overview of the TIP amendment process for new Policy Board members and noted that changes to the TIP amendment process will be proposed in the near future.

She explained that due to cost increases, Madison is splitting the transportation portion of this project from the stormwater portion of the project, which reduces the total project cost in the TIP.

**7. MPO 2026 Resolution No. 13 Approving Amendment No. 23 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County**

STBG-Urban Project:

- a. Mineral Point Road (Beltline Highway to S. High Point Road Intersection) Pavement Replacement (REVISE, Change Scope and Timing, Decrease Local Funding, Decrease Construction Cost)

Andros presented on STBG-U funded projects in general, and specifically on how proposed Resolutions No. 13 and 14 relate as federal funds are shifted between previously-selected projects to ensure that available funding is retained within the region.

Jetzer noted that the packet states that a path along the north side of the road would also be constructed

as part of the project, but that this path already exists. Staff verified that the path does currently exist. Jetzer questioned the high cost of the project given its short length. Jetzer also questioned what is happening with the stormwater portion of the project; Andros clarified that it is still taking place, but on a separate timeline. Jetzer asked about the materials to be used in the reconstruction, asphalt or concrete. Spieler verified that the project has already been reviewed and recommended for approval by the MPO's Technical Coordinating Committee, where this type of detail is more pertinent. Lieberman asked about the timing impacts on other STBG-U funded projects and verified that the CTH MM/Rimrock Road projects (Item 8) would not be impacted.

**Action:** Lieberman moved, Abongwa seconded, to approve MPO 2026 Resolution No. 13 Approving Amendment No. 23 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County. Motion carried.

**8. MPO 2026 Resolution No. 14 Approving Amendment No. 24 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County**

STBG-Urban Projects:

- a. CTH MM/Rimrock Road (McCoy Road to USH 12/18) Pavement Replacement (REVISE, Increase STBG-Urban Funding, Decrease Local Funding)
- b. CTH MM/Rimrock Road (USH 12/18 to CTH MC/John Nolen Drive) Pavement Replacement (REVISE, Increase STBG-Urban Funding, Decrease Local Funding)

Lyman clarified that federal funds are allocated by Federal Fiscal Years (FY), but the TIP listings are by Calendar Years (CY), so a given project may be scheduled in different FY and CY. Abongwa expanded on this that the State has a different Fiscal Year than the Federal Fiscal Year. Ellias provided clarification on the dates of each of these different types of years.

Andros presented on the proposed amendment, and explained that these changes are necessary in order to retain the funds not expended on the Mineral Point Road project in Item 7.

**Action:** Jetzer moved, Matthews seconded, to approve MPO 2026 Resolution No. 14 Approving Amendment No. 24 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County. Motion carried.

**9. MPO 2026 Resolution No. 15 Approving Amendment No. 25 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County**

WisDOT Project:

- a. Interstate 39/90 (Off Ramp to WB STH 30) (Bridge over EB I-39/90 and EB STH 30) Bridge Rehabilitation (NEW, Design in 2026, Construction in 2031)

Andros presented on the proposed amendment.

**Action:** Abongwa moved, Spieler seconded, to approve MPO 2026 Resolution No. 15 Approving Amendment No. 25 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County. Motion carried.

**10. MPO 2026 Resolution No. 16 Amending the Active Transportation Plan for Dane County**

Lyman presented on the proposed amendment, explaining that changes to the MPO's recommended definitions of "e-Moto" and "Micromobility Device" did not meet the intent and did not match graphics

developed to display the definitions.

Lieberman questioned variations in language between the two definitions, such as “top assisted speed” compared to “top speed” and asked if there was a specific reason for the difference. Barushok spoke to concerns that he hears about high speeds on bicycle and pedestrian trails. Jetzer raised a concern about trishaws and how they would be classified, as well as his previously-raised concerns about box bikes and their motor wattage and wondered how they would be classified. Lyman clarified that the devices Jetzer is referring to actually do meet Class 1-3 requirements and do not have motors in excess of 750 W. Abongwa asked how this ordinance would be enforced; Lyman clarified that this resolution only adopts guidance for communities, it does not establish law. Abongwa responded that he thinks it should be adopted as consistent law.

Spieler pointed out that every bike and e-bike is capable of speeds higher than 28 mph, and that the definition does need to include language specifying electric motor assistance topping out at 28 mph. Additionally, the micromobility device definition as written does not apply to devices that go less than 28 mph. Lieberman offered amendments to the definitions, and members asked to see the language on the screen in the resolution. *(New language is shown below in underlined text)*

**“E-moto”** means any type of electric bicycle, scooter, or other device capable of speeds greater than 28 mph under electric power that is not elsewhere defined in state law.

**“Micromobility device”** includes a broad range of lightweight electric-powered vehicles, not elsewhere defined under state law, that serve as personal mobility devices and have a top assisted speed of no more than 28 mph.

Members discussed the rules of order and how to proceed with amending the language.

**Action:** Lieberman moved, Nienow seconded, to approve MPO 2026 Resolution No. 16 Amending the Active Transportation Plan for Dane County. Motion carried.

## 11. Announcements and Staff Reports

### a. Week Without Driving (WWD) 2027

October 1-8, 2027

### b. Municipal guidance for e-devices video series

### c. MPO tasks for the remainder of the year:

- Pathways to 2050
- TSMO Plan
- 2027 UPWP
- 2027-2031 TIP

## 12. Adjournment

Jetzer moved to adjourn, Spieler seconded. Motion carried. The meeting adjourned at 7:31 p.m.

**Next meeting:** Wednesday, August 5, 2026, virtual

# MPO Agenda Cover Sheet

## August 5, 2026

Item No. 6

**Re:**

Public Hearing on Amendment to the 2025-2029 Transportation Improvement Program (TIP)

**Staff Comments on Item:**

On July 16, the notice of the hearing and opportunity to comment on the TIP amendment was sent out to our contact list and the memo sent to chief elected officials was posted on the MPO website (see link to memo below).

The following project was listed in the public hearing notice:

- North-South BRT Construction Project, sponsored by the City of Madison (REVISE, Change Funding, Revise timing)

Comments may be submitted until 4:30pm on Wednesday, August 5, the day of the MPO Board meeting. Staff will share any comments received at the meeting.

**Materials Presented on Item:**

1. Memo providing notice of the public hearing on the amendment to the TIP

**Staff Recommendation/Rationale:** N/A

# Memorandum

TO: All Mayors, Village Presidents, and Town Chairs in the MPO Planning Area and Dane County Executive (Sent Via Email)

FROM: Alexandra Andros, MPO Director & Transportation Manager

DATE: July 16, 2026

RE: Notice of Public Hearing on Proposed Amendment to the 2025–2029 Transportation Improvement Program (TIP)

This memorandum provides notice of a proposed amendment to the Greater Madison MPO's 2025-2029 TIP for the Madison Metropolitan Area & Dane County.

The amendment would revise the cost and timing of the federally funded North-South Bus Rapid Transit (BRT) construction project, sponsored by the City of Madison.

The amendment would adjust the timing and amounts of local and federal funding for the project, as well as adding State funding provided as part of the jurisdictional transfer of USH 151 from the State to the City of Madison. The total funding changes exceed \$7,000,000, which makes this a major amendment to the TIP. Total project costs remain below the project cost estimates in the Regional Transportation Plan's Fiscally Constrained Plan.

Lastly, the amendment would move construction from 2027-2028 to 2028-2031.

Additional information about the project is available on the City of Madison's [North-South BRT project webpage](#).

## Public Hearing

The public hearing on the proposed amendment will provide an opportunity for oral comments.

### Public Hearing

Wednesday, August 5, 2026 at 6:30 p.m.

MPO Policy Board Meeting (hosted virtually via Zoom)

[Note: See the meeting agenda when posted on the [MPO Policy Board webpage](#) for instructions on how to register to speak.]

Written comments or concerns regarding the amendment to the 2025-2029 TIP must be submitted in writing by **4:30 p.m. on Wednesday, August 5**. Comments may be emailed to [mpo@cityofmadison.com](mailto:mpo@cityofmadison.com) or mailed to: Greater Madison MPO, 100 State Street #400, Madison, WI 53703.



ph: 608.266.4336  
[greatermadisonmpo.org](http://greatermadisonmpo.org)

GREATER MADISON  
METROPOLITAN  
PLANNING ORGANIZATION

100 State St #400  
Madison, WI 53703

The MPO anticipates taking action on the TIP amendment following the public hearing. However, action may be delayed if the Board receives substantive comments or concerns prior to or during the hearing.

The City of Madison (Metro Transit) relies on the public involvement process associated with the TIP to satisfy the public participation requirements for development of the Transit Program of Projects required under the Federal Transit Administration's Section 5307 Urbanized Area Formula Program.

**Cc (via email):**

- MPO Policy Board and CC List
- MPO Technical Committee and CC List
- Administrators/Clerks in the MPO Area
- WisDOT Central and SW Region Staff Contacts
- FHWA Contacts
- Public Transportation Providers in the Madison Urban Area

# MPO Agenda Cover Sheet

## August 5, 2026

## Item No. 7

**Re:**

MPO 2026 Resolution No. 17 Approving Amendment No. 26 to the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

**Staff Comments on Item:**

The City of Madison and Metro Transit are requesting a Major TIP amendment to amend the North-South BRT construction project and to adjust federal Section 5307 and local funds between three projects:

- Amend North-South BRT Construction costs, funding, and timing
- Section 5307 Amendment to adjust federal and local funds between three Metro Transit Projects

The City of Madison and their consultant team have completed the Risk Assessment portion of the process in applying for federal funding for North-South BRT construction. This process identified updated project costs and construction timeline that require an amendment to the existing TIP project listing.

In order to best leverage available funding, Metro Transit has requested to adjust federal 5307 and local funding between three eligible projects. These adjustments maximize the use of federal funding for eligible expenses and enable Metro to use local funding for projects not eligible for federal funding.

WisDOT is requesting a Minor TIP amendment to add five WETAP projects with state and federal funds:

- Mobility Management and Vehicle Loans, Forward Service Corp. (NEW PHASE, Capital in 2026)
- Mobility Management and Vehicle Loans, SWCAP (NEW PHASE, Capital in 2026)
- Mobility Management and Vehicle Loans, Forward Service Corp. (NEW PHASE, Operating in 2026)
- Mobility Management and Vehicle Loans, SWCAP (NEW PHASE, Operating in 2026)
- YW Transit Van Pool, YWCA Transit, (NEW, Operating in 2026)

The WETAP program funds non-profit agency transportation programs on an annual basis. These projects were selected for funding by WisDOT staff, and they must be listed in the MPO's TIP for the award from the FTA to be approved.

WisDOT is requesting a Minor TIP amendment to add the following project listing to the 2025-2029 TIP:

- STH 138 (Van Buren Street) (W. Main Street to W. Milwaukee Street) Resurfacing (NEW, Design in 2026, Construction anticipated in 2033)

Total construction cost estimate: \$2,300,000. The project will replace pavement and update curb ramps where needed to meet ADA requirements.

The City of Madison is requesting a Minor TIP amendment to add the following project listing to the 2025-2029 TIP:

- Federal ATTAIN Program grant (NEW, Implementation beginning in 2026)

The ATTAIN grant is a FHWA-Administered Discretionary Program. The City of Madison is the project sponsor and has been awarded \$5,037,606 in federal funding. Total project cost is \$6,537,954. The project, known as the “Advancing Safety and Emergency Operations Through a Regional Connected Vehicle Corridor: Advanced Transportation Technology and Innovation (ATTAIN) Program”, deploys next generation emergency vehicle traffic signal preemption at 37 intersections and pilots snowplow traffic signal priority in association with red-light running collision warning systems, through signalized intersections in Madison along 10 miles of US 151, a critical roadway in the region serving and connecting many communities. Additionally, the program leverages the existing Smart City investments made along the Smart Park Street Corridor by the City. The Park Street Corridor and US 151 serve multiple priority census tracts and connect the community to hospitals and critical services, as well as serve surrounding municipalities. Supporting Information can be found at: <https://www.srfconsulting.com/city-of-madison-attain/>

**Materials Presented on Item:**

1. MPO 2026 Resolution No. 17 Approving TIP amendment (with attachments)

**Staff Recommendation/Rationale:** Staff recommend approval.

## **MPO 2026 Resolution No. 17**

### **Amendment No. 26 to the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County**

**WHEREAS**, the Greater Madison MPO (Metropolitan Planning Organization) approved the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County on October 2, 2024; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2024 Resolution No. 24 on November 6, 2024, approving Amendment No. 1; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2024 Resolution No. 28 on December 4, 2024, approving Amendment No. 2; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2025 Resolution No. 2 on February 5, 2025, approving Amendment No. 3; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2025 Resolution No. 5 on March 5, 2025, approving Amendment No. 4; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2025 Resolution No. 9 on May 7, 2025, approving Amendment No. 5; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2025 Resolution No. 10 on June 4, 2025, approving Amendment No. 6; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2025 Resolution No. 11 on August 6, 2025, approving Amendment No. 7; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2025 Resolution No. 14 on September 3, 2025, approving Amendment No. 8; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2025 Resolution No. 17 on November 6, 2025, approving Amendment No. 9; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2025 Resolution No. 18 on November 6, 2025, approving Amendment No. 10; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2025 Resolution No. 19 on November 6, 2025, approving Amendment No. 11; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2026 Resolution No. 20 on November 6, 2025, approving Amendment No. 12; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2025 Resolution No. 22 on December 3, 2025, approving Amendment No. 13; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2026 Resolution No. 1 on February 4, 2026 approving Amendment No. 14; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2026 Resolution No. 2 on February 4, 2026 approving Amendment No. 15; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2026 Resolution No. 3 on February 4, 2026 approving Amendment No. 16; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2026 Resolution No. 4 on February 4, 2026 approving Amendment No. 17; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2026 Resolution No. 5 on February 4, 2026 approving Amendment No. 18; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2026 Resolution No. 7 on April 1, 2026 approving Amendment No. 19; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2026 Resolution No. 8 on April 1, 2026 approving Amendment No. 20; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2026 Resolution No. 9 on May 6, 2026 approving Amendment No. 21; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2026 Resolution No. 11 on May 6, 2026 approving Amendment No. 22; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2026 Resolution No. 13 on July 1, 2026 approving Amendment No. 23; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2026 Resolution No. 14 on July 1, 2026 approving Amendment No. 24; and

**WHEREAS**, the Greater Madison MPO adopted MPO 2026 Resolution No. 15 on July 1, 2026 approving Amendment No. 25; and

**WHEREAS**, the Madison Metropolitan Planning Area transportation projects and certain transportation planning activities to be undertaken using Federal funding in 2025–2029 must be included in the effective TIP; and

**WHEREAS**, an amendment is needed to revise the federally funded North-South BRT project, sponsored by Metro Transit; and

**WHEREAS**, an amendment is needed to re-allocate federal section 5307 funding between three eligible projects, sponsored by Metro Transit; and

**WHEREAS**, an amendment is needed to add one new project and add an additional year of funding to four existing projects funded through the WETAP program, sponsored by WisDOT; and

**WHEREAS**, an amendment is needed to add the federally funded STH 138 Pavement Replacement project, sponsored by WisDOT; and

**WHEREAS**, an amendment is needed to add the federally funded ATTAIN Program project, sponsored by the City of Madison; and

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

**WHEREAS**, the MPO's public participation procedures for TIP amendments have been followed, including an official notice and comment period and holding a public hearing on August 5, 2026, for

revisions to the previously approved North-South BRT project which constitutes a major amendment, and listing the projects on the board agenda; and

**WHEREAS**, the new and revised projects are consistent with *Connect Greater Madison: Regional Transportation Plan 2050*, the long-range regional transportation plan for the Madison Metropolitan Planning Area as adopted on May 11, 2022 and amended in March 2025:

**NOW, THEREFORE, BE IT RESOLVED** that the Greater Madison MPO approves Amendment No. 26 to the *2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project additions and revisions as shown on the attached project listing:

- **REVISE** the City of Madison’s federally funded Bus Rapid Transit (BRT) project – North/South Corridor on page 28 of the Transit Capital section.
- **REVISE** the City of Madison’s federally funded Section 5307 projects 40-ft. Low-Floor Buses, Capital Maintenance Projects (Capital Leasing—Office Space), and Capital Maintenance Projects (Preventative Maintenance) on page 29 of the Transit Capital section.
- **REVISE** the federal section 5311 funded Forward Service Corp. Mobility Management and Vehicle Loans Program on page 30 of the Transit Capital section.
- **REVISE** the federal section 5311 funded SWCAP Mobility Management and Vehicle Loans Program on page 30 of the Transit Capital section.
- **REVISE** the federal section 5311 funded Forward Service Corp. Mobility Management and Vehicle Loans Program on page 32 of the Transit Operating section.
- **REVISE** the federal section 5311 funded SWCAP Mobility Management and Vehicle Loans Program on page 32 of the Transit Operating section.
- **ADD** the state DWD 106.26 funded YW Transit Van Pool Program to page 32 of the Transit Operating section.
- **ADD** WisDOT’s federally funded STH 138 (Van Buren Street) (W. Main Street to W. Milwaukee Street) Pavement Replacement project to page 37 of the Street/Roadway Projects section.
- **ADD** the City of Madison’s federally funded ATTAIN Program grant, known as the “Advancing Safety and Emergency Operations Through a Regional Connected Vehicle Corridor: Advanced Transportation Technology and Innovation (ATTAIN) Program”, to page 56 of the Street/Roadway Projects section.

August 5, 2026

Date Adopted

Doug Wood, Chair, Greater Madison MPO

222 - NORTH-SOUTH BRT CONSTRUCTION

Roadway improvements, TSP, and stations

|                    |                   |
|--------------------|-------------------|
| Lead Agency:       | City of Madison   |
| Project Type:      | Transit Capital   |
| Total Cost:        | \$177,000,000     |
| Secondary Sponsor: | City of Fitchburg |
| Federally Funded:  | Yes               |

| Phase              | Fund Source       | Prior | FY2025      | FY2026      | FY2027        | FY2028 | FY2029 | Future | Total         |
|--------------------|-------------------|-------|-------------|-------------|---------------|--------|--------|--------|---------------|
| Construction       | 5309              | \$0   | \$0         | \$0         | \$118,132,000 | \$0    | \$0    | \$0    | \$118,132,000 |
| Construction       | AoPP              | \$0   | \$928,000   | \$0         | \$0           | \$0    | \$0    | \$0    | \$928,000     |
| Construction       | City of Fitchburg | \$0   | \$0         | \$0         | \$5,700,000   | \$0    | \$0    | \$0    | \$5,700,000   |
| Construction       | City of Madison   | \$0   | \$5,469,000 | \$3,840,000 | \$29,892,000  | \$0    | \$0    | \$0    | \$39,201,000  |
| Construction       | Wisconsin (WI)    | \$0   | \$0         | \$0         | \$13,039,000  | \$0    | \$0    | \$0    | \$13,039,000  |
| Total Construction |                   | \$0   | \$6,397,000 | \$3,840,000 | \$166,763,000 | \$0    | \$0    | \$0    | \$177,000,000 |
| Total Programmed   |                   | \$0   | \$6,397,000 | \$3,840,000 | \$166,763,000 | \$0    | \$0    | \$0    | \$177,000,000 |

|                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope- Update Adjust Funds                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Project Changes:       | Plan Revision Name changed from "Migration Cleanup" to "Amendment No. 26"                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Project Changes:       | Comments changed from "Will seek s. 5309 FTA Small Starts discretionary grant for BRT costs in '24. Includes additional \$40,000 in unsecured federal funding in 2025." to "N/S BRT construction funding appropriated in 2027, construction in 2028-31. \$118.3m Small Starts, \$0.93m FY2023 and FY2024 Areas of Persistent Poverty grant; \$118.13 being applied for in Section 5309 CIG. State funding from US 151 Jurisdictional Transfer. Local funding is GF-GO Borrowing and TIF." |

## 223 - 40-FT. LOW-FLOOR BUSES

40-ft. Low-Floor Buses electric and charging equipment 5307

|                    |                 |
|--------------------|-----------------|
| Lead Agency:       | City of Madison |
| Project Type:      | Transit Capital |
| Total Cost:        | \$41,823,000    |
| Secondary Sponsor: | -               |
| Federally Funded:  | -               |

| Phase                 | Fund Source     | Prior | FY2025      | FY2026      | FY2027       | FY2028      | FY2029      | Future | Total        |
|-----------------------|-----------------|-------|-------------|-------------|--------------|-------------|-------------|--------|--------------|
| New/Replacement       | 5307            | \$0   | \$7,600,000 | \$2,207,000 | \$8,190,000  | \$7,730,000 | \$7,730,000 | \$0    | \$33,457,000 |
| New/Replacement       | City of Madison | \$0   | \$1,900,000 | \$552,000   | \$2,048,000  | \$1,933,000 | \$1,933,000 | \$0    | \$8,366,000  |
| Total New/Replacement |                 | \$0   | \$9,500,000 | \$2,759,000 | \$10,238,000 | \$9,663,000 | \$9,663,000 | \$0    | \$41,823,000 |
| Total Programmed      |                 | \$0   | \$9,500,000 | \$2,759,000 | \$10,238,000 | \$9,663,000 | \$9,663,000 | \$0    | \$41,823,000 |

|                        |                                                                           |
|------------------------|---------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope- Update Adjust Funds                           |
| Project Changes:       | Plan Revision Name changed from "Migration Cleanup" to "Amendment No. 26" |

## 242 - METRO TRANSIT CAPITAL MAINTENANCE PROJECTS

## Capital leasing - office space

|                    |                 |
|--------------------|-----------------|
| Lead Agency:       | City of Madison |
| Project Type:      | Transit Capital |
| Total Cost:        | \$1,828,000     |
| Secondary Sponsor: | -               |
| Federally Funded:  | Yes             |

| Phase                 | Fund Source     | Prior | FY2025    | FY2026    | FY2027    | FY2028    | FY2029    | Future | Total       |
|-----------------------|-----------------|-------|-----------|-----------|-----------|-----------|-----------|--------|-------------|
| Transit Capital       | 5307            | \$0   | \$0       | \$288,000 | \$298,000 | \$298,000 | \$298,000 | \$0    | \$1,182,000 |
| Transit Capital       | City of Madison | \$0   | \$351,000 | \$73,000  | \$74,000  | \$74,000  | \$74,000  | \$0    | \$646,000   |
| Total Transit Capital |                 | \$0   | \$351,000 | \$361,000 | \$372,000 | \$372,000 | \$372,000 | \$0    | \$1,828,000 |
| Total Programmed      |                 | \$0   | \$351,000 | \$361,000 | \$372,000 | \$372,000 | \$372,000 | \$0    | \$1,828,000 |

|                        |                                                                           |
|------------------------|---------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope- Update Adjust Funds                           |
| Project Changes:       | Plan Revision Name changed from "Migration Cleanup" to "Amendment No. 26" |

## 243 - METRO TRANSIT CAPITAL MAINTENANCE PROJECTS

## Preventative maintenance

|                    |                 |
|--------------------|-----------------|
| Lead Agency:       | City of Madison |
| Project Type:      | Transit Capital |
| Total Cost:        | \$43,165,000    |
| Secondary Sponsor: | -               |
| Federally Funded:  | Yes             |

| Phase                 | Fund Source     | Prior | FY2025      | FY2026       | FY2027      | FY2028      | FY2029      | Future | Total        |
|-----------------------|-----------------|-------|-------------|--------------|-------------|-------------|-------------|--------|--------------|
| Transit Capital       | 5307            | \$0   | \$6,000,000 | \$11,425,000 | \$5,702,000 | \$5,702,000 | \$5,702,000 | \$0    | \$34,531,000 |
| Transit Capital       | City of Madison | \$0   | \$1,500,000 | \$2,856,000  | \$1,426,000 | \$1,426,000 | \$1,426,000 | \$0    | \$8,634,000  |
| Total Transit Capital |                 | \$0   | \$7,500,000 | \$14,281,000 | \$7,128,000 | \$7,128,000 | \$7,128,000 | \$0    | \$43,165,000 |
| Total Programmed      |                 | \$0   | \$7,500,000 | \$14,281,000 | \$7,128,000 | \$7,128,000 | \$7,128,000 | \$0    | \$43,165,000 |

|                        |                                                                           |
|------------------------|---------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope- Update Adjust Funds                           |
| Project Changes:       | Plan Revision Name changed from "Migration Cleanup" to "Amendment No. 26" |

## 253 - MOBILITY MANAGEMENT AND VEHICLE LOANS

## Mobility Management and Vehicle Loans

|                    |                       |
|--------------------|-----------------------|
| Lead Agency:       | Forward Service Corp. |
| Project Type:      | Transit Capital       |
| Total Cost:        | \$2,005,138           |
| Secondary Sponsor: | -                     |
| Federally Funded:  | Yes                   |

| Phase                 | Fund Source    | Prior | FY2025    | FY2026      | FY2027 | FY2028 | FY2029 | Future | Total       |
|-----------------------|----------------|-------|-----------|-------------|--------|--------|--------|--------|-------------|
| Transit Capital       | 5311           | \$0   | \$760,000 | \$591,774   | \$0    | \$0    | \$0    | \$0    | \$1,351,774 |
| Transit Capital       | FSC            | \$0   | \$190,000 | \$211,028   | \$0    | \$0    | \$0    | \$0    | \$401,028   |
| Transit Capital       | Wisconsin (WI) | \$0   | \$0       | \$252,336   | \$0    | \$0    | \$0    | \$0    | \$252,336   |
| Total Transit Capital |                | \$0   | \$950,000 | \$1,055,138 | \$0    | \$0    | \$0    | \$0    | \$2,005,138 |
| Total Programmed      |                | \$0   | \$950,000 | \$1,055,138 | \$0    | \$0    | \$0    | \$0    | \$2,005,138 |

|                        |                                                                                                                                                                                                                                                          |
|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope- Update Add Phase                                                                                                                                                                                                             |
| Project Changes:       | Plan Revision Name changed from "Amendment No. 5" to "Amendment No. 26"                                                                                                                                                                                  |
| Project Changes:       | Comments changed from "5311 funding through WETAP Includes service throughout Dane County and in 40 other counties." to "5311 funding through WETAP Includes service throughout Dane County and in 40 other counties. 2026 state funding through TEAMS." |

## 254 - MOBILITY MANAGEMENT AND VEHICLE LOANS

## Mobility Management and Vehicle Loans

|                    |                 |
|--------------------|-----------------|
| Lead Agency:       | SWCAP           |
| Project Type:      | Transit Capital |
| Total Cost:        | \$1,539,169     |
| Secondary Sponsor: | -               |
| Federally Funded:  | Yes             |

| Phase                 | Fund Source | Prior | FY2025      | FY2026    | FY2027 | FY2028 | FY2029 | Future | Total       |
|-----------------------|-------------|-------|-------------|-----------|--------|--------|--------|--------|-------------|
| Transit Capital       | 5311        | \$0   | \$831,000   | \$400,135 | \$0    | \$0    | \$0    | \$0    | \$1,231,135 |
| Transit Capital       | SWCAP       | \$0   | \$208,000   | \$100,034 | \$0    | \$0    | \$0    | \$0    | \$308,034   |
| Total Transit Capital |             | \$0   | \$1,039,000 | \$500,169 | \$0    | \$0    | \$0    | \$0    | \$1,539,169 |
| Total Programmed      |             | \$0   | \$1,039,000 | \$500,169 | \$0    | \$0    | \$0    | \$0    | \$1,539,169 |

|                               |                                                                                                                                                                                                                        |
|-------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Current Change Reason:</b> | Schedule / Funding / Scope- Update Add Phase, CY 2026 award due to Project awarded continuing funding by WisDOT                                                                                                        |
| <b>Project Changes:</b>       | Plan Revision Name changed from "Amendment No. 5" to "Amendment No. 26"                                                                                                                                                |
| <b>Project Changes:</b>       | Comments changed from "5311 funding through WETAP Includes service throughout Dane County and in 31 other counties." to "5311 funding through WETAP Includes service throughout Dane County and in 11 other counties." |

## 366 - MOBILITY MANAGEMENT AND VEHICLE LOANS

## Mobility Management and Vehicle Loans

|                    |                       |
|--------------------|-----------------------|
| Lead Agency:       | Forward Service Corp. |
| Project Type:      | Transit Operating     |
| Total Cost:        | \$151,360             |
| Secondary Sponsor: | -                     |
| Federally Funded:  | Yes                   |

| Phase                       | Fund Source | Prior | FY2025   | FY2026   | FY2027 | FY2028 | FY2029 | Future | Total     |
|-----------------------------|-------------|-------|----------|----------|--------|--------|--------|--------|-----------|
| Programming/Operating       | 5311        | \$0   | \$30,000 | \$43,680 | \$0    | \$0    | \$0    | \$0    | \$73,680  |
| Programming/Operating       | DWD, 85.24  | \$0   | \$34,000 | \$0      | \$0    | \$0    | \$0    | \$0    | \$34,000  |
| Programming/Operating       | FSC         | \$0   | \$0      | \$43,680 | \$0    | \$0    | \$0    | \$0    | \$43,680  |
| Total Programming/Operating |             | \$0   | \$64,000 | \$87,360 | \$0    | \$0    | \$0    | \$0    | \$151,360 |
| Total Programmed            |             | \$0   | \$64,000 | \$87,360 | \$0    | \$0    | \$0    | \$0    | \$151,360 |

|                        |                                                                                                                                                                                                                                                                                           |
|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope- Update Add Phase                                                                                                                                                                                                                                              |
| Project Changes:       | Plan Revision Name changed from "Amendment No. 5" to "Amendment No. 26"                                                                                                                                                                                                                   |
| Project Changes:       | Comments changed from "5311 funding through WETAP. \$25,224 DWD, \$4,561 85.24. Includes service throughout Dane County and in 40 other counties." to "5311 funding through WETAP. \$25,224 DWD, \$4,561 85.24. (2025) Includes service throughout Dane County and in 40 other counties." |

## 367 - MOBILITY MANAGEMENT AND VEHICLE LOANS

## Mobility Management and Vehicle Loans

|                    |                   |
|--------------------|-------------------|
| Lead Agency:       | SWCAP             |
| Project Type:      | Transit Operating |
| Total Cost:        | \$275,396         |
| Secondary Sponsor: | -                 |
| Federally Funded:  | Yes               |

| Phase                       | Fund Source | Prior | FY2025    | FY2026   | FY2027 | FY2028 | FY2029 | Future | Total     |
|-----------------------------|-------------|-------|-----------|----------|--------|--------|--------|--------|-----------|
| Programming/Operating       | 5311        | \$0   | \$110,000 | \$36,931 | \$0    | \$0    | \$0    | \$0    | \$146,931 |
| Programming/Operating       | SWCAP       | \$0   | \$110,000 | \$18,465 | \$0    | \$0    | \$0    | \$0    | \$128,465 |
| Total Programming/Operating |             | \$0   | \$220,000 | \$55,396 | \$0    | \$0    | \$0    | \$0    | \$275,396 |
| Total Programmed            |             | \$0   | \$220,000 | \$55,396 | \$0    | \$0    | \$0    | \$0    | \$275,396 |

|                               |                                                                                                                                                                                                                          |
|-------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Current Change Reason:</b> | Schedule / Funding / Scope- Update Add Phase                                                                                                                                                                             |
| <b>Project Changes:</b>       | Plan Revision Name changed from "Amendment No. 5" to "Amendment No. 26"                                                                                                                                                  |
| <b>Project Changes:</b>       | Comments changed from "5311 funding through WETAP. Includes service throughout Dane County and in 31 other counties." to "5311 funding through WETAP. Includes service throughout Dane County and in 11 other counties." |

Temp-136 - YW Transit Van Pool

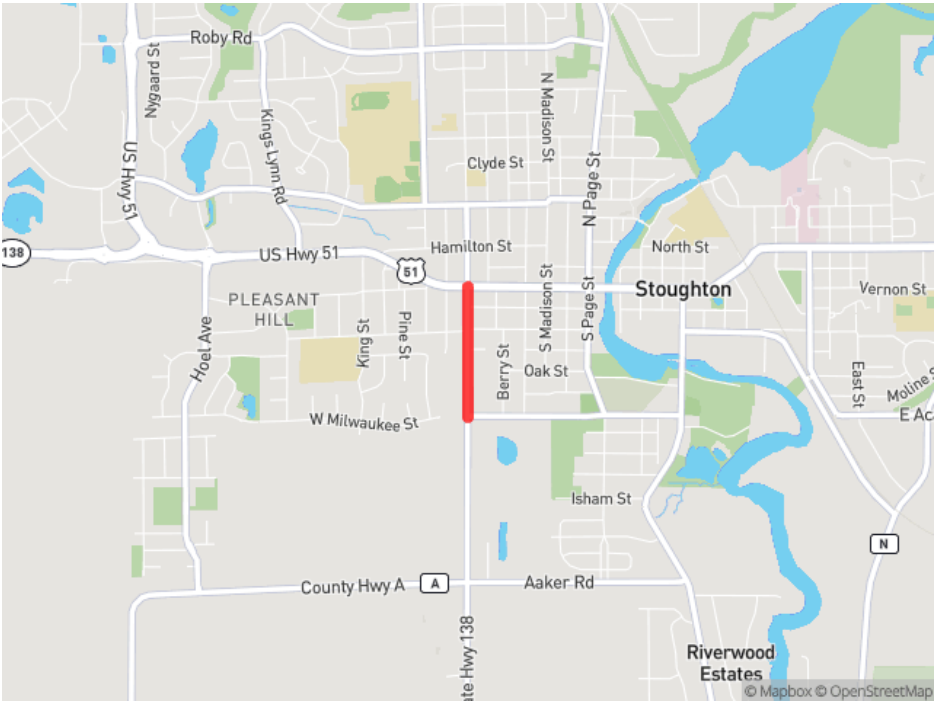
Van Pool

|                             |                |       |                   |           |             |        |        |        |           |
|-----------------------------|----------------|-------|-------------------|-----------|-------------|--------|--------|--------|-----------|
| Lead Agency:                |                |       | YWCA TRANSIT      |           |             |        |        |        |           |
| Project Type:               |                |       | Transit Operating |           |             |        |        |        |           |
| Total Cost:                 |                |       | \$393,641         |           |             |        |        |        |           |
| Secondary Sponsor:          |                |       | -                 |           |             |        |        |        |           |
| Federally Funded:           |                |       | No                |           |             |        |        |        |           |
| Phase                       | Fund Source    | Prior | FY2025            | FY2026    | FY2027      | FY2028 | FY2029 | Future | Total     |
| Programming/Operating       | Other          | \$0   | \$0               | \$131,214 | \$0         | \$0    | \$0    | \$0    | \$131,214 |
| Programming/Operating       | Wisconsin (WI) | \$0   | \$0               | \$262,427 | \$0         | \$0    | \$0    | \$0    | \$262,427 |
| Total Programming/Operating |                | \$0   | \$0               | \$393,641 | \$0         | \$0    | \$0    | \$0    | \$393,641 |
| Total Programmed            |                | \$0   | \$0               | \$393,641 | \$0         | \$0    | \$0    | \$0    | \$393,641 |
| Current Change Reason:      |                |       |                   |           | New Project |        |        |        |           |

Temp-126 - STH 138 (Van Buren St) (W. Main Street to W. Milwaukee Street) Resurfacing

Pavement replacement and update curb ramps where needed to meet ADA requirements.

|                    |             |
|--------------------|-------------|
| Lead Agency:       | WisDOT      |
| Project Type:      | Roadway     |
| Total Cost:        | \$2,700,000 |
| Secondary Sponsor: | -           |
| Federally Funded:  | Yes         |



| Phase                         | Fund Source                                                    | Prior | FY2025 | FY2026    | FY2027 | FY2028 | FY2029 | Future      | Total       |
|-------------------------------|----------------------------------------------------------------|-------|--------|-----------|--------|--------|--------|-------------|-------------|
| Preliminary Engineering       | City of Stoughton                                              | \$0   | \$0    | \$100,000 | \$0    | \$0    | \$0    | \$0         | \$100,000   |
| Preliminary Engineering       | Surface Transportation Block Grant Program – State Flexibility | \$0   | \$0    | \$300,000 | \$0    | \$0    | \$0    | \$0         | \$300,000   |
| Total Preliminary Engineering |                                                                | \$0   | \$0    | \$400,000 | \$0    | \$0    | \$0    | \$0         | \$400,000   |
| Construction                  | National Highway Performance Program                           | \$0   | \$0    | \$0       | \$0    | \$0    | \$0    | \$1,840,000 | \$1,840,000 |
| Construction                  | WI Department of Transportation                                | \$0   | \$0    | \$0       | \$0    | \$0    | \$0    | \$460,000   | \$460,000   |
| Total Construction            |                                                                | \$0   | \$0    | \$0       | \$0    | \$0    | \$0    | \$2,300,000 | \$2,300,000 |
| Total Future Costs            |                                                                | \$0   | \$0    | \$0       | \$0    | \$0    | \$0    | \$2,300,000 | \$2,300,000 |
| Total Programmed              |                                                                | \$0   | \$0    | \$400,000 | \$0    | \$0    | \$0    | \$2,300,000 | \$2,700,000 |

|                        |             |
|------------------------|-------------|
| Current Change Reason: | New Project |
|------------------------|-------------|

# Temp-135 - Advancing Safety and Emergency Operations Through a Regional Connected Vehicle Corridor: Advanced Transportation Technology and Innovation (ATTAIN) Program

The ATTAIN grant is a FHWA-Administered Discretionary Program. The City of Madison is the project sponsor and has been awarded \$5,037,606 in federal funding. Total project cost is \$6,537,954. The project deploys next generation emergency vehicle traffic signal preemption at 37 intersections and pilots snowplow traffic signal priority in association with red-light running collision warning systems, through signalized intersections in Madison along 10 miles of US 151, a critical roadway in the region serving and connecting many communities. Additionally, the program leverages the existing Smart City investments made along the Smart Park Street Corridor by the City. The Park Street Corridor and US 151 serve multiple priority census tracts and connect the community to hospitals and critical services, as well as serve surrounding municipalities. Supporting Information can be found at: <https://www.srfconsulting.com/city-of-madison-attain/>

|                    |                 |
|--------------------|-----------------|
| Lead Agency:       | City of Madison |
| Project Type:      | Roadway         |
| Total Cost:        | \$6,537,954     |
| Secondary Sponsor: | -               |
| Federally Funded:  | Yes             |

| Phase                         | Fund Source | Prior | FY2025 | FY2026    | FY2027      | FY2028      | FY2029    | Future | Total       |
|-------------------------------|-------------|-------|--------|-----------|-------------|-------------|-----------|--------|-------------|
| Preliminary Engineering       | ATTAIN      | \$0   | \$0    | \$203,840 | \$87,406    | \$203,947   | \$87,407  | \$0    | \$582,600   |
| Preliminary Engineering       | Other       | \$0   | \$0    | \$60,831  | \$26,024    | \$60,723    | \$26,024  | \$0    | \$173,602   |
| Total Preliminary Engineering |             | \$0   | \$0    | \$264,671 | \$113,430   | \$264,670   | \$113,431 | \$0    | \$756,202   |
| Construction                  | ATTAIN      | \$0   | \$0    | \$145,600 | \$437,031   | \$2,185,157 | \$145,677 | \$0    | \$2,913,465 |
| Construction                  | Other       | \$0   | \$0    | \$43,451  | \$130,122   | \$650,609   | \$43,374  | \$0    | \$867,556   |
| Total Construction            |             | \$0   | \$0    | \$189,051 | \$567,153   | \$2,835,766 | \$189,051 | \$0    | \$3,781,021 |
| Planning                      | ATTAIN      | \$0   | \$0    | \$308,178 | \$770,852   | \$308,341   | \$154,170 | \$0    | \$1,541,541 |
| Planning                      | Other       | \$0   | \$0    | \$91,969  | \$229,513   | \$91,805    | \$45,903  | \$0    | \$459,190   |
| Total Planning                |             | \$0   | \$0    | \$400,147 | \$1,000,365 | \$400,146   | \$200,073 | \$0    | \$2,000,731 |
| Total Programmed              |             | \$0   | \$0    | \$853,869 | \$1,680,948 | \$3,500,582 | \$502,555 | \$0    | \$6,537,954 |

|                        |             |
|------------------------|-------------|
| Current Change Reason: | New Project |
|------------------------|-------------|

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

Amendment No. 26  
8/5/26

| Funding Source                 |                                                                                                  | Programmed Expenditures |        |         |        |         | Estimated Available Funding |        |         |        |         |
|--------------------------------|--------------------------------------------------------------------------------------------------|-------------------------|--------|---------|--------|---------|-----------------------------|--------|---------|--------|---------|
| Agency                         | Program                                                                                          | 2025                    | 2026   | 2027    | 2028   | 2029    | 2025                        | 2026   | 2027    | 2028   | 2029    |
| Federal Highway Administration | National Highway Performance Program                                                             | 34,521                  | 57,191 | 35,757  | 16,274 | 45,269  | 34,521                      | 57,191 | 35,757  | 16,274 | 45,269  |
|                                | Bridge Replacement and Rehabilitation                                                            | 32,786                  | 3,394  | 763     | 0      | 0       | 32,786                      | 3,394  | 763     | 0      | 0       |
|                                | Surface Transp. Block Grant Program - Madison Urban Area                                         | 4,888                   | 10,522 | 10,395  | 11,139 | 10,239  | 4,888                       | 10,522 | 10,395  | 11,139 | 10,239  |
|                                | Surface Transp. Block Grant Program - State Flexibility                                          | 14,528                  | 5,064  | 1,751   | 10,520 | 101,415 | 14,528                      | 5,064  | 1,751   | 10,520 | 101,415 |
|                                | Surface Transp. Block Grant Program - Transp. Alternatives                                       | 6,250                   | 0      | 3,832   | 1,386  | 1,382   | 6,250                       | 0      | 3,832   | 1,386  | 1,382   |
|                                | Highway Safety Improvement Program                                                               | 3,054                   | 907    | 2,213   | 0      | 422     | 3,054                       | 907    | 2,213   | 0      | 422     |
|                                | Safe Streets and Roads for All (Madison projects will continue through 2029)                     | 0                       | 210    | 0       | 0      | 0       | 0                           | 210    | 0       | 0      | 0       |
|                                | Reconnecting Communities (Design for Madison's Perry Street Overpass will continue through 2026) | 0                       | 0      | 0       | 0      | 0       | 0                           | 0      | 0       | 0      | 0       |
|                                | Wisconsin Electric Vehicle Infrastructure Program                                                | 0                       | 1,073  | 0       | 0      | 0       | 0                           | 1,073  | 0       | 0      | 0       |
|                                | Carbon Reduction Program                                                                         | unknown                 | 640    | unknown | 3,290  | unknown | unknown                     | 640    | unknown | 3,290  | unknown |
|                                | Charging and Fueling Infrastructure (Dane County Project will continue through 2027)             | 0                       | 0      | 0       | 0      | 0       | 0                           | 0      | 0       | 0      | 0       |
| Federal Transit Administration | Section 5307 Urbanized Area Formula Program                                                      | 17,048                  | 20,870 | 21,780  | 21,934 | 22,146  | 17,048                      | 20,870 | 21,780  | 21,934 | 22,146  |
|                                | Sec. 5339 Bus & Bus Facilities                                                                   | 1,970                   | 19,972 | 2,087   | 2,148  | 2,211   | 1,970                       | 19,972 | 2,087   | 2,148  | 2,211   |
|                                | Sec. 5337 State of Good Repair                                                                   | 1,350                   | 1,390  | 1,483   | 981    | 1,010   | 1,350                       | 1,390  | 1,483   | 981    | 1,010   |
|                                | Sec. 5309 Capital Investment Grant                                                               | 0                       | 0      | 121,593 | 0      | 0       | 0                           | 0      | 121,593 | 0      | 0       |
|                                | Sec. 5310 E/D Enhanced Mobility Program                                                          | 656                     | 395    | 0       | 0      | 0       | 656                         | 498    | 716     | 518    | 528     |
|                                | Sec. 5311 Rural Area Formula Program                                                             | 3,504                   | 2,625  | 1,565   | 1,611  | 1,658   | 3,504                       | 2,625  | 1,565   | 1,611  | 1,658   |
|                                | Sec. 5314 NRP, Sec. 5339 Alt. Analysis Program                                                   | 0                       | 0      | 0       | 0      | 0       | 0                           | 0      | 0       | 0      | 0       |
|                                | Areas of Persistent Poverty                                                                      | 1,598                   | 0      | 0       | 0      | 0       | 1,598                       | 0      | 0       | 0      | 0       |
|                                | CARES/ARPA                                                                                       | 19,679                  | 0      | 0       | 0      | 0       | 19,679                      | 0      | 0       | 0      | 0       |

\* Fifth year of funding (2029) 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 2028. Local BR, STBG (BR), and STBG Rural projects are programmed through 2027. HSIP (other than annual small HES program) projects are programmed through 2027. Local STBG -Transp. Alternatives projects are programmed through 2029. Local STBG-Urban (Madison Urban Area) projects are programmed through 2029. 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 2024 excludes carryover projects for which the Federal funding is already obligated. Roadway and transit inflation rate @ 2.48% per year applied

to expenses, except for the STBG-Urban program.

Amendment No. 26  
8/5/26

# MPO Agenda Cover Sheet

## August 4, 2026

Item No. 8

**Re:**

Adoption of MPO 2026 Resolution No. 18 Adopting Appendix A, Service Standards and Design Guidelines, to the 2025-2029 Transit Development Plan for the Madison Urban Area

**Staff Comments on Item:**

The Transit Development Plan is a short- to medium-range strategic plan intended to identify transit needs and proposed improvements for a five-year planning horizon. The Greater Madison MPO is responsible for developing and maintaining the TDP with assistance and cooperation from Metro Transit and other transit providers.

The 2025-2029 Transit Development Plan was adopted by the MPO in February 2025 without an updated Appendix A, Service Standards and Design Guidelines, as Metro staff did not have the capacity to review or refine the draft standards and guidelines at that time.

Metro staff refined the draft service standards and guidelines in 2025 and 2026, and the City of Madison Transportation Commission held a public hearing on the proposed standards and guidelines on July 29, 2026.

**Materials Presented on Item:**

1. [Metro Transit Service Standards and Design Guidelines](#)
2. MPO 2026 Resolution No. 18

**Staff Recommendation/Rationale:**

Staff recommends approval of MPO 2026 Resolution No. 18.

## MPO 2026 Resolution No. 18

### Adopting Appendix A to the 2025-2029 Transit Development Plan for the Madison Urban Area

**WHEREAS**, the Transit Development Plan (TDP) for the Madison Urban Area is a strategic plan and transit improvement and budgeting guide to identify the near-term direction of the transit system, which is generally updated every five years by the Greater Madison Metropolitan Planning Organization (MPO) in cooperation with Metro Transit, the operator of the most of the public transit services in the Madison area; and

**WHEREAS**, the 2017 Cooperative Agreement for Continuing Transportation Planning for the Madison, WI Metropolitan Area between the State (WisDOT), MPO, and City of Madison (for Metro Transit) calls for the MPO to be responsible for and considered the lead agency in coordination of the TDP as well as long-range transit planning; and

**WHEREAS**, the *2025-2029 Transit Development Plan (TDP) for the Madison Urban Area* was developed by the MPO in cooperation with Metro Transit and other transit operators within the framework of the MPO's long-range regional transportation plan; and

**WHEREAS**, the 2025-2029 TDP was adopted in February 2025 for the 2025 to 2029 period; and

**WHEREAS**, Metro staff did not have the capacity to develop or prioritize recommendations in 2024 due to the launch of Rapid Route A, east-west BRT, no service planning guidelines were adopted with the TDP; and

**WHEREAS**, Metro developed Service Standards and Design Guidelines based on the MPO's draft standards and guidelines in 2025 and 2026;

**NOW, THEREFORE BE IT RESOLVED** that the Greater Madison MPO adopts the Metro Transit Service Standards and Design Guidelines as Appendix A to the *2025-2029 Transit Development Plan for the Madison Urban Area* dated November 2024 as a framework to guide transit system development of the 2025 to 2029 period, subject to the availability of adequate funding resources for capital equipment and annual operations and annual review of service productivity and ridership response.

---

Date Adopted

---

Doug Wood, Chair, Greater Madison MPO



# Service Standards and Design Guidelines

---

City of Madison, Wisconsin

## Table of Contents

|                                                  |    |
|--------------------------------------------------|----|
| .....                                            | 1  |
| Introduction .....                               | 4  |
| The Service Change Process.....                  | 4  |
| Budget Adoption.....                             | 5  |
| Service Evaluation.....                          | 5  |
| Service Development .....                        | 5  |
| Service Development Committee.....               | 6  |
| Minor Schedule Change.....                       | 6  |
| Minor Service Change.....                        | 6  |
| Major Service Change.....                        | 6  |
| Internal Approval and Documentation.....         | 7  |
| Staff Reports.....                               | 7  |
| Public Engagement and Participation .....        | 7  |
| Service Change Adoption and Implementation ..... | 7  |
| Service Standards.....                           | 8  |
| What are Service Standards?.....                 | 8  |
| How does Metro Transit evaluate service? .....   | 8  |
| Route Classification.....                        | 8  |
| Route Productivity .....                         | 9  |
| Cost Per Passenger .....                         | 10 |
| Service Span .....                               | 10 |
| Vehicle Load.....                                | 10 |
| On-Time Performance .....                        | 11 |
| Route Frequency .....                            | 11 |
| Bus Stop Amenities .....                         | 12 |
| Service Design Guidelines .....                  | 12 |
| What are Service Design Guidelines? .....        | 12 |
| Route Directness.....                            | 12 |
| Serving Multiple Purposes and Destinations.....  | 13 |
| Simple and Consistent Route Design .....         | 13 |
| Coordinated Schedules .....                      | 13 |
| Consistent Bus Stop Spacing .....                | 14 |

|                                             |    |
|---------------------------------------------|----|
| Terminal Planning .....                     | 14 |
| Appendix A – Staff Report Template .....    | 15 |
| Appendix B – Route Evaluation Methods ..... | 16 |

**Revision History:**

| Version    | Date Issued | Change Summary | Author                                               |
|------------|-------------|----------------|------------------------------------------------------|
| 2026-06-25 | 2026-06-25  |                | Metro Transit Planning<br>& Scheduling<br>Department |
|            |             |                |                                                      |
|            |             |                |                                                      |

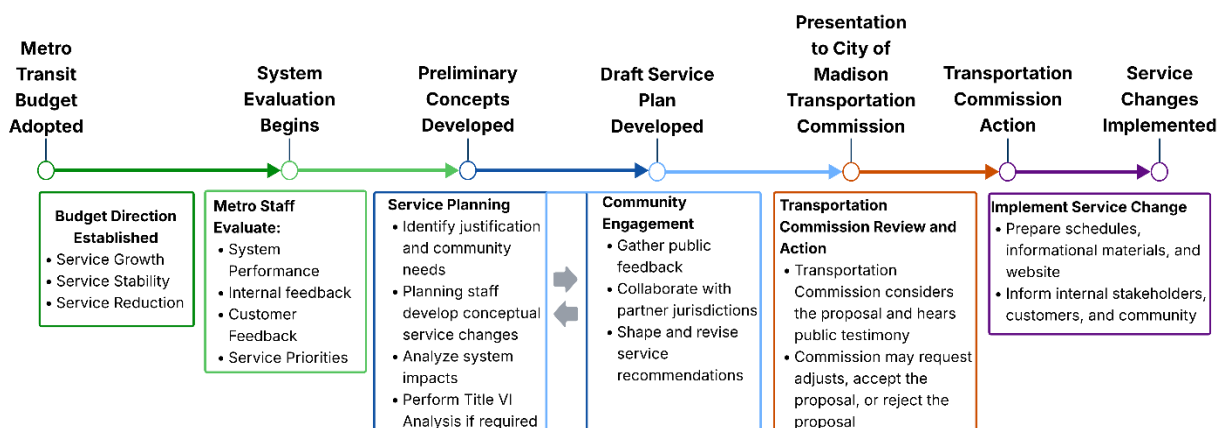
## Introduction

Metro Transit is a Division of the Department of Transportation within the City of Madison that provides fixed-route, Bus Rapid Transit (BRT), and paratransit services. Metro Transit is guided by four fundamental pillars: doing the basics well, ensuring the safety and security of our staff and riders, fiscal stewardship, and improving internal and external communication. With these pillars in mind, Metro Transit has developed the following Service Standards and Design Guidelines to guide the development of future service changes. The document is organized into three sections: the Service Change Process, Service Standards, and Service Design Guidelines.

## The Service Change Process

Metro Transit continually evaluates its services to meet the evolving needs of its customers and deliver high-quality transit service. The service change process is conducted up to four (4) times a year and provides a structured process that Metro Transit staff use to evaluate, design, and implement service changes. This document outlines the service change process and the two primary policies that Metro Transit staff use to evaluate and design transit service: Service Standards and Service Design Guidelines.

Service Standards establish metrics that are used to evaluate the performance of existing transit services and identify areas where service may be modified or improved. Service Design Guidelines are the principles that guide the development of new service. Overall, these policies provide a transparent decision-making framework that is used to provide service planning recommendations.



## Budget Adoption

The service change process begins with the annual budget adoption process for the City of Madison and its service partners. Metro Transit operates as a department of the City of Madison, and its operating budget is approved by the City of Madison Common Council. The adopted budget establishes the policy direction for Metro Transit's service levels. Metro Transit's service partners undergo similar budgeting processes, which may impact future levels of service.

## Service Evaluation

Once the annual operating budget has been approved, staff evaluate existing service levels and develop service recommendations that align with the adopted budget and policy direction. Metro Transit utilizes a data-driven approach for system evaluation, measuring route performance against established service standards. This data is presented to policymakers through the annual System Report Card. Customer feedback is continuously collected and evaluated, providing essential context on service demand and the customer experience. Through the service evaluation process, Metro Transit determines the scope of service changes that may be assessed.

## Service Development

The service evaluation process identifies routes where potential service adjustments may be necessary to meet policy goals and is led by Metro Transit's Planning and Scheduling Division. In general, the scope of the proposed service changes determines the service development process, with more significant changes requiring extensive planning and documentation. All service and schedule changes are approved by the Metro Transit Planning and Scheduling Manager and the Metro Transit General Manager.

| Service Change Type   | Staff Report | Service Development Committee Review | Title VI Equity Analysis | Public Hearing | Transportation Commission Approval |
|-----------------------|--------------|--------------------------------------|--------------------------|----------------|------------------------------------|
| Minor Schedule Change | Yes          | No                                   | No                       | No             | No                                 |
| Minor Service Change  | Yes          | Yes                                  | No                       | No             | Yes                                |
| Major Service Change  | Yes          | Yes                                  | Yes                      | Yes            | Yes                                |

## Service Development Committee

All minor and major service changes are reviewed by the Service Development Committee. The Service Development Committee meets quarterly to review proposed service changes and is composed of representatives from the following departments:

- Metro Transit Planning and Scheduling Department
- Metro Transit Operations Department
- Metro Transit Capital Planning Department
- Metro Transit Customer Service Department
- Metro Transit Safety Department

## Minor Schedule Change

Minor schedule changes refer to normal adjustments made during the scheduling process, including, but not limited to shifting trip start times, adjusting pull-in or pull-out trips, or adjusting running times on existing routes. Due to the limited impact of these service changes, they generally do not require extensive administrative review.

## Minor Service Change

A minor service change generally refers to proposed service changes where the impacts exceed a minor schedule change, but do not meet the criteria for a Major Service Change as defined by Metro Transit's Major Service Change Policy. Examples of Minor Service Changes include adding or removing early morning/late night trips or adjusting route terminals to provide appropriate layover locations. In general, minor service changes are provided to the Service Development Committee for comment and require approval from the City of Madison Transportation Commission.

## Major Service Change

In accordance with Federal Transit Administration (FTA) [Circular 4702.1B](#), Metro Transit has defined a Major Service Change Policy to determine when a service change may have a significant impact. Major Service Changes require additional analysis and public engagement. In general, a Major Service Change requires review by Metro Transit's Service Development Committee, a Title VI Equity Analysis, a public hearing, and approval by the City of Madison Transportation Commission. For more information on major service change requirements, please refer to Metro Transit's Title VI Program.

## Internal Approval and Documentation

The internal approval process for proposed service changes is as follows:

1. A staff report outlining the proposed service changes is submitted to Planning and Scheduling Manager for review;
2. Once approved by the Planning and Scheduling Manager, the proposed service changes will be reviewed by the Service Development Committee;
3. A staff report outlining the final service change proposal is submitted to the Metro Transit General Manager for approval.

## Staff Reports

Prior to approval, the assigned staff will submit a staff report for review. The staff report provides information on the recommended actions. A sample staff report can be found in Appendix A. At a minimum, the staff report will include the following information:

- Estimated change in peak vehicle requirements
- Estimated change in roster (operator) requirements
- Estimated annual cost of the proposed service or schedule changes
- Estimated rider impact (service reductions)
- Major Service Change Analysis

## Public Engagement and Participation

Metro Transit encourages public participation in its service planning decisions, particularly for Minor Service Changes and Major Service Changes. Major Service Changes follow the public participation process outlined in Metro Transit's Title VI Program. Minor Service Changes follow the same process for providing information to the public, but a public hearing is not required as part of the process. However, public comment is still gathered and shared with the Transportation Commission for their consideration prior to approval of the service change.

## Service Change Adoption and Implementation

All service changes are reviewed and approved by the Planning and Scheduling Manager and the Metro Transit General Manager. Draft service recommendations are shared for public feedback and presented to the City of Madison Transportation Commission, and service partner governing bodies, when applicable. The Transportation Commission, or applicable governing body, may adopt, deny, or request adjustments to the service recommendations. Once a proposed service package is approved, Metro Transit staff begin preparing schedules and informing customers of the changes. The level of outreach is generally determined by the scope of the service change, with larger service changes requiring extensive public outreach and engagement.

# Service Standards

## What are Service Standards?

Service Standards establish the criteria Metro Transit uses to evaluate the performance of existing transit services and guide service planning decisions. These standards measure key aspects of transit performance, including service availability, reliability, efficiency, and productivity. Certain standards, such as on-time performance and vehicle load are mandated by the FTA to fulfill the Title VI requirements established in [FTA Circular 4702.1B](#). Other standards, such as route productivity and cost per passenger are used by Metro Transit staff to evaluate existing system performance. Overall, these standards establish a foundation for evaluating route performance, identifying opportunities for improvement, and supporting data-driven decision-making.

## How does Metro Transit evaluate service?

Metro Transit utilizes a data-driven approach to service evaluation. Routes are grouped into categories based on their service goals and characteristics. The performance of each route is then measured against the established service standard for the route class. The result is a composite score identifying how each route performs compared to the service standards for its route class. In general, if a route has underperformed for two consecutive quarters, then Metro Transit staff will conduct a review to determine if service adjustments are needed. While route scoring provides an indication of route performance, Metro Transit staff evaluate the full context of a route's operations to determine if service changes are warranted.

## Route Classification

To meet the travel needs of its customers, Metro Transit provides a variety of service types. When evaluating route performance, staff analyze multiple performance metrics and compare routes both within and across route classifications. Comparisons within a classification are used to assess how effectively routes with similar service goals are performing, while comparisons across classifications are used to identify if a route's performance may warrant reclassification.

### Metro Transit Route Classifications

| Route Class   | Routes                         | Class Description                                                                                                                                                             |
|---------------|--------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| BRT           | A                              | BRT service operates using dedicated bus lanes, 60-foot articulated buses, and enhanced stations to provide fast and frequent service.                                        |
| Frequent      | B, C, D, 80, 84                | Frequent local bus service operates with minimum headways of 15 minutes. Routes that operate with "branches" may have lower frequency on the "branched" portion of the route. |
| Standard      | 28, 38, E, F, G, H, J, P, R, W | Core local bus routes make up the majority of Metro's service. These routes generally operate with frequency of at least 30 minutes on weekdays.                              |
| Coverage      | L, O, S                        | Coverage routes provide connections to essential destinations where service may otherwise not be warranted.                                                                   |
| Peak Only Bus | 55, 65, 75                     | Peak only routes operate with limited service hours to accommodate specific travel needs.                                                                                     |
| Supplemental  | 601 – 646, 81, 82              | Supplemental routes provide peak only overlay service to relieve congestion on core local routes.                                                                             |

## Route Productivity

Route productivity is an internal metric used by Metro Transit as a measure of route efficiency, and is defined as the number of riders per revenue hour. This metric measures the average number of riders carried during each hour a vehicle is in revenue service and actively serving scheduled stops. Routes with higher riders per revenue hour values generally indicate stronger ridership demand and operational efficiency, while lower values may reflect lower demand, operational inefficiencies, or coverage-oriented service goals.

### Route Productivity Standards

| Route Class   | Route Productivity |          |        |
|---------------|--------------------|----------|--------|
|               | Weekday            | Saturday | Sunday |
| BRT           | 35                 | 25       | 20     |
| Frequent      | 30                 | 25       | 20     |
| Standard      | 20                 | 10       | 10     |
| Coverage      | 15                 | 5        | 5      |
| Peak Only Bus | 25                 | -        | -      |
| Supplemental  | 35                 | -        | -      |

## Cost Per Passenger

Cost per passenger is an internal metric used by Metro Transit staff as a measure of service efficiency which provides a general indication of how effectively resources are used on a specific route. While this metric is an important indicator of route performance, Metro Transit staff consider the full context of the service being evaluated, as some routes are designed primarily to provide coverage and access to essential destinations.

## Service Span

Service span is used by Metro Transit as a measure of service availability, which is a requirement under [FTA Circular 4702.1B](#). Service span refers to the length of time a route operates in revenue service and is a key measure of service availability. In general, Metro Transit's fixed-route service operates for at least 14 hours. Some routes, such as peak-only and supplemental routes, operate a shorter span focused on peak travel periods to meet specific demand. Additionally, high-frequency services, such as BRT, operate over a longer span to accommodate off-peak travel demand.

**Service Span Standard**

| Route Class   | Service Span (Hours) |
|---------------|----------------------|
| BRT           | 18                   |
| Frequent      | 18                   |
| Standard      | 16                   |
| Coverage      | 14                   |
| Peak Only Bus | 6                    |
| Supplemental  | 2                    |

## Vehicle Load

Vehicle load is a measure of the number of riders on a bus at a given point in time along a route and is a required service standard under [FTA Circular 4702.1B](#). Transit planning staff use this metric to determine when and where vehicles are experiencing high passenger volumes. While higher vehicle loads indicate strong ridership demand and efficient service, they can also negatively affect passenger comfort if they exceed certain thresholds. Metro Transit considers vehicle loads of up to 1.5 times seated capacity to be acceptable. When vehicle loads consistently exceed this threshold, it indicates a need for additional service.

**Maximum Vehicle Load Standard**

| Route Class   | Maximum Vehicle Load |         |
|---------------|----------------------|---------|
|               | 40' Bus              | 60' Bus |
| BRT           | NA                   | 85      |
| Frequent      | 55                   | 85      |
| Standard      | 55                   | 85      |
| Coverage      | 55                   | 85      |
| Peak Only Bus | 55                   | 85      |
| Supplemental  | 55                   | 85      |

## On-Time Performance

On-time performance is an indicator of transit reliability that measures how often vehicles depart their timepoints within a defined window of their scheduled time and is a required service standard under [FTA Circular 4702.1B](#). Metro Transit encourages riders to arrive at their stop up to five (5) minutes ahead of the published schedule. However, vehicles should not depart a timepoint early as riders plan their arrival time at stops based on the published schedule. Metro Transit considers a vehicle on-time if it departs a timepoint no more than one (1) minute early and no more than five (5) minutes late relative to its scheduled time.

**On-Time Performance Standards**

| Route Class   | On-Time Performance |
|---------------|---------------------|
| BRT           | 85%                 |
| Frequent      | 80%                 |
| Standard      | 80%                 |
| Coverage      | 80%                 |
| Peak Only Bus | 80%                 |
| Supplemental  | 80%                 |

## Route Frequency

Route frequency, also referred to as headway, describes how often a bus is scheduled to arrive at a given timepoint and is a key measure of service supply as well as a required service standard under [FTA Circular 4702.1B](#). Headway is typically expressed as the time interval in minutes between consecutive trips on a route and is a primary driver of how long riders wait between buses.

**Route Frequency Standards**

| Route Class   | Typical Frequency (Minutes) |          |          |        |
|---------------|-----------------------------|----------|----------|--------|
|               | Peak                        | Off-Peak | Saturday | Sunday |
| BRT           | 15                          | 15       | 15       | 30     |
| Frequent      | 15                          | 15       | 30       | 30     |
| Standard      | 30                          | 60       | 30-60    | 30-60  |
| Coverage      | 60                          | 60       | 60       | 60     |
| Peak Only Bus | 30                          | -        | -        | -      |
| Supplemental  | Varies                      | Varies   | -        | -      |

## Bus Stop Amenities

Metro Transit's Facilities Planning and Design Manual establishes standards for the placement and equitable distribution of bus stop amenities. Amenities are allocated based on need, availability of equipment, and space availability at the bus stop. In general, bus stop amenities are distributed based on the average daily weekday boardings at the stop. For a detailed description of the bus stop amenity distribution standards, please refer to the Metro Transit Facilities Planning and Design Manual.

Metro Transit staff also consider factors such as proximity to senior living or healthcare facilities. Benches are generally used at bus stops with a moderate level of boardings and shelters are used at stops with a higher level of boardings. Other factors may be considered such as regular use of the stop by seniors or people with disabilities. The public is encouraged to reach out to Metro Transit to request bus stop amenity improvements at [mymetrobus@cityofmadison.com](mailto:mymetrobus@cityofmadison.com).

## Service Design Guidelines

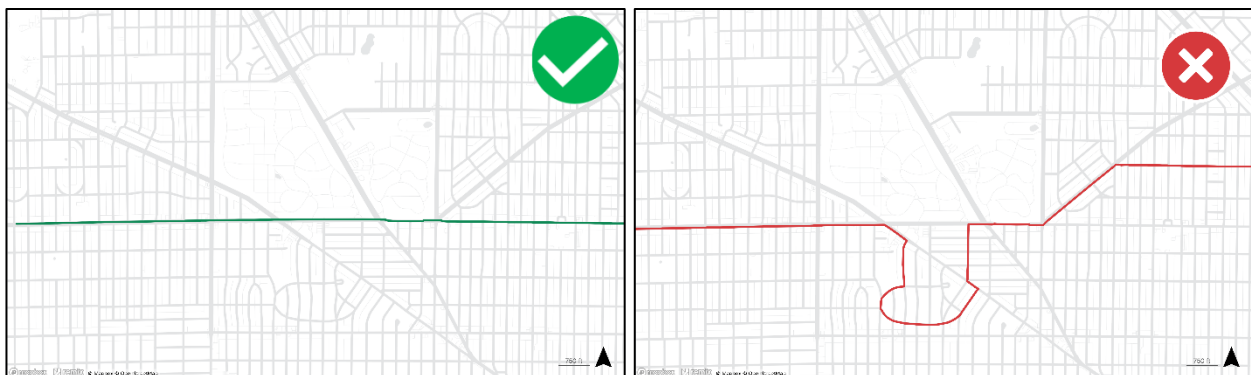
### What are Service Design Guidelines?

Metro uses the following service design guidelines to develop its transit routes. These guidelines are based on industry best practices and are intended to improve service quality and the rider experience. The guidelines do not reflect a rigid set of requirements and are intended to be applied flexibly based on service goals and operational context.

### Route Directness

Routes that follow a direct path between two locations are generally faster and provide a better rider experience than routes that follow circuitous paths. Route deviations from major corridors onto neighborhood or side streets should be avoided where practicable.

The use of one-way loops should be minimized. Short turnaround loops are permitted as an operational necessity, but their length should be constrained when possible. In limited cases, a large loop may be used to provide additional coverage. However, bi-directional service is recommended when similar levels of service and operational efficiency can be achieved.

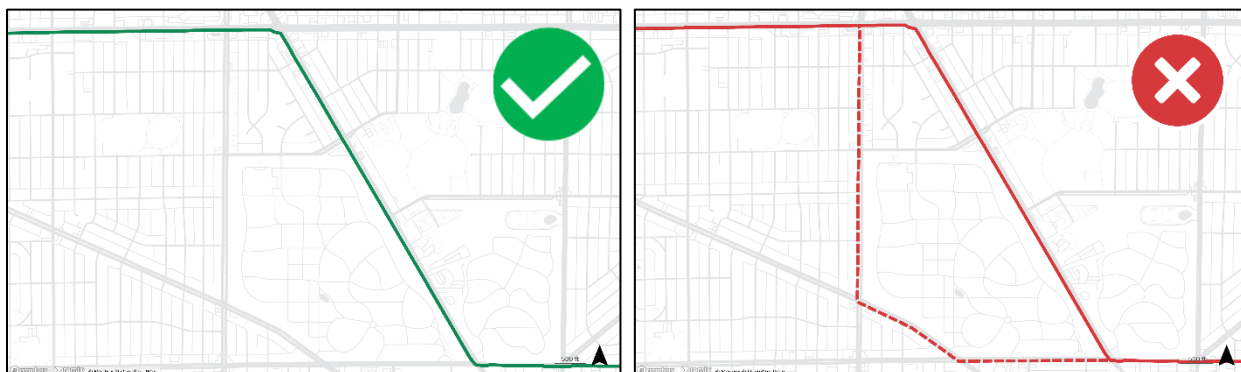


## Serving Multiple Purposes and Destinations

Routes are generally more efficient when they serve multiple purposes and destinations instead of accommodating specialized travel demands. Specialized services, such as peak-hour commuter routes, may be appropriate when there is significant demand that cannot otherwise be served by a more general route design.

## Simple and Consistent Route Design

Routes that are simple and consistent provide better customer experience. In general, routes should follow a consistent alignment throughout the service day and across all days of operation, with minimal variation in routing or structure.



Routes should operate in symmetrical, bi-directional patterns so that they are predictable and easy to understand. If routes operate on one-way streets, the alignments should be parallel in each direction where feasible.



## Coordinated Schedules

Metro Transit seeks to coordinate schedules between routes to provide reliable and convenient connections. Schedules should be coordinated to provide convenient transfer opportunities between routes at shared timepoints. Routes operating along the same corridor should be scheduled to provide coordinated service, with departure times offset to increase effective frequency along the corridor.

## Consistent Bus Stop Spacing

Metro Transit's Facilities Planning and Design Manual establishes the standard distances between stops for each of Metro Transit's service types. Consistent bus stop spacing improves speed and reliability, provides area coverage, and distributes stops equitably between routes. Metro Transit spaces bus stops at one-half mile for BRT service and one-quarter mile for all other fixed-route service. In some cases, deviations from these guidelines may be necessary. For example, commuter-oriented service may have longer distances between stops. In general, deviations that locate stops closer than the standard distance should be avoided.

| Service Type                  | Desired Bus Stop Spacing |         |         |         |       |
|-------------------------------|--------------------------|---------|---------|---------|-------|
| Bus Rapid Transit             |                          |         |         |         |       |
|                               | 0 mi.                    | 1/4 mi. | 1/2 mi. | 3/4 mi. | 1 mi. |
| All other Fixed-Route Service |                          |         |         |         |       |
|                               | 0 mi.                    | 1/4 mi. | 1/2 mi. | 3/4 mi. | 1 mi. |

## Terminal Planning

Terminals are the end of line stops that provide an opportunity for operator breaks and schedule recovery. In general, Metro Transit terminal locations should meet the following criteria:

- A bus pullout exists or can be constructed to avoid lengthy disruptions to traffic.
- The presence of a standing, idling bus is not disruptive to the surrounding neighborhood.
- A bathroom is available or can be installed for operator use.
- No or minimal deadheading is required to get to and from the terminal.
- Passengers have seamless connections to and from other routes nearby.

## **Appendix A – Staff Report Template**

# Planning Staff Report

---

**Subject:**

**Staff Contact:**

**Date:**

---

## Staff Recommendation

### Recommendation Summary

|                                                    |                    |
|----------------------------------------------------|--------------------|
| Proposal Summary                                   |                    |
| Route(s) Impacted                                  |                    |
| Estimated Change in Roster Requirements            | 1                  |
| Estimated Change in Peak Vehicle Requirements      | 2                  |
| Estimated Change in Annual Operating Expenses      | \$500,000 (Sample) |
| Estimated Change in Overtime Hours (if applicable) | \$100,000 (Sample) |
| Estimated Rider Impacts (Service Reductions Only)  | N/A                |
| Major Service Change                               | [Yes / No]         |

### Analysis of Alternatives

## Appendix B – Route Evaluation Methods

Metro Transit utilizes a standard-anchor scaling methodology to create a composite score for each route. For each metric and route classification, a floor and ceiling are established relative to the standard for the route class. The floor represents the value below which a route is clearly deficient for a given metric. The ceiling represents a value above which a route exhibits strong performance. A route's raw score for a given metric is calculated as:

$$(\text{actual value} - \text{floor}) / (\text{ceiling} - \text{floor})$$

The raw values for each metric are then weighted based on policy direction and combined to generate a composite score for each route. This provides an indication of how a route performs relative to its established service standards. Metro Transit uses this scoring to inform its service planning. However, scoring alone does not justify service changes, and Metro Transit staff evaluate the full context prior to making service changes.

# MPO Agenda Cover Sheet

## August 5, 2026

Item No. 9

**Re:**

Update on Surface Transportation Block Grant (STBG) Urban Program, Transportation Alternative Program (TAP), and Carbon Reduction Projects

**Staff Comments on Item:**

The following previously approved STBG-U projects that will be included in the Draft 2027-2031 TIP.

- Greater Madison MPO Rideshare Program
- City of Madison Ped/Bike Education Program
- John Nolen Drive (Broom Street to Lakeside Street) Reconstruction
- S. High Point Road (Mid Town Meadows Plat Limit to Raymond Road) Roadway Extension
- Mineral Point Road (Beltline Highway to S. High Point Road) Pavement Replacement
- CTH MM / Rimrock Road (McCoy Rd to USH 12/18) Pavement Replacement
- CTH MM/Rimrock Road (USH 12/18 to CTH MC/John Nolen Drive) Pavement Replacement
- Glacial Drumlin Path/Capital City Trail (I-39/90 to CTH AB/Buckeye Road)
- Vinburn Road (North Towne Rd. to RR, 500' E of Main St.)) Reconstruct to Urban Cross Section
- O'Keefe Avenue (Reiner Road to Summerfield Way) Pavement Replacement
- Holum Street (Railroad to N. Towne Road) Reconstruction
- West Towne Path (Gammon Road to High Point)
- Ph. 2 John Nolen Drive (Olin Avenue to Lakeside St.) Reconstruction
- Ph. 3 John Nolen Drive / CTH MC/ Olin Avenue (Wingra Creek to Beltline Highway on/off ramps) Pavement Replacement
- St. Albert the Great Drive (Broadway Drive to N. Bird Street) Pavement Replacement
- Nichols Road (Winnequah Rd. to Maywood Rd.) Reconstruction
- Windsor Road Path (Sunset Meadows Drive to N. Towne Road) New Path on South side of Roadway
- Columbus Street (Wilburn Road to Laura Street) Pavement Rehabilitation and Partial Reconstruction
- Irish Lane (S. Fish Hatchery Road to S. Syene Road) Resurface
- Pleasant View Road (Mineral Point Road to Timber Wolf Trail) Reconstruct and expand roadway to a divided four lane cross section
- Mid Town Road (Waldorf Blvd to Muir Field Road) Reconstruct and Realign Roadway

MPO Staff are proposing to increase federal STBG-U funding for the Glacial Drumlin Trail/Capital City Trail (I-39/90 to Buckeye Rd) and Vinburn Road (North Towne Rd. to RR, 500' E of Main Street) projects, scheduled for FFY2027. These funding increases are denoted in the attached project listings. With this change, \$52.504 million of the MPO's \$52.612 five-year allocation (FFY27-FFY31) will be programmed.

Use of this additional funding is consistent with the MPO's STBG—Urban policy document, which states that the MPO may provide additional funding up to the federal maximum of 80% for approved projects in the same year as the funding is available. In addition, it states that the MPO may provide funding for new project(s) from the list of candidate projects from previous STBG-Urban application cycles if project readiness requirements are expected to be met.

The following previously approved TAP projects will be included in the Draft 2027-2031 TIP.

- John Nolen Drive (Broom St. to Lakeside St.) Path
- Village of Oregon Bicycle & Pedestrian Transportation Study
- CTH MM Bike Underpass
- Capital City Trail (Buckeye Extension) (Vondron Road to I-39/90)
- Moorland Road Shared-Use Path (Capital City Trail at Raywood to Wayland Dr)
- East-Rusk Shared-Use Path (North Rusk Ave to Rimrock Rd)
- Dane County K-12 SRTS (2027/2028)
- Sun Prairie Safe Routes to School Plan
- Woodward Drive Shared-Use Path (Sheridan Dr to Marcy Rd)
- West Beltline Frontage Road Shared-Use Path
- Dane County Safe Routes to School Programs 2029
- City of Sun Prairie ADA Transition Plan and Evaluation
- North Main Street Multi-Use Path
- Dane County Safe Routes to School Programs 2030
- Traceway and Leopold Bike & Ped Path
- Autumn Ridge Path Extension
- Middleton BCycle

The MPO's four year (FFY2027-FFY2030) allocation for TAP projects is \$5.852 million. However, \$7.782 million has been programmed for this cycle due to available carryover funding. Refer to the attached project listings for additional information about each TAP project. No changes are proposed.

The following previously approved Carbon Reduction Program projects will be included in the Draft 2027-2031 TIP.

- Curb Management Plan
- LED Streetlight Conversion
- Southdale Bike path Connection
- CTH V Path (River Road to N. Main Street)

A total of \$3.017 million has been programmed for projects in FFY2027-FFY28. Refer to the attached project listings for additional information about each CRP project. No changes are proposed.

All previously approved STBG-U, TAP and CRP projects will be incorporated into the Draft 2027-2031 TIP, which will be released for public review and comment the week of August 17.

The Policy Board will have an opportunity to approve the Final 2027-2031 TIP at their meeting on October 2, 2026.

**Materials Presented on Item:**

1. STBG-Urban, TAP, and CRP Project Listings

**Staff Recommendations/Rationale:** N/A. Staff will release the draft TIP for public review and comment the week of August 17, 2026. A public hearing will be held at the September 2, 2026 board meeting. The draft TIP will contain the STBG-Urban, TAP, and CRP project listings. MPO staff will request approval of the Final TIP at the October board meeting.

323 - 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

|                    |                     |
|--------------------|---------------------|
| Lead Agency:       | Greater Madison MPO |
| Project Type:      | Rideshare           |
| Total Cost:        | \$1,041,382         |
| Secondary Sponsor: | -                   |
| Federally Funded:  | Yes                 |

| Phase             | Fund Source                                                                    | Prior     | FY2027    | FY2028    | FY2029    | FY2030    | FY2031    | Future | Total       |
|-------------------|--------------------------------------------------------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------|-------------|
| Planning          | Greater Madison MPO                                                            | \$53,420  | \$28,517  | \$29,658  | \$30,844  | \$32,078  | \$33,361  | \$0    | \$207,878   |
| Planning          | Surface Transportation Block Grant Program - Madison Urban Area Sub-allocation | \$215,680 | \$114,067 | \$118,630 | \$123,375 | \$128,310 | \$133,442 | \$0    | \$833,504   |
| Total Planning    |                                                                                | \$269,100 | \$142,584 | \$148,288 | \$154,219 | \$160,388 | \$166,803 | \$0    | \$1,041,382 |
| Total Prior Costs |                                                                                | \$269,100 | \$0       | \$0       | \$0       | \$0       | \$0       | \$0    | \$269,100   |
| Total Programmed  |                                                                                | \$269,100 | \$142,584 | \$148,288 | \$154,219 | \$160,388 | \$166,803 | \$0    | \$1,041,382 |

|                        |                                                                                                     |
|------------------------|-----------------------------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope- Update Other, 2026 Update. due to Bulk Carry-Over from CY 2025-2029 TIP |
| Project Changes:       | Plan Revision Name changed from "Migration Cleanup" to "2027-2031 Draft TIP"                        |

310 - PEDESTRIAN & BICYCLE SAFETY EDUCATION

City-wide program to educate pedestrians, bicyclists, and motorists about safe practices. Involves community education and outreach and coordination with other agencies, schools, non-profits, etc. Includes both school-based programs and adult classes, events, etc.

|                    |                 |
|--------------------|-----------------|
| Lead Agency:       | City of Madison |
| Project Type:      | Ped/Bike        |
| Total Cost:        | \$873,898       |
| Secondary Sponsor: | -               |
| Federally Funded:  | Yes             |

| Phase             | Fund Source                                                                    | Prior     | FY2027    | FY2028    | FY2029    | FY2030    | FY2031    | Future | Total     |
|-------------------|--------------------------------------------------------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------|-----------|
| Planning          | City of Madison                                                                | \$46,700  | \$24,162  | \$24,887  | \$25,634  | \$26,403  | \$27,195  | \$0    | \$174,981 |
| Planning          | Surface Transportation Block Grant Program – Madison Urban Area Sub-allocation | \$185,800 | \$96,648  | \$99,547  | \$102,534 | \$105,610 | \$108,778 | \$0    | \$698,917 |
| Total Planning    |                                                                                | \$232,500 | \$120,810 | \$124,434 | \$128,168 | \$132,013 | \$135,973 | \$0    | \$873,898 |
| Total Prior Costs |                                                                                | \$232,500 | \$0       | \$0       | \$0       | \$0       | \$0       | \$0    | \$232,500 |
| Total Programmed  |                                                                                | \$232,500 | \$120,810 | \$124,434 | \$128,168 | \$132,013 | \$135,973 | \$0    | \$873,898 |

|                        |                                                                                                     |
|------------------------|-----------------------------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope- Update Other, 2026 Update. due to Bulk Carry-Over from CY 2025-2029 TIP |
| Project Changes:       | Plan Revision Name changed from "Migration Cleanup" to "2027-2031 Draft TIP"                        |

69 - JOHN NOLEN DRIVE (Broom St. to Lakeside St.)

JOHN NOLEN DRIVE Broom St. to Lakeside St. Reconstruct roadway and replace six bridges. Construct railroad safety improvements at North Shore Drive and Broom Street crossings. Reconstruct shoreline, widen path. (1.00 mi.)

|                    |                 |
|--------------------|-----------------|
| Lead Agency:       | City of Madison |
| Project Type:      | Roadway         |
| Total Cost:        | \$54,095,000    |
| Secondary Sponsor: | -               |
| Federally Funded:  | Yes             |



| Phase              | Fund Source                                                                        | Prior        | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total        |
|--------------------|------------------------------------------------------------------------------------|--------------|--------|--------|--------|--------|--------|--------|--------------|
| Construction       | BIP                                                                                | \$15,125,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$15,125,000 |
| Construction       | Bridge Replacement and Rehabilitation                                              | \$16,389,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$16,389,000 |
| Construction       | City of Madison                                                                    | \$12,504,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$12,504,000 |
| Construction       | PROTECT                                                                            | \$4,000,000  | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$4,000,000  |
| Construction       | Surface Transportation Block Grant Program – Madison Urban Area Sub-allocation     | \$1,250,000  | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,250,000  |
| Construction       | Surface Transportation Block Grant Program – Transportation Alternatives Set Aside | \$4,763,000  | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$4,763,000  |
| Construction       | Wis. & Southern Railroad                                                           | \$64,000     | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$64,000     |
| Total Construction |                                                                                    | \$54,095,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$54,095,000 |
| Total Prior Costs  |                                                                                    | \$54,095,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$54,095,000 |
| Total Programmed   |                                                                                    | \$54,095,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$54,095,000 |

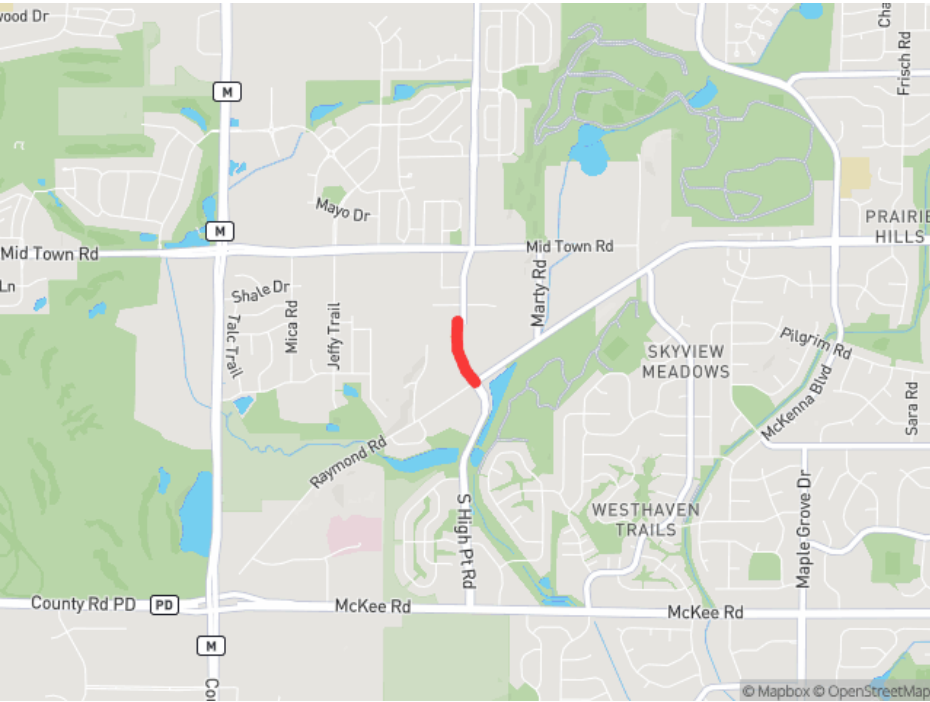
|                        |                            |
|------------------------|----------------------------|
| Current Change Reason: | Schedule / Funding / Scope |
|------------------------|----------------------------|

|                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Project Changes: | Plan Revision Name changed from "Amendment No. 3" to "2027-2031 Draft TIP"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Project Changes: | Comments changed from "5992-11-20, -21, -22, -23, -24, -25, -26, -27, -28, -53, -54, -59, -60 Project ID 5991-11-20 is for Design (local funding) Project ID 5991-11-21: \$15,125 (BIP Grant) Project IDs 5992-11-22, -23, -24, -25, -26, -27: \$16,389 BR funding for bridges with the following IDs: P-13-0753, B-13-0332, B-13-0333, P-13-0754, P-13-0755, P-13-0756 Project ID 5991-11-28: STBG: \$1,250; PROTECT: \$4,000; TAP: \$4,763 Project ID 5992-11-53 (N. Shore Drive RR Crossing): \$64 WSOR local funding 5992-11-54 is for N. Shore Drive RR Signals (local funding) Project IDs 5992-11-59, -60 are for Broom Street RR Crossing and Signals (local funding)" to "5992-11-20, -21, -22, -23, -24, -25, -26, -27, -28, -53, -54, -59, -60 Project ID 5991-11-20 is for Design (local funding) Project ID 5991-11-21: \$15,125 (BIP Grant) Project IDs 5992-11-22, -23, -24, -25, -26, -27: \$16,389 BR funding for bridges with the following IDs: P-13-0753, B-13-0332, B-13-0333, P-13-0754, P-13-0755, P-13-0756 Project ID 5991-11-28: STBG: \$1,250; PROTECT: \$4,000; TAP: \$4,763 Project ID 5992-11-53 (N. Shore Drive RR Crossing): \$64 WSOR local funding 5992-11-54 is for N. Shore Drive RR Signals (local funding) Project IDs 5992-11-59, -60 are for Broom Street RR Crossing and Signals (local funding). Construction continuing into 2027." |

145 - S. HIGH POINT ROAD (Mid Town Meadows Plat Limit to to Raymond Road)

S. HIGH POINT ROAD (Mid Town Meadows Plat Limit to to Raymond Road). Extend Roadway.

|                    |                 |
|--------------------|-----------------|
| Lead Agency:       | City of Madison |
| Project Type:      | Roadway         |
| Total Cost:        | \$2,695,550     |
| Secondary Sponsor: | -               |
| Federally Funded:  | Yes             |



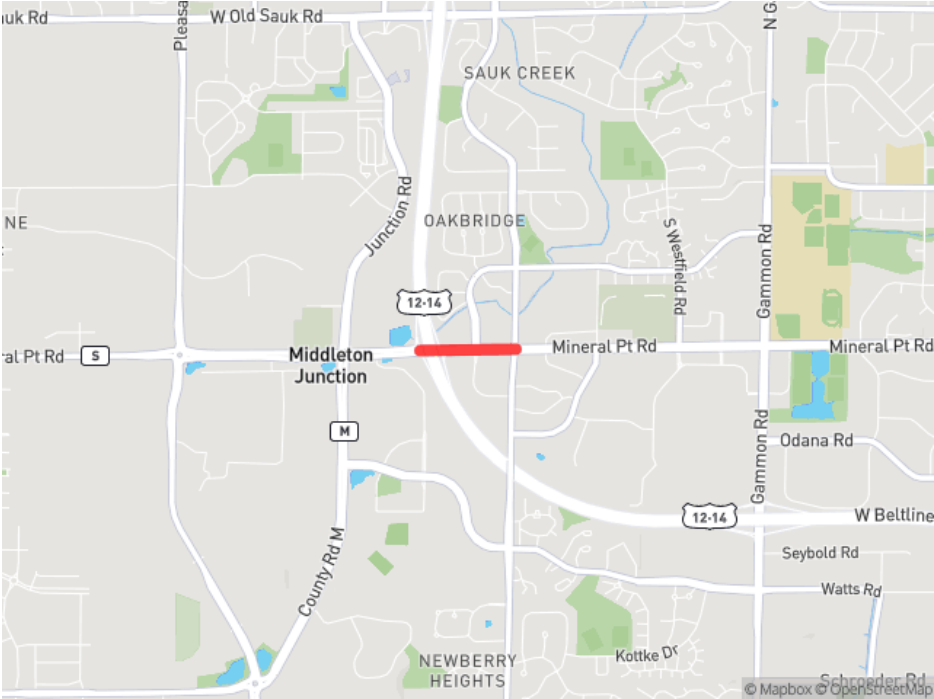
| Phase              | Fund Source                                                                    | Prior       | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total       |
|--------------------|--------------------------------------------------------------------------------|-------------|--------|--------|--------|--------|--------|--------|-------------|
| Construction       | City of Madison                                                                | \$439,110   | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$439,110   |
| Construction       | Surface Transportation Block Grant Program – Madison Urban Area Sub-allocation | \$1,756,440 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,756,440 |
| Total Construction |                                                                                | \$2,195,550 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$2,195,550 |
| Right of Way       | City of Madison                                                                | \$500,000   | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$500,000   |
| Total Right of Way |                                                                                | \$500,000   | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$500,000   |
| -                  | City of Madison                                                                | \$0         | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$0         |
| Total Prior Costs  |                                                                                | \$2,695,550 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$2,695,550 |
| Total Programmed   |                                                                                | \$2,695,550 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$2,695,550 |

|                        |                                                                                      |
|------------------------|--------------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope                                                           |
| Project Changes:       | Plan Revision Name changed from "Amendment No. 21" to "2027-2031 Draft TIP"          |
| Project Changes:       | Comments changed from "5992-10-74" to "5992-10-74 - Construction will occur in 2027" |

70 - MINERAL POINT ROAD (Beltline Highway to S. High Point Road)

MINERAL POINT ROAD (Beltline Highway to S. High Point Road). Replace pavement, add path on north side, and improve pedestrian crossings. Intersection improvements and storm sewer upgrades at the Mineral Point Road, Big Sky Drive, and Tree Lane intersections. (0.22 mi.)

|                    |                 |
|--------------------|-----------------|
| Lead Agency:       | City of Madison |
| Project Type:      | Roadway         |
| Total Cost:        | \$6,502,871     |
| Secondary Sponsor: | -               |
| Federally Funded:  | Yes             |



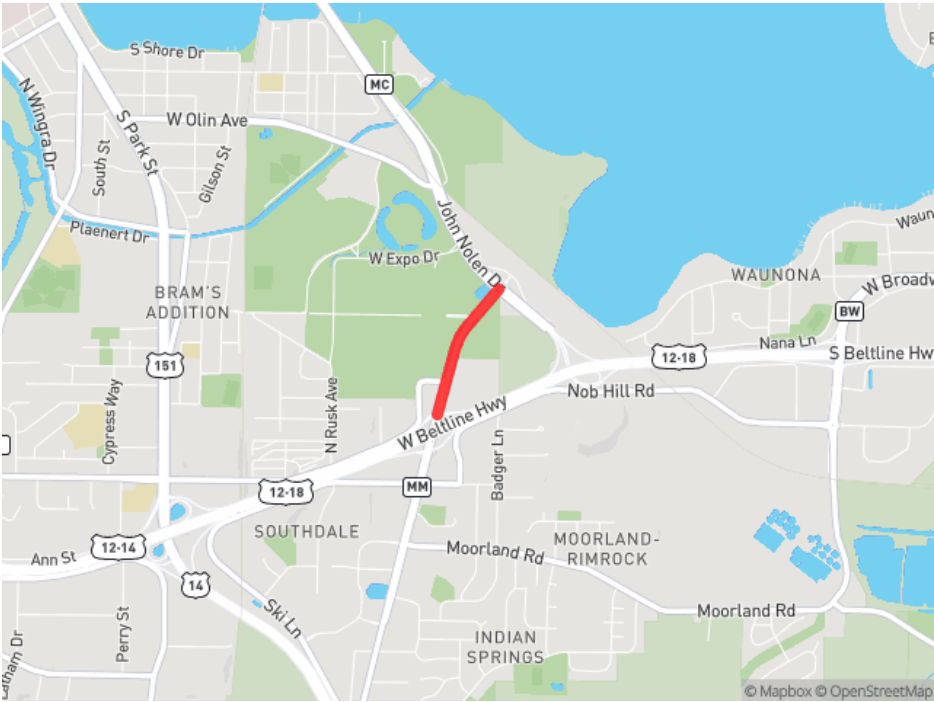
| Phase              | Fund Source                                                                    | Prior       | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total       |
|--------------------|--------------------------------------------------------------------------------|-------------|--------|--------|--------|--------|--------|--------|-------------|
| Construction       | City of Madison                                                                | \$1,367,585 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,367,585 |
| Construction       | Surface Transportation Block Grant Program – Madison Urban Area Sub-allocation | \$5,135,286 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$5,135,286 |
| Total Construction |                                                                                | \$6,502,871 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$6,502,871 |
| Total Prior Costs  |                                                                                | \$6,502,871 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$6,502,871 |
| Total Programmed   |                                                                                | \$6,502,871 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$6,502,871 |

|                        |                                                                             |
|------------------------|-----------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope                                                  |
| Project Changes:       | Plan Revision Name changed from "Amendment No. 23" to "2027-2031 Draft TIP" |

75 - CTH MM/RIMROCK ROAD (USH 12/18 to CTH MC/John Nolen Drive)

CTH MM/RIMROCK ROAD (USH 12/18 to CTH MC/John Nolen Drive). Pavement Replacement.

|                    |                 |
|--------------------|-----------------|
| Lead Agency:       | Dane County     |
| Project Type:      | Roadway         |
| Total Cost:        | \$1,924,243     |
| Secondary Sponsor: | City of Madison |
| Federally Funded:  | Yes             |



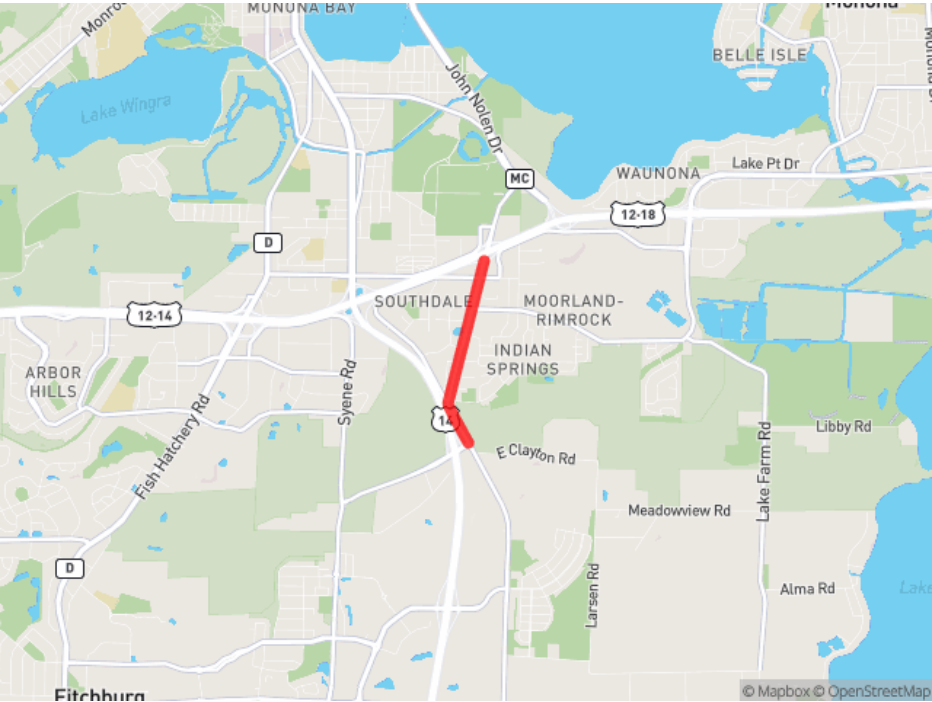
| Phase              | Fund Source                                                                    | Prior       | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total       |
|--------------------|--------------------------------------------------------------------------------|-------------|--------|--------|--------|--------|--------|--------|-------------|
| Construction       | Dane County                                                                    | \$646,155   | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$646,155   |
| Construction       | Surface Transportation Block Grant Program – Madison Urban Area Sub-allocation | \$1,278,088 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,278,088 |
| Total Construction |                                                                                | \$1,924,243 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,924,243 |
| -                  | City of Madison                                                                | \$0         | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$0         |
| Total Prior Costs  |                                                                                | \$1,924,243 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,924,243 |
| Total Programmed   |                                                                                | \$1,924,243 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,924,243 |

|                        |                                                                             |
|------------------------|-----------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope                                                  |
| Project Changes:       | Plan Revision Name changed from "Amendment No. 24" to "2027-2031 Draft TIP" |

# 74 - CTH MM/RIMROCK ROAD (McCoy Rd to USH 12/18)

CTH MM/RIMROCK ROAD (McCoy Rd to USH 12/18). Pavement Replacement.

|                    |             |
|--------------------|-------------|
| Lead Agency:       | Dane County |
| Project Type:      | Roadway     |
| Total Cost:        | \$3,400,224 |
| Secondary Sponsor: | -           |
| Federally Funded:  | Yes         |



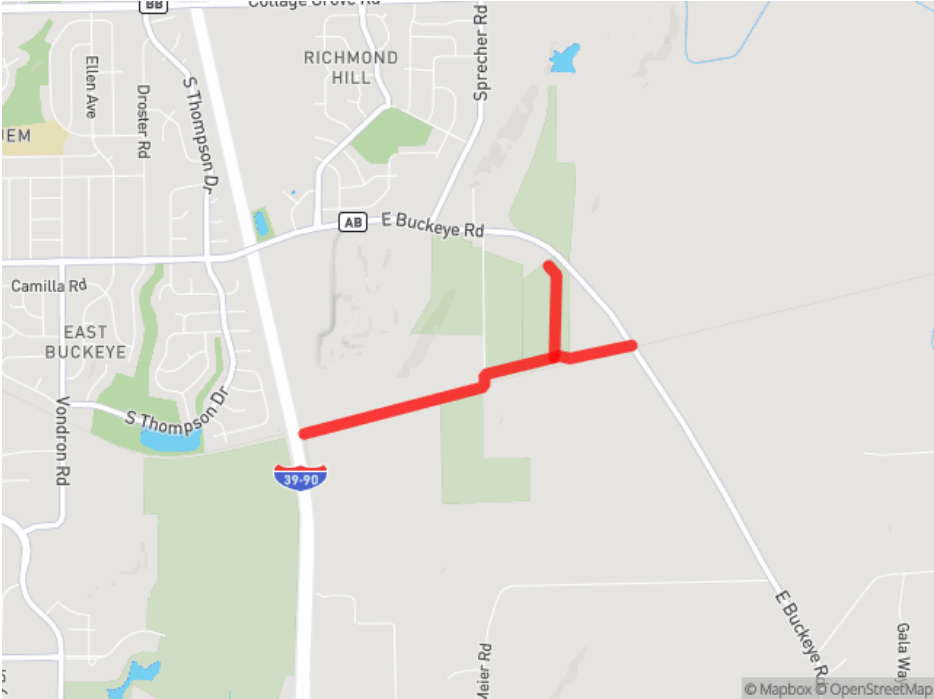
| Phase              | Fund Source                                                                    | Prior       | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total       |
|--------------------|--------------------------------------------------------------------------------|-------------|--------|--------|--------|--------|--------|--------|-------------|
| Construction       | Dane County                                                                    | \$1,251,983 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,251,983 |
| Construction       | Surface Transportation Block Grant Program – Madison Urban Area Sub-allocation | \$2,148,241 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$2,148,241 |
| Total Construction |                                                                                | \$3,400,224 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$3,400,224 |
| -                  | City of Fitchburg                                                              | \$0         | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$0         |
| -                  | City of Madison                                                                | \$0         | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$0         |
| Total Prior Costs  |                                                                                | \$3,400,224 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$3,400,224 |
| Total Programmed   |                                                                                | \$3,400,224 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$3,400,224 |

|                        |                                                                             |
|------------------------|-----------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope                                                  |
| Project Changes:       | Plan Revision Name changed from "Amendment No. 24" to "2027-2031 Draft TIP" |

# 180 - CAPITAL CITY TRAIL (I-39/90 to Buckeye Rd)

Glacial Drumlin Trail Connector Phase 1 Buckeye Rd. to I-90 to be constructed with the City of Madison's segment from Vondron under I-90. Project includes a 19-car trailhead and RR crossing improvements for trail on Underdahl Road.

|                    |              |
|--------------------|--------------|
| Lead Agency:       | Dane County  |
| Project Type:      | Ped/Bike     |
| Total Cost:        | \$12,356,757 |
| Secondary Sponsor: | -            |
| Federally Funded:  | Yes          |



| Phase                         | Fund Source                                                                    | Prior     | FY2027       | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total        |
|-------------------------------|--------------------------------------------------------------------------------|-----------|--------------|--------|--------|--------|--------|--------|--------------|
| Preliminary Engineering       | Dane County                                                                    | \$200,000 | \$0          | \$0    | \$0    | \$0    | \$0    | \$0    | \$200,000    |
| Total Preliminary Engineering |                                                                                | \$200,000 | \$0          | \$0    | \$0    | \$0    | \$0    | \$0    | \$200,000    |
| Construction                  | Dane County                                                                    | \$0       | \$3,265,237  | \$0    | \$0    | \$0    | \$0    | \$0    | \$3,265,237  |
| Construction                  | Surface Transportation Block Grant Program – Madison Urban Area Sub-allocation | \$0       | \$8,891,520  | \$0    | \$0    | \$0    | \$0    | \$0    | \$8,891,520  |
| Total Construction            |                                                                                | \$0       | \$12,156,757 | \$0    | \$0    | \$0    | \$0    | \$0    | \$12,156,757 |
| Total Prior Costs             |                                                                                | \$200,000 | \$0          | \$0    | \$0    | \$0    | \$0    | \$0    | \$200,000    |
| Total Programmed              |                                                                                | \$200,000 | \$12,156,757 | \$0    | \$0    | \$0    | \$0    | \$0    | \$12,356,757 |

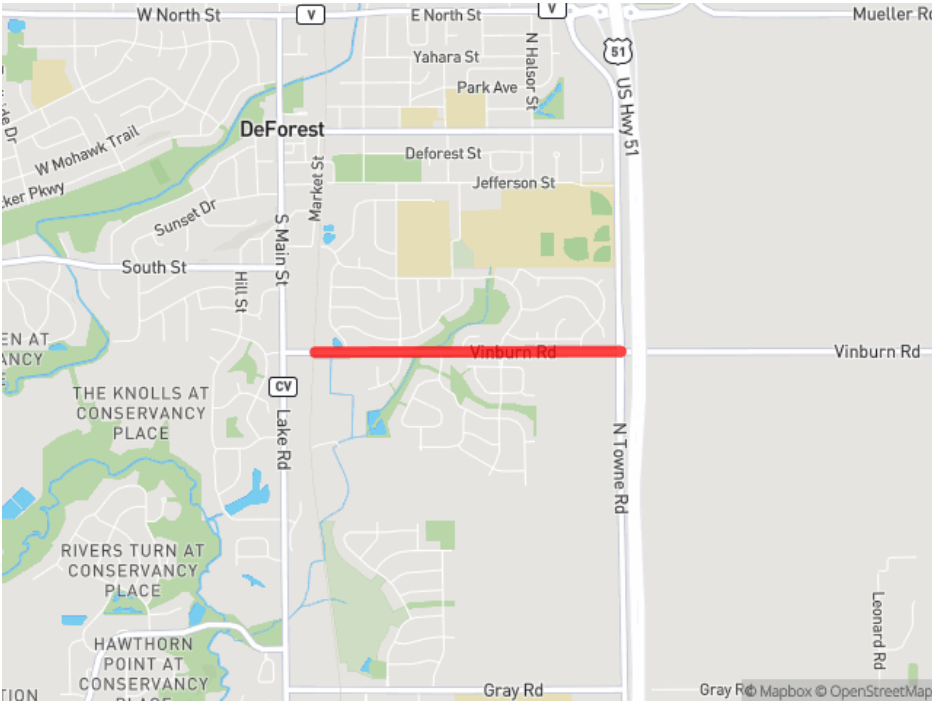
|                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope- Update Adjust Funds, SMA Revision 1 (May 22, 2025) due to Bulk Carry-Over from CY 2025-2029 TIP. Proposing to increase STBG-U funding amount from \$8,156,757 (73.3891% federal share) to \$8,891,520 (80% federal share) based on 2025 total cost estimate of \$11,114,400.                                                                                                                                                            |
| Project Changes:       | Description changed from "Glacial Drumlin Trail Connector 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." to "Glacial Drumlin Trail Connector Phase 1 Buckeye Rd. to I-90 to be constructed with the City of Madison's segment from Vondron under I-90. Project includes a 19-car trailhead and RR crossing improvements for trail on Underdahl Road." |
| Project Changes:       | Plan Revision Name changed from "Migration Cleanup" to "2027-2031 Draft TIP"                                                                                                                                                                                                                                                                                                                                                                                        |

|                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Project Changes: | Comments changed from "Real estate issue at I39/90 overpass resolved. Dane County will locally fund PS&E. Phase 1 PS&E I39 to Buckeye Road anticipated completion December 2024, construction 2027. Phase 2 Buckeye Rd. to Vilas Rd. pending additional land acquisition by County. Village of Cottage Grove constructed Vilas Rd. to CTH N State Trailhead path in 2021. Construction year not finalized." to "Dane County will locally fund PS&E. Phase 1 PS&E I39 to Buckeye Road anticipated completion December 2026, construction 2027. Phase 2 Buckeye Rd. to Vilas Rd. pending additional land acquisition by County. Village of Cottage Grove constructed Vilas Rd. to CTH N State Trailhead path in 2021. Construction year not finalized." |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

### 53 - VINBURN ROAD (North Towne Rd. to RR, 500' E of Main St.)

VINBURN ROAD North Towne Rd. to RR, 500' E of Main St. Reconstruction Ped/bike path to be added as part of development later

|                    |                     |
|--------------------|---------------------|
| Lead Agency:       | Village of DeForest |
| Project Type:      | Roadway             |
| Total Cost:        | \$3,241,549         |
| Secondary Sponsor: | -                   |
| Federally Funded:  | Yes                 |



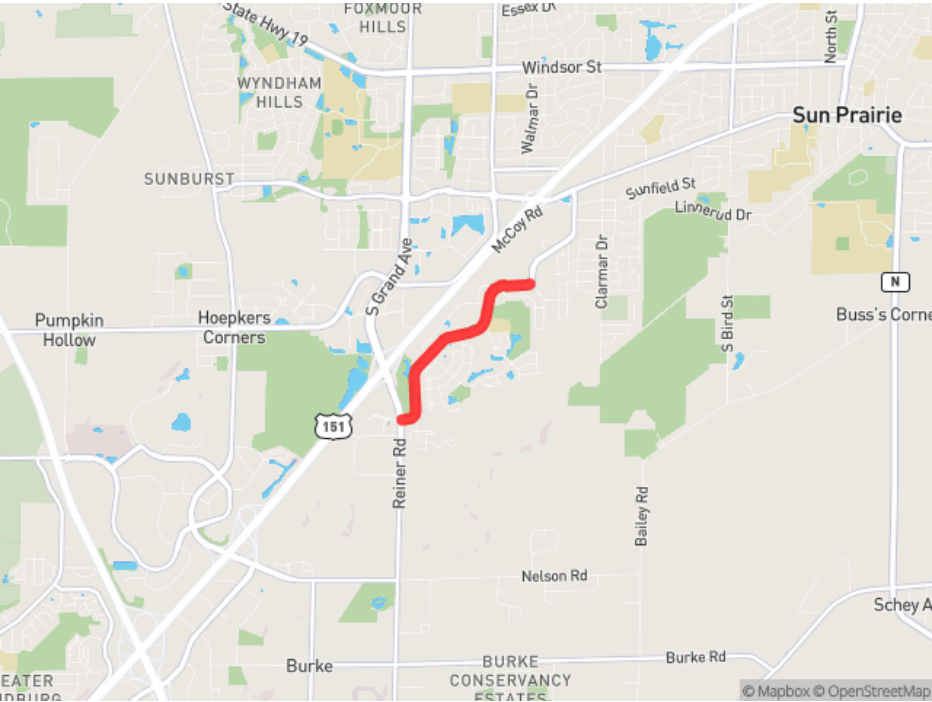
| Phase                         | Fund Source                                                                    | Prior    | FY2027      | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total       |
|-------------------------------|--------------------------------------------------------------------------------|----------|-------------|--------|--------|--------|--------|--------|-------------|
| Preliminary Engineering       | Village of DeForest                                                            | \$0      | \$313,000   | \$0    | \$0    | \$0    | \$0    | \$0    | \$313,000   |
| Total Preliminary Engineering |                                                                                | \$0      | \$313,000   | \$0    | \$0    | \$0    | \$0    | \$0    | \$313,000   |
| Construction                  | Surface Transportation Block Grant Program – Madison Urban Area Sub-allocation | \$0      | \$2,210,839 | \$0    | \$0    | \$0    | \$0    | \$0    | \$2,210,839 |
| Construction                  | Village of DeForest                                                            | \$0      | \$552,710   | \$0    | \$0    | \$0    | \$0    | \$0    | \$552,710   |
| Total Construction            |                                                                                | \$0      | \$2,763,549 | \$0    | \$0    | \$0    | \$0    | \$0    | \$2,763,549 |
| Right of Way                  | Village of DeForest                                                            | \$55,000 | \$110,000   | \$0    | \$0    | \$0    | \$0    | \$0    | \$165,000   |
| Total Right of Way            |                                                                                | \$55,000 | \$110,000   | \$0    | \$0    | \$0    | \$0    | \$0    | \$165,000   |
| Total Prior Costs             |                                                                                | \$55,000 | \$0         | \$0    | \$0    | \$0    | \$0    | \$0    | \$55,000    |
| Total Programmed              |                                                                                | \$55,000 | \$3,186,549 | \$0    | \$0    | \$0    | \$0    | \$0    | \$3,241,549 |

|                        |                                                                                                                                                                                                                                                                          |
|------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope- Update Adjust Funds, Proposing to increase STBG-U funding amount from \$2,028,143 (73.3891% federal share) to \$2,210,839 (80% federal share) based on 2025 total cost estimate of \$2,763,549. due to Bulk Carry-Over from CY 2025-2029 TIP |
| Project Changes:       | Plan Revision Name changed from "Amendment No. 7" to "2027-2031 Draft TIP"                                                                                                                                                                                               |

## 122 - O'KEEFE AVE (Reiner Road to Summerfield Way)

O'KEEFE AVE Reiner Road to Summerfield Way Pavement replacement, reduce travel lanes from four to two, add bike lanes.

|                    |                     |
|--------------------|---------------------|
| Lead Agency:       | City of Sun Prairie |
| Project Type:      | Roadway             |
| Total Cost:        | \$2,253,000         |
| Secondary Sponsor: | -                   |
| Federally Funded:  | Yes                 |



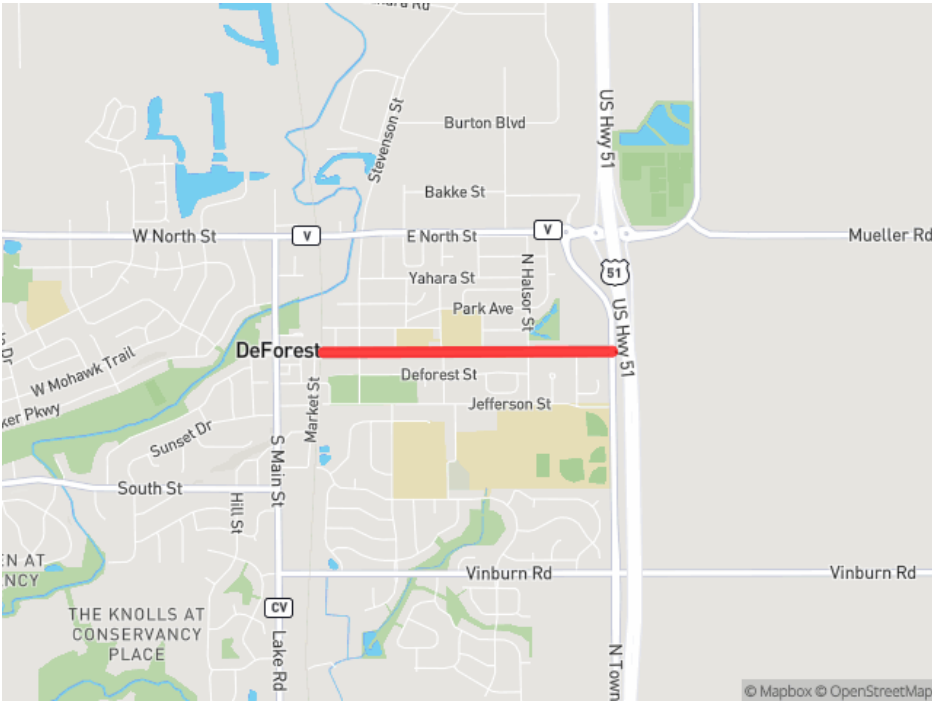
| Phase              | Fund Source                                                                    | Prior | FY2027 | FY2028      | FY2029 | FY2030 | FY2031 | Future | Total       |
|--------------------|--------------------------------------------------------------------------------|-------|--------|-------------|--------|--------|--------|--------|-------------|
| Construction       | City of Sun Prairie                                                            | \$0   | \$0    | \$789,000   | \$0    | \$0    | \$0    | \$0    | \$789,000   |
| Construction       | Surface Transportation Block Grant Program – Madison Urban Area Sub-allocation | \$0   | \$0    | \$1,464,000 | \$0    | \$0    | \$0    | \$0    | \$1,464,000 |
| Total Construction |                                                                                | \$0   | \$0    | \$2,253,000 | \$0    | \$0    | \$0    | \$0    | \$2,253,000 |
| Total Programmed   |                                                                                | \$0   | \$0    | \$2,253,000 | \$0    | \$0    | \$0    | \$0    | \$2,253,000 |

|                        |                                                                              |
|------------------------|------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope                                                   |
| Project Changes:       | Plan Revision Name changed from "Migration Cleanup" to "2027-2031 Draft TIP" |

88 - E. HOLUM STREET (Railroad to N. Towne Road)

E. HOLUM STREET Railroad to N. Towne Road Reconstruction

|                    |                     |
|--------------------|---------------------|
| Lead Agency:       | Village of DeForest |
| Project Type:      | Roadway             |
| Total Cost:        | \$5,214,070         |
| Secondary Sponsor: | -                   |
| Federally Funded:  | Yes                 |



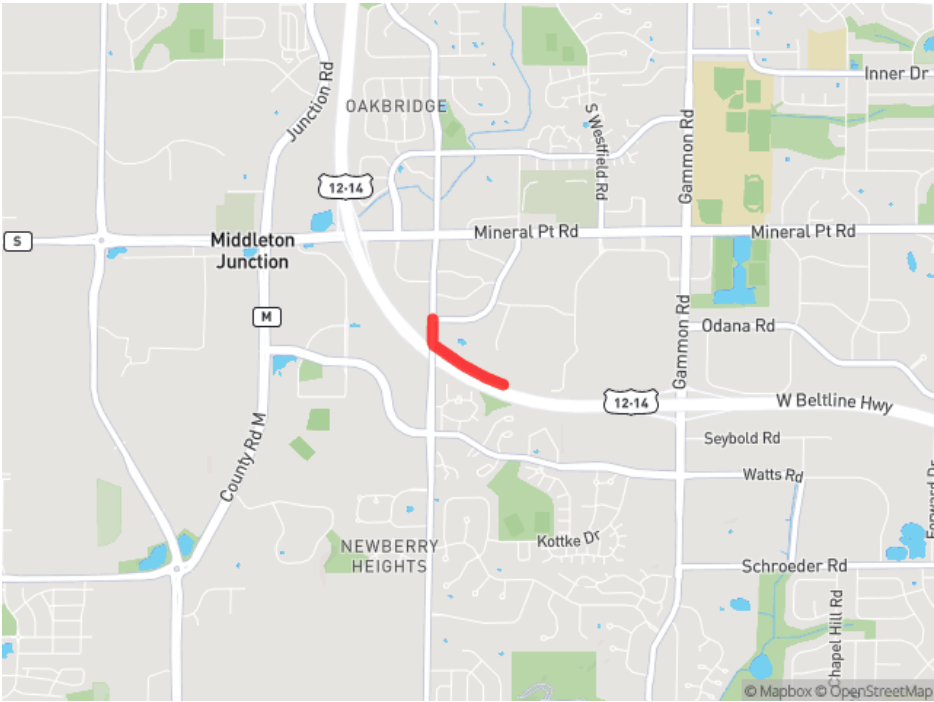
| Phase                         | Fund Source                                                                    | Prior | FY2027 | FY2028      | FY2029 | FY2030 | FY2031 | Future | Total       |
|-------------------------------|--------------------------------------------------------------------------------|-------|--------|-------------|--------|--------|--------|--------|-------------|
| Preliminary Engineering       | Village of DeForest                                                            | \$0   | \$0    | \$1,047,538 | \$0    | \$0    | \$0    | \$0    | \$1,047,538 |
| Total Preliminary Engineering |                                                                                | \$0   | \$0    | \$1,047,538 | \$0    | \$0    | \$0    | \$0    | \$1,047,538 |
| Construction                  | Surface Transportation Block Grant Program – Madison Urban Area Sub-allocation | \$0   | \$0    | \$2,560,184 | \$0    | \$0    | \$0    | \$0    | \$2,560,184 |
| Construction                  | Village of DeForest                                                            | \$0   | \$0    | \$1,378,816 | \$0    | \$0    | \$0    | \$0    | \$1,378,816 |
| Total Construction            |                                                                                | \$0   | \$0    | \$3,939,000 | \$0    | \$0    | \$0    | \$0    | \$3,939,000 |
| UTL                           | Village of DeForest                                                            | \$0   | \$0    | \$227,532   | \$0    | \$0    | \$0    | \$0    | \$227,532   |
| Total UTL                     |                                                                                | \$0   | \$0    | \$227,532   | \$0    | \$0    | \$0    | \$0    | \$227,532   |
| Total Programmed              |                                                                                | \$0   | \$0    | \$5,214,070 | \$0    | \$0    | \$0    | \$0    | \$5,214,070 |

|                        |                                                                              |
|------------------------|------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope                                                   |
| Project Changes:       | Plan Revision Name changed from "Migration Cleanup" to "2027-2031 Draft TIP" |

178 - WEST TOWNE PATH (Gammon Road to High Point)

Construct new multi-use path.

|                    |                 |
|--------------------|-----------------|
| Lead Agency:       | City of Madison |
| Project Type:      | Ped/Bike        |
| Total Cost:        | \$4,127,000     |
| Secondary Sponsor: | -               |
| Federally Funded:  | Yes             |



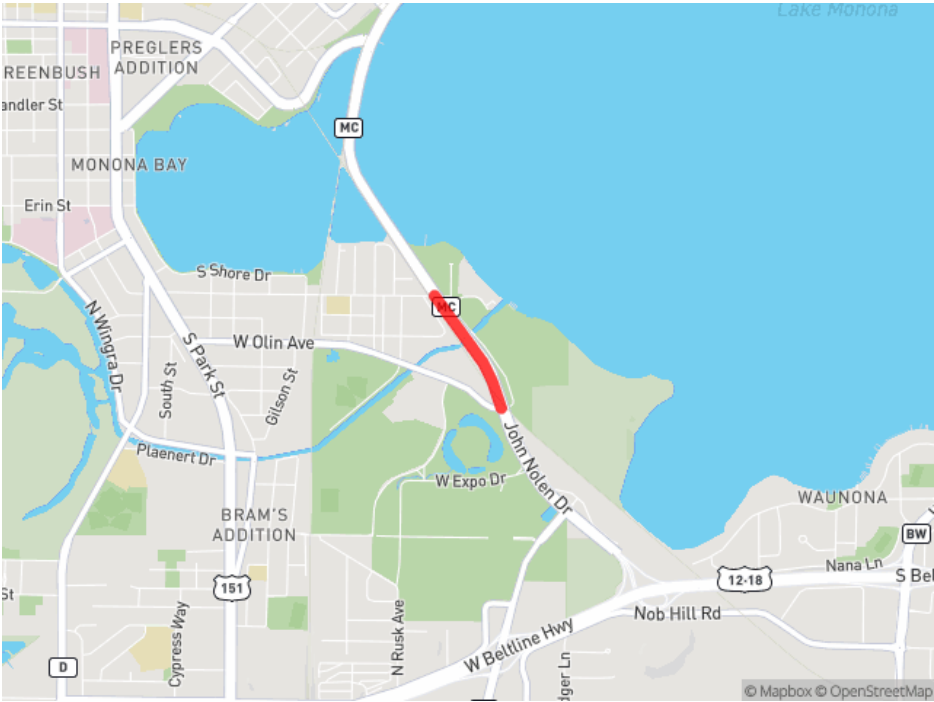
| Phase              | Fund Source                                                                    | Prior | FY2027    | FY2028      | FY2029 | FY2030 | FY2031 | Future | Total       |
|--------------------|--------------------------------------------------------------------------------|-------|-----------|-------------|--------|--------|--------|--------|-------------|
| Construction       | City of Madison                                                                | \$0   | \$0       | \$1,496,000 | \$0    | \$0    | \$0    | \$0    | \$1,496,000 |
| Construction       | Surface Transportation Block Grant Program – Madison Urban Area Sub-allocation | \$0   | \$0       | \$2,431,000 | \$0    | \$0    | \$0    | \$0    | \$2,431,000 |
| Total Construction |                                                                                | \$0   | \$0       | \$3,927,000 | \$0    | \$0    | \$0    | \$0    | \$3,927,000 |
| Right of Way       | City of Madison                                                                | \$0   | \$200,000 | \$0         | \$0    | \$0    | \$0    | \$0    | \$200,000   |
| Total Right of Way |                                                                                | \$0   | \$200,000 | \$0         | \$0    | \$0    | \$0    | \$0    | \$200,000   |
| Total Programmed   |                                                                                | \$0   | \$200,000 | \$3,927,000 | \$0    | \$0    | \$0    | \$0    | \$4,127,000 |

|                        |                                                                                                                      |
|------------------------|----------------------------------------------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope- Update Adjust Funds, Updated Funding Amount due to Bulk Carry-Over from CY 2025-2029 TIP |
| Project Changes:       | Plan Revision Name changed from "Migration Cleanup" to "2027-2031 Draft TIP"                                         |

78 - JOHN NOLEN DRIVE (Lakeside St to Olin Avenue)

JOHN NOLEN DRIVE Lakeside St. to Olin Avenue Reconstruct roadway and bridges. Widen Path.

|                    |                 |
|--------------------|-----------------|
| Lead Agency:       | City of Madison |
| Project Type:      | Roadway         |
| Total Cost:        | \$8,094,000     |
| Secondary Sponsor: | -               |
| Federally Funded:  | Yes             |



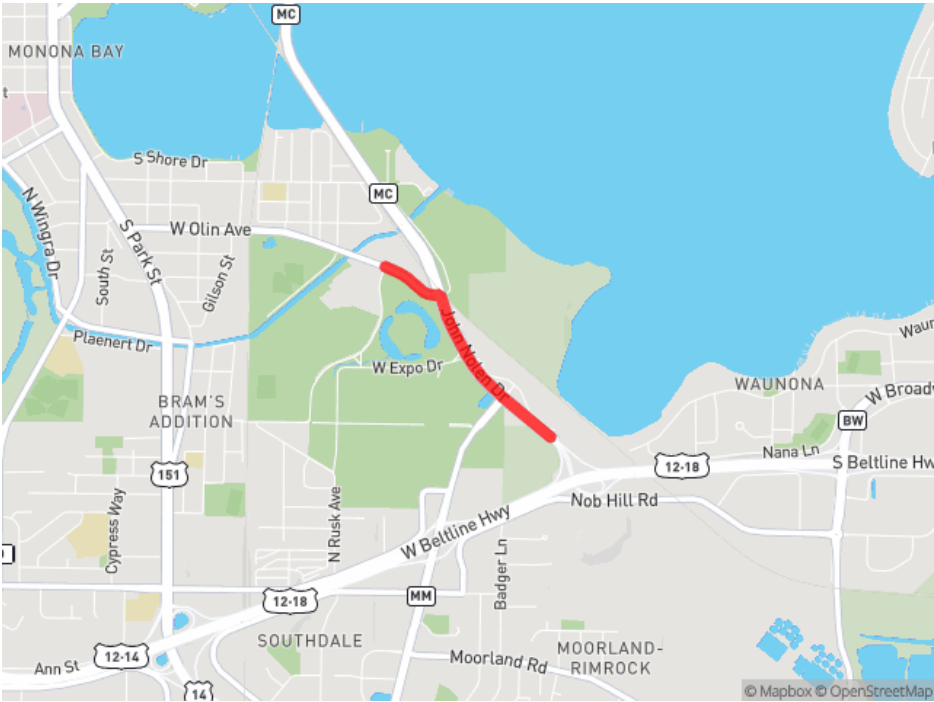
| Phase              | Fund Source                                                                    | Prior | FY2027 | FY2028      | FY2029 | FY2030 | FY2031 | Future | Total       |
|--------------------|--------------------------------------------------------------------------------|-------|--------|-------------|--------|--------|--------|--------|-------------|
| Construction       | City of Madison                                                                | \$0   | \$0    | \$3,628,500 | \$0    | \$0    | \$0    | \$0    | \$3,628,500 |
| Construction       | Surface Transportation Block Grant Program – Madison Urban Area Sub-allocation | \$0   | \$0    | \$4,465,500 | \$0    | \$0    | \$0    | \$0    | \$4,465,500 |
| Total Construction |                                                                                | \$0   | \$0    | \$8,094,000 | \$0    | \$0    | \$0    | \$0    | \$8,094,000 |
| Total Programmed   |                                                                                | \$0   | \$0    | \$8,094,000 | \$0    | \$0    | \$0    | \$0    | \$8,094,000 |

|                        |                                                                                                                      |
|------------------------|----------------------------------------------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope- Update Adjust Funds, Update Funding Amounts due to Bulk Carry-Over from CY 2025-2029 TIP |
| Project Changes:       | Plan Revision Name changed from "Migration Cleanup" to "2027-2031 Draft TIP"                                         |

76 - JOHN NOLEN DRIVE / CTH MC / OLIN AVENUE (Wingra Creek to USH 12/18)

JOHN NOLEN DRIVE / CTH MC / OLIN AVENUE Wingra Creek to USH 12/18 Reconstruction w/Path

|                    |                 |
|--------------------|-----------------|
| Lead Agency:       | City of Madison |
| Project Type:      | Roadway         |
| Total Cost:        | \$12,338,000    |
| Secondary Sponsor: | Dane County     |
| Federally Funded:  | Yes             |



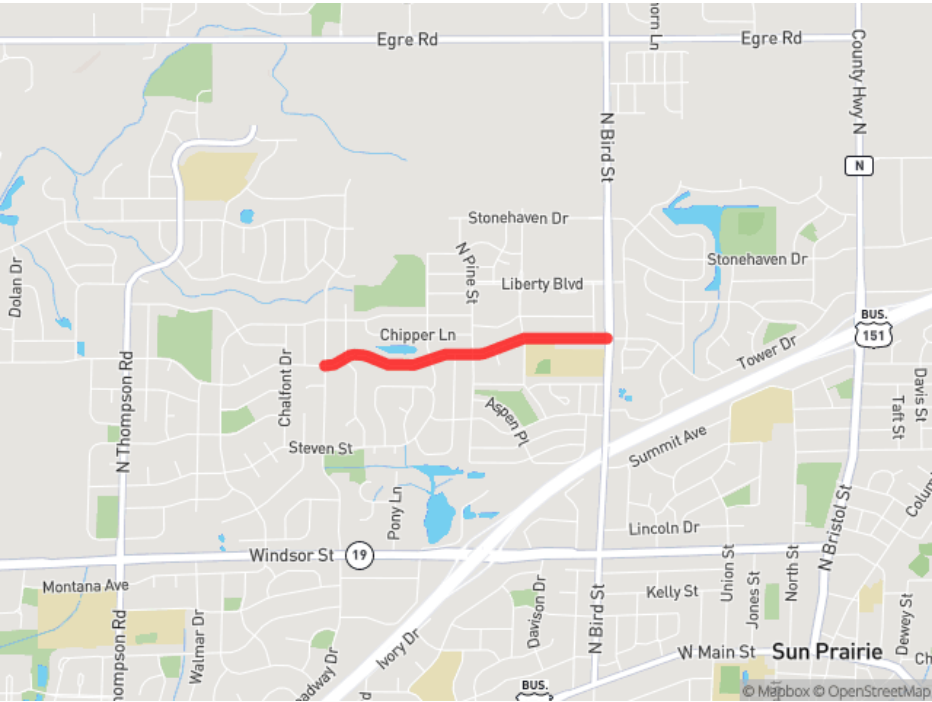
| Phase              | Fund Source                                                                    | Prior | FY2027 | FY2028 | FY2029       | FY2030 | FY2031 | Future | Total        |
|--------------------|--------------------------------------------------------------------------------|-------|--------|--------|--------------|--------|--------|--------|--------------|
| Construction       | City of Madison                                                                | \$0   | \$0    | \$0    | \$2,350,250  | \$0    | \$0    | \$0    | \$2,350,250  |
| Construction       | Dane County                                                                    | \$0   | \$0    | \$0    | \$2,350,250  | \$0    | \$0    | \$0    | \$2,350,250  |
| Construction       | Surface Transportation Block Grant Program – Madison Urban Area Sub-allocation | \$0   | \$0    | \$0    | \$7,637,500  | \$0    | \$0    | \$0    | \$7,637,500  |
| Total Construction |                                                                                | \$0   | \$0    | \$0    | \$12,338,000 | \$0    | \$0    | \$0    | \$12,338,000 |
| Total Programmed   |                                                                                | \$0   | \$0    | \$0    | \$12,338,000 | \$0    | \$0    | \$0    | \$12,338,000 |

|                        |                                                                                                                      |
|------------------------|----------------------------------------------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope- Update Adjust Funds, Update Funding Amounts due to Bulk Carry-Over from CY 2025-2029 TIP |
| Project Changes:       | Plan Revision Name changed from "Migration Cleanup" to "2027-2031 Draft TIP"                                         |

123 - ST ALBERT THE GREAT DRIVE (Broadway Drive to N. Bird Street)

ST ALBERT THE GREAT DRIVE Broadway Drive to N. Bird Street Resurfacing

|                    |                     |
|--------------------|---------------------|
| Lead Agency:       | City of Sun Prairie |
| Project Type:      | Roadway             |
| Total Cost:        | \$1,241,000         |
| Secondary Sponsor: | -                   |
| Federally Funded:  | Yes                 |



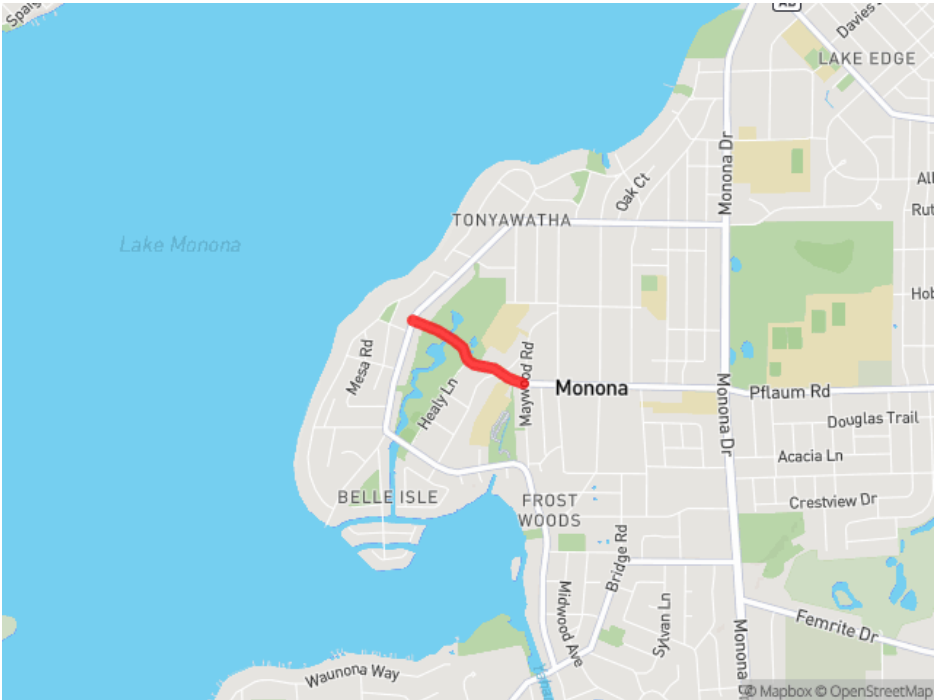
| Phase              | Fund Source                                                                    | Prior | FY2027 | FY2028 | FY2029      | FY2030 | FY2031 | Future | Total       |
|--------------------|--------------------------------------------------------------------------------|-------|--------|--------|-------------|--------|--------|--------|-------------|
| Construction       | City of Sun Prairie                                                            | \$0   | \$0    | \$0    | \$435,000   | \$0    | \$0    | \$0    | \$435,000   |
| Construction       | Surface Transportation Block Grant Program – Madison Urban Area Sub-allocation | \$0   | \$0    | \$0    | \$806,000   | \$0    | \$0    | \$0    | \$806,000   |
| Total Construction |                                                                                | \$0   | \$0    | \$0    | \$1,241,000 | \$0    | \$0    | \$0    | \$1,241,000 |
| Total Programmed   |                                                                                | \$0   | \$0    | \$0    | \$1,241,000 | \$0    | \$0    | \$0    | \$1,241,000 |

|                        |                                                                              |
|------------------------|------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope                                                   |
| Project Changes:       | Plan Revision Name changed from "Migration Cleanup" to "2027-2031 Draft TIP" |

99 - NICHOLS ROAD (Winnequah Rd. to Maywood Rd.)

NICHOLS ROAD Winnequah Rd. to Maywood Rd. Resurfacing and Partial Reconstruction with Buffered Bike Lanes

|                    |                |
|--------------------|----------------|
| Lead Agency:       | City of Monona |
| Project Type:      | Roadway        |
| Total Cost:        | \$1,685,000    |
| Secondary Sponsor: | -              |
| Federally Funded:  | Yes            |



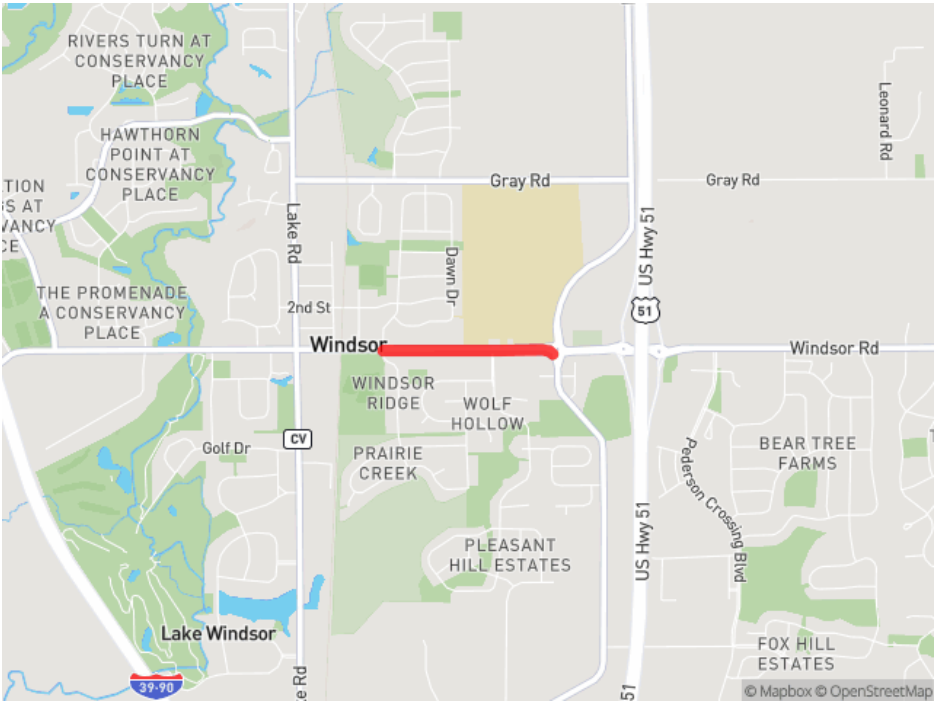
| Phase              | Fund Source                                                                    | Prior | FY2027 | FY2028      | FY2029 | FY2030 | FY2031 | Future | Total       |
|--------------------|--------------------------------------------------------------------------------|-------|--------|-------------|--------|--------|--------|--------|-------------|
| Construction       | City of Monona                                                                 | \$0   | \$0    | \$590,000   | \$0    | \$0    | \$0    | \$0    | \$590,000   |
| Construction       | Surface Transportation Block Grant Program – Madison Urban Area Sub-allocation | \$0   | \$0    | \$1,095,000 | \$0    | \$0    | \$0    | \$0    | \$1,095,000 |
| Total Construction |                                                                                | \$0   | \$0    | \$1,685,000 | \$0    | \$0    | \$0    | \$0    | \$1,685,000 |
| Total Programmed   |                                                                                | \$0   | \$0    | \$1,685,000 | \$0    | \$0    | \$0    | \$0    | \$1,685,000 |

|                        |                                                                              |
|------------------------|------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope- Update Technical Correction                      |
| Project Changes:       | Plan Revision Name changed from "Migration Cleanup" to "2027-2031 Draft TIP" |
| Project Changes:       | Comments changed from "None" to "Construction in 2029."                      |

186 - WINDSOR ROAD PATH (Sunset Meadow Dr to N Towne Rd)

New path on south side of roadway.

|                    |                    |
|--------------------|--------------------|
| Lead Agency:       | Village of Windsor |
| Project Type:      | Ped/Bike           |
| Total Cost:        | \$620,000          |
| Secondary Sponsor: | -                  |
| Federally Funded:  | Yes                |



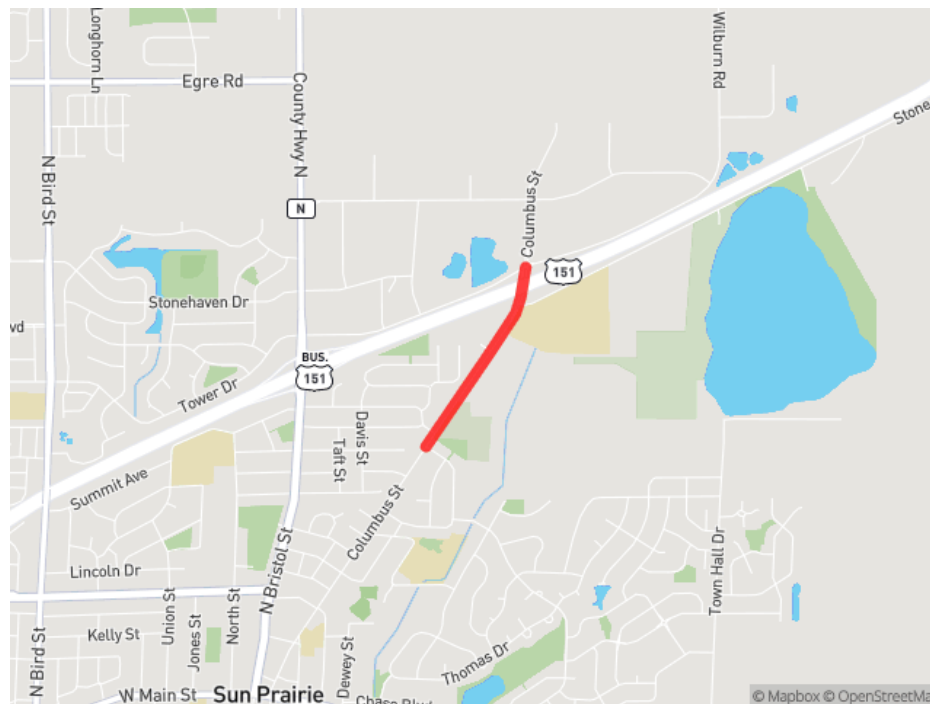
| Phase              | Fund Source                                                                    | Prior | FY2027 | FY2028 | FY2029    | FY2030 | FY2031 | Future | Total     |
|--------------------|--------------------------------------------------------------------------------|-------|--------|--------|-----------|--------|--------|--------|-----------|
| Construction       | Surface Transportation Block Grant Program – Madison Urban Area Sub-allocation | \$0   | \$0    | \$0    | \$473,413 | \$0    | \$0    | \$0    | \$473,413 |
| Construction       | Village of DeForest                                                            | \$0   | \$0    | \$0    | \$146,587 | \$0    | \$0    | \$0    | \$146,587 |
| Total Construction |                                                                                | \$0   | \$0    | \$0    | \$620,000 | \$0    | \$0    | \$0    | \$620,000 |
| Total Programmed   |                                                                                | \$0   | \$0    | \$0    | \$620,000 | \$0    | \$0    | \$0    | \$620,000 |

|                        |                                                                              |
|------------------------|------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope                                                   |
| Project Changes:       | Plan Revision Name changed from "Migration Cleanup" to "2027-2031 Draft TIP" |

## Temp-19 - COLUMBUS STREET (Wilburn Road to Laura Street)

COLUMBUS STREET Wilburn Road to Laura Street Pavement Rehabilitation and Partial Reconstruction Narrow the roadway; add 10-foot wide shared-use path on east side of the street.

|                           |                     |
|---------------------------|---------------------|
| <b>Lead Agency:</b>       | City of Sun Prairie |
| <b>Project Type:</b>      | Roadway             |
| <b>Total Cost:</b>        | \$1,471,000         |
| <b>Secondary Sponsor:</b> | -                   |
| <b>Federally Funded:</b>  | Yes                 |



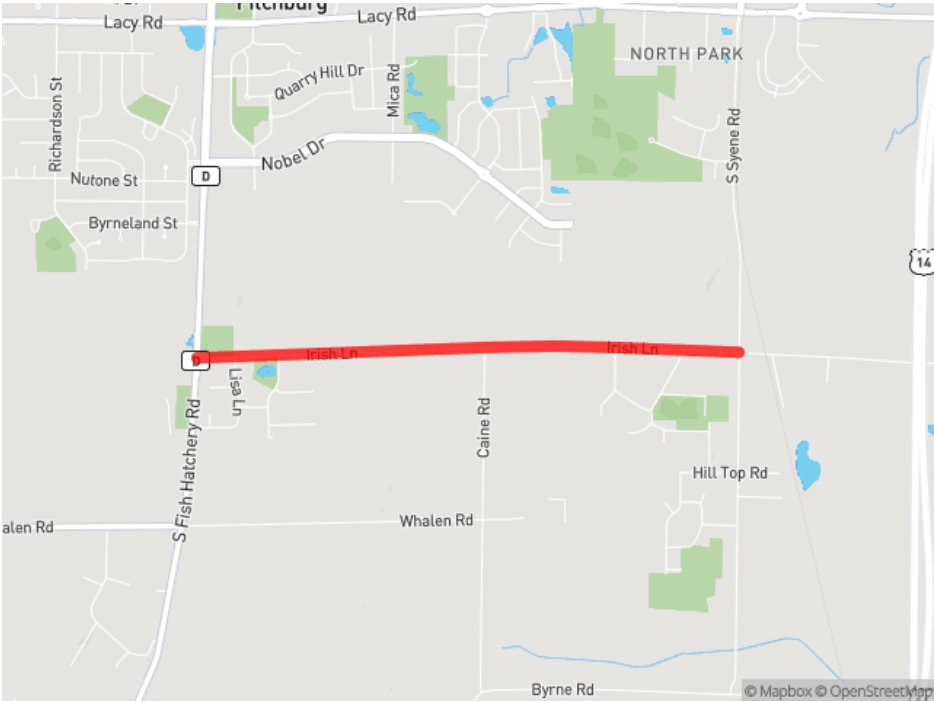
| Phase              | Fund Source                                                                    | Prior | FY2027 | FY2028 | FY2029 | FY2030      | FY2031 | Future | Total       |
|--------------------|--------------------------------------------------------------------------------|-------|--------|--------|--------|-------------|--------|--------|-------------|
| Construction       | City of Sun Prairie                                                            | \$0   | \$0    | \$0    | \$0    | \$526,421   | \$0    | \$0    | \$526,421   |
| Construction       | Surface Transportation Block Grant Program – Madison Urban Area Sub-allocation | \$0   | \$0    | \$0    | \$0    | \$944,579   | \$0    | \$0    | \$944,579   |
| Total Construction |                                                                                | \$0   | \$0    | \$0    | \$0    | \$1,471,000 | \$0    | \$0    | \$1,471,000 |
| Total Programmed   |                                                                                | \$0   | \$0    | \$0    | \$0    | \$1,471,000 | \$0    | \$0    | \$1,471,000 |

|                               |                                                                                                                                                                                                                                                                 |
|-------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Current Change Reason:</b> | Schedule / Funding / Scope                                                                                                                                                                                                                                      |
| <b>Project Changes:</b>       | Plan Revision Name changed from "Amendment No. 11" to "2027-2031 Draft TIP"                                                                                                                                                                                     |
| <b>Project Changes:</b>       | Comments changed from "Total Construction Cost: \$1,471 STBG-Urban Award: \$945 (64.23% federal cost share). Project year not finalized. Construction anticipated in FY2030 or FY2031." to "Total Construction Cost: \$1,471,000. STBG-Urban Award: \$944,579." |

80 - IRISH LN (S. Fish Hatchery Road to S. Syene Road) (#3508)

Resurface and add five-foot wide bike lanes. Reduce speed limit to 35mph.

|                    |                   |
|--------------------|-------------------|
| Lead Agency:       | City of Fitchburg |
| Project Type:      | Roadway           |
| Total Cost:        | \$3,375,000       |
| Secondary Sponsor: | -                 |
| Federally Funded:  | Yes               |



| Phase                         | Fund Source                                                                    | Prior | FY2027 | FY2028    | FY2029    | FY2030      | FY2031 | Future | Total       |
|-------------------------------|--------------------------------------------------------------------------------|-------|--------|-----------|-----------|-------------|--------|--------|-------------|
| Preliminary Engineering       | City of Fitchburg                                                              | \$0   | \$0    | \$405,000 | \$0       | \$0         | \$0    | \$0    | \$405,000   |
| Total Preliminary Engineering |                                                                                | \$0   | \$0    | \$405,000 | \$0       | \$0         | \$0    | \$0    | \$405,000   |
| Construction                  | City of Fitchburg                                                              | \$0   | \$0    | \$0       | \$0       | \$1,007,290 | \$0    | \$0    | \$1,007,290 |
| Construction                  | Surface Transportation Block Grant Program – Madison Urban Area Sub-allocation | \$0   | \$0    | \$0       | \$0       | \$1,692,710 | \$0    | \$0    | \$1,692,710 |
| Total Construction            |                                                                                | \$0   | \$0    | \$0       | \$0       | \$2,700,000 | \$0    | \$0    | \$2,700,000 |
| Right of Way                  | City of Fitchburg                                                              | \$0   | \$0    | \$0       | \$270,000 | \$0         | \$0    | \$0    | \$270,000   |
| Total Right of Way            |                                                                                | \$0   | \$0    | \$0       | \$270,000 | \$0         | \$0    | \$0    | \$270,000   |
| Total Programmed              |                                                                                | \$0   | \$0    | \$405,000 | \$270,000 | \$2,700,000 | \$0    | \$0    | \$3,375,000 |

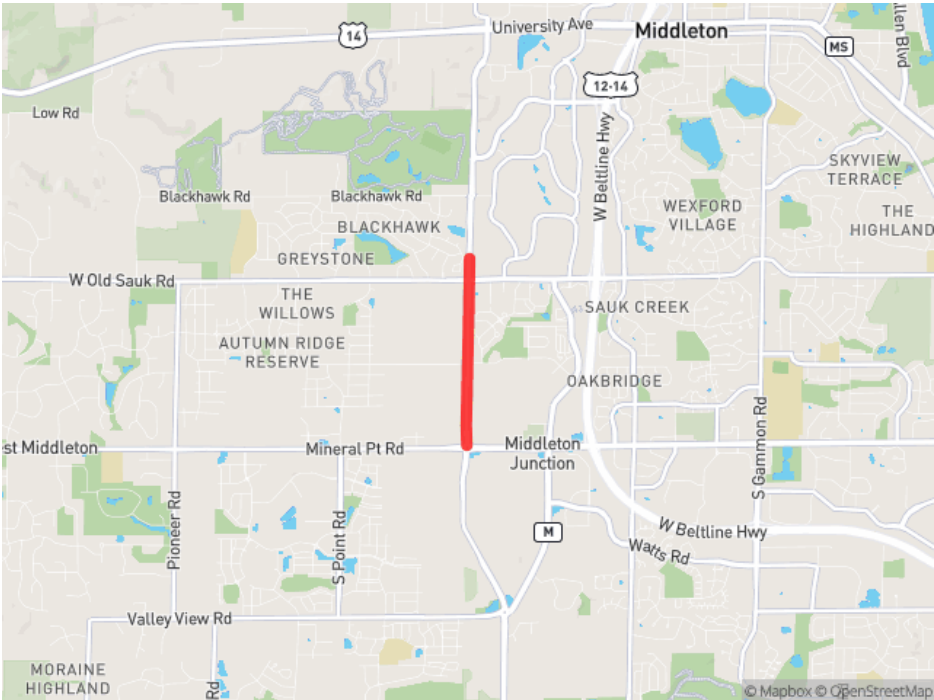
|                        |                                                                                                                                                                                    |
|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope- Update Technical Correction                                                                                                                            |
| Project Changes:       | Title changed from "IRISH LANE (CTH D to Syene Road)" to "IRISH LN (S. Fish Hatchery Road to S. Syene Road) (#3508)"                                                               |
| Project Changes:       | Description changed from "IRISH LANE CTH D to Syene Road Reconditioning with protected bike lanes." to "Resurface and add five-foot wide bike lanes. Reduce speed limit to 35mph." |
| Project Changes:       | Plan Revision Name changed from "Migration Cleanup" to "2027-2031 Draft TIP"                                                                                                       |
| Project Changes:       | Federally Funded changed from "No" to "Yes"                                                                                                                                        |

|                  |                                                |
|------------------|------------------------------------------------|
| Project Changes: | MPO Action Required changed from "No" to "Yes" |
|------------------|------------------------------------------------|

Temp-18 - PLEASANT VIEW ROAD (Mineral Point Road to Timber Wolf Trail)

PLEASANT VIEW ROAD Mineral Point Road to Timber Wolf Trail Reconstruct and expand roadway to a divided four lane cross section. Construct multi-use path and crosswalks with pedestrian refuges.

|                    |                 |
|--------------------|-----------------|
| Lead Agency:       | City of Madison |
| Project Type:      | Roadway         |
| Total Cost:        | \$9,500,000     |
| Secondary Sponsor: | -               |
| Federally Funded:  | Yes             |



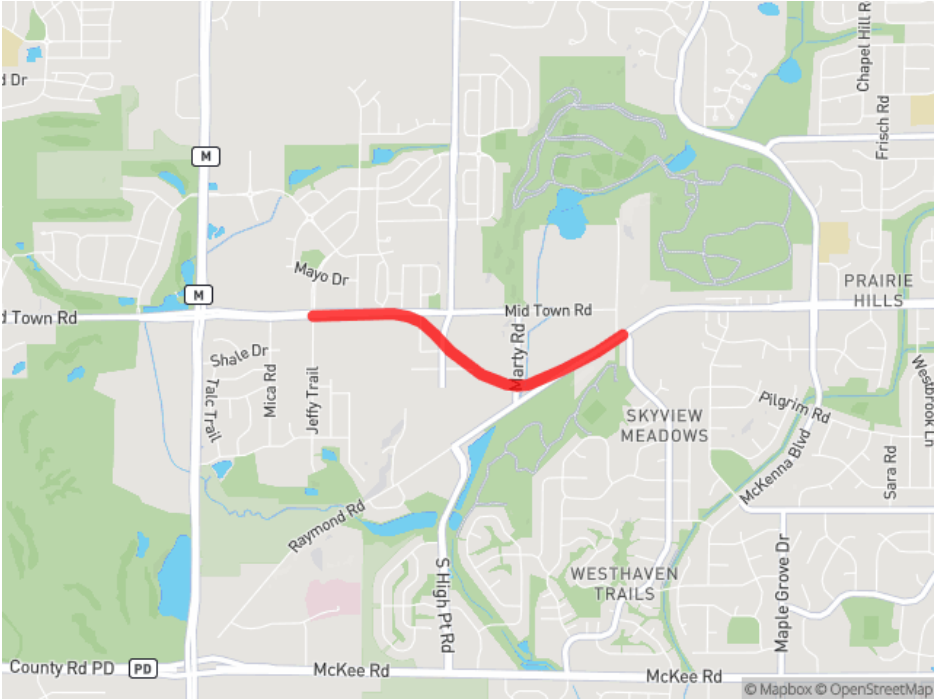
| Phase              | Fund Source                                                                    | Prior | FY2027 | FY2028 | FY2029 | FY2030      | FY2031 | Future | Total       |
|--------------------|--------------------------------------------------------------------------------|-------|--------|--------|--------|-------------|--------|--------|-------------|
| Construction       | City of Madison                                                                | \$0   | \$0    | \$0    | \$0    | \$3,397,980 | \$0    | \$0    | \$3,397,980 |
| Construction       | Surface Transportation Block Grant Program – Madison Urban Area Sub-allocation | \$0   | \$0    | \$0    | \$0    | \$6,102,020 | \$0    | \$0    | \$6,102,020 |
| Total Construction |                                                                                | \$0   | \$0    | \$0    | \$0    | \$9,500,000 | \$0    | \$0    | \$9,500,000 |
| Total Programmed   |                                                                                | \$0   | \$0    | \$0    | \$0    | \$9,500,000 | \$0    | \$0    | \$9,500,000 |

|                        |                                                                                                                                                                                                                                                                     |
|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope- Update Technical Correction                                                                                                                                                                                                             |
| Project Changes:       | Plan Revision Name changed from "Amendment No. 11" to "2027-2031 Draft TIP"                                                                                                                                                                                         |
| Project Changes:       | Comments changed from "Total Construction Cost: \$9,500 STBG-Urban Award: \$6,102 (64.23%) federal cost share Project year not finalized. Construction anticipated in FY2030 or FY2031." to "Total Construction Cost: \$9,500,000. STBG-Urban Award: \$6,102,020. " |

Temp-17 - Mid Town Road (Waldorf Blvd to Muir Field Road)

MID TOWN ROAD Waldorf Blvd to Muir Field Road Reconstruct and realign roadway to a divided four-lane cross section. Construct a multi-use path along the roadway and extend the Ice Age Connector path from its current termination at Raymond/High Point Rd under the new roadway, up to Elver Park.

|                    |                 |
|--------------------|-----------------|
| Lead Agency:       | City of Madison |
| Project Type:      | Roadway         |
| Total Cost:        | \$16,570,000    |
| Secondary Sponsor: | -               |
| Federally Funded:  | Yes             |



| Phase              | Fund Source                                                                    | Prior | FY2027 | FY2028 | FY2029 | FY2030 | FY2031       | Future | Total        |
|--------------------|--------------------------------------------------------------------------------|-------|--------|--------|--------|--------|--------------|--------|--------------|
| Construction       | City of Madison                                                                | \$0   | \$0    | \$0    | \$0    | \$0    | \$5,971,755  | \$0    | \$5,971,755  |
| Construction       | Surface Transportation Block Grant Program – Madison Urban Area Sub-allocation | \$0   | \$0    | \$0    | \$0    | \$0    | \$10,598,245 | \$0    | \$10,598,245 |
| Total Construction |                                                                                | \$0   | \$0    | \$0    | \$0    | \$0    | \$16,570,000 | \$0    | \$16,570,000 |
| Total Programmed   |                                                                                | \$0   | \$0    | \$0    | \$0    | \$0    | \$16,570,000 | \$0    | \$16,570,000 |

|                        |                                                                                                                                                                                                                                                                          |
|------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope                                                                                                                                                                                                                                               |
| Project Changes:       | Plan Revision Name changed from "Amendment No. 11" to "2027-2031 Draft TIP"                                                                                                                                                                                              |
| Project Changes:       | Comments changed from "Total Construction Cost: \$16,500. STBG-Urban Award: \$10,598 (64.23% federal cost share). Project year not finalized. Construction anticipated in FY2030 or FY2031." to "Total Construction Cost: \$16,570,000. STBG-Urban Award: \$10,598,245." |

69 - JOHN NOLEN DRIVE (Broom St. to Lakeside St.)

JOHN NOLEN DRIVE Broom St. to Lakeside St. Reconstruct roadway and replace six bridges. Construct railroad safety improvements at North Shore Drive and Broom Street crossings. Reconstruct shoreline, widen path. (1.00 mi.)

|                    |                 |
|--------------------|-----------------|
| Lead Agency:       | City of Madison |
| Project Type:      | Roadway         |
| Total Cost:        | \$54,095,000    |
| Secondary Sponsor: | -               |
| Federally Funded:  | Yes             |



| Phase              | Fund Source                                                                        | Prior        | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total        |
|--------------------|------------------------------------------------------------------------------------|--------------|--------|--------|--------|--------|--------|--------|--------------|
| Construction       | BIP                                                                                | \$15,125,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$15,125,000 |
| Construction       | Bridge Replacement and Rehabilitation                                              | \$16,389,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$16,389,000 |
| Construction       | City of Madison                                                                    | \$12,504,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$12,504,000 |
| Construction       | PROTECT                                                                            | \$4,000,000  | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$4,000,000  |
| Construction       | Surface Transportation Block Grant Program – Madison Urban Area Sub-allocation     | \$1,250,000  | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,250,000  |
| Construction       | Surface Transportation Block Grant Program – Transportation Alternatives Set Aside | \$4,763,000  | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$4,763,000  |
| Construction       | Wis. & Southern Railroad                                                           | \$64,000     | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$64,000     |
| Total Construction |                                                                                    | \$54,095,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$54,095,000 |
| Total Prior Costs  |                                                                                    | \$54,095,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$54,095,000 |
| Total Programmed   |                                                                                    | \$54,095,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$54,095,000 |

|                        |                            |
|------------------------|----------------------------|
| Current Change Reason: | Schedule / Funding / Scope |
|------------------------|----------------------------|

|                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Project Changes: | Plan Revision Name changed from "Amendment No. 3" to "2027-2031 Draft TIP"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Project Changes: | Comments changed from "5992-11-20, -21, -22, -23, -24, -25, -26, -27, -28, -53, -54, -59, -60 Project ID 5991-11-20 is for Design (local funding) Project ID 5991-11-21: \$15,125 (BIP Grant) Project IDs 5992-11-22, -23, -24, -25, -26, -27: \$16,389 BR funding for bridges with the following IDs: P-13-0753, B-13-0332, B-13-0333, P-13-0754, P-13-0755, P-13-0756 Project ID 5991-11-28: STBG: \$1,250; PROTECT: \$4,000; TAP: \$4,763 Project ID 5992-11-53 (N. Shore Drive RR Crossing): \$64 WSOR local funding 5992-11-54 is for N. Shore Drive RR Signals (local funding) Project IDs 5992-11-59, -60 are for Broom Street RR Crossing and Signals (local funding)" to "5992-11-20, -21, -22, -23, -24, -25, -26, -27, -28, -53, -54, -59, -60 Project ID 5991-11-20 is for Design (local funding) Project ID 5991-11-21: \$15,125 (BIP Grant) Project IDs 5992-11-22, -23, -24, -25, -26, -27: \$16,389 BR funding for bridges with the following IDs: P-13-0753, B-13-0332, B-13-0333, P-13-0754, P-13-0755, P-13-0756 Project ID 5991-11-28: STBG: \$1,250; PROTECT: \$4,000; TAP: \$4,763 Project ID 5992-11-53 (N. Shore Drive RR Crossing): \$64 WSOR local funding 5992-11-54 is for N. Shore Drive RR Signals (local funding) Project IDs 5992-11-59, -60 are for Broom Street RR Crossing and Signals (local funding). Construction continuing into 2027." |

336 - VILLAGE OF OREGON BICYCLE & PEDESTRIAN TRANSPORTATION STUDY

VILLAGE OF OREGON BICYCLE & PEDESTRIAN TRANSPORTATION STUDY

|                    |                   |
|--------------------|-------------------|
| Lead Agency:       | Village of Oregon |
| Project Type:      | Ped/Bike          |
| Total Cost:        | \$76,000          |
| Secondary Sponsor: | -                 |
| Federally Funded:  | Yes               |

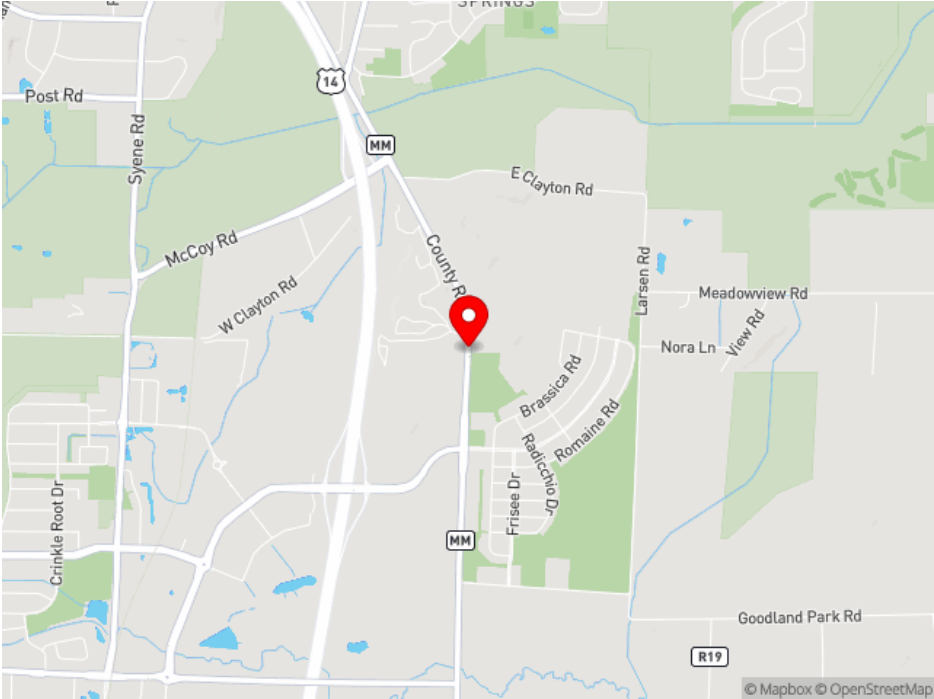
| Phase             | Fund Source                                                                        | Prior    | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total    |
|-------------------|------------------------------------------------------------------------------------|----------|--------|--------|--------|--------|--------|--------|----------|
| Planning          | Surface Transportation Block Grant Program – Transportation Alternatives Set Aside | \$56,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$56,000 |
| Planning          | Village of Oregon                                                                  | \$20,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$20,000 |
| Total Planning    |                                                                                    | \$76,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$76,000 |
| Total Prior Costs |                                                                                    | \$76,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$76,000 |
| Total Programmed  |                                                                                    | \$76,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$76,000 |

|                        |                                                                              |
|------------------------|------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope- Update Slip Phase                                |
| Project Changes:       | Plan Revision Name changed from "Migration Cleanup" to "2027-2031 Draft TIP" |

## 154 - CTH MM BIKE UNDERPASS (#3514)

Install a pedestrian and bike underpass under CTH MM approximately 1/4 mile north of Lacy Rd. Project will also include approximately 500 feet of bike path, with 250 feet on the east side of CTH MM to connect to existing bike path and 250 feet on the west side to allow connection with the future Nine Springs Hill Development. Approximately half of the project will be funded by a Transportation Alternatives Program grant.

|                    |                   |
|--------------------|-------------------|
| Lead Agency:       | City of Fitchburg |
| Project Type:      | Ped/Bike          |
| Total Cost:        | \$756,000         |
| Secondary Sponsor: | -                 |
| Federally Funded:  | Yes               |



| Phase              | Fund Source                                                                        | Prior | FY2027    | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total     |
|--------------------|------------------------------------------------------------------------------------|-------|-----------|--------|--------|--------|--------|--------|-----------|
| Construction       | City of Fitchburg                                                                  | \$0   | \$324,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$324,000 |
| Construction       | Surface Transportation Block Grant Program – Transportation Alternatives Set Aside | \$0   | \$432,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$432,000 |
| Total Construction |                                                                                    | \$0   | \$756,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$756,000 |
| Total Programmed   |                                                                                    | \$0   | \$756,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$756,000 |

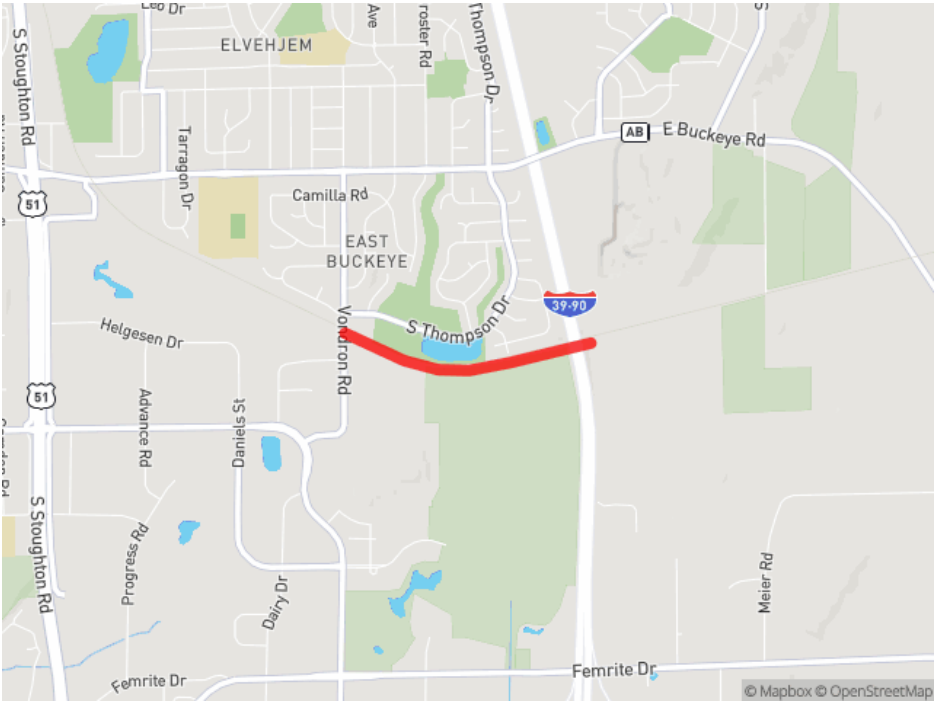
|                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Project Changes:       | Title changed from "CTH MM UNDERPASS" to "CTH MM BIKE UNDERPASS (#3514)"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Project Changes:       | Description changed from "Approximately 1,500 north of Lacy Road 50 foot long prefabricated concrete structure with headwalls on each end, retaining walls along the path on both sides of the roadway, and approximately 500 feet of additional path to connect with existing path south of the underpass" to "Install a pedestrian and bike underpass under CTH MM approximately 1/4 mile north of Lacy Rd. Project will also include approximately 500 feet of bike path, with 250 feet on the east side of CTH MM to connect to existing bike path and 250 feet on the west side to allow connection with the future Nine Springs Hill Development. Approximately half of the project will be funded by a Transportation Alternatives Program grant." |

|                  |                                                                             |
|------------------|-----------------------------------------------------------------------------|
| Project Changes: | Plan Revision Name changed from "Amendment No. 10" to "2027-2031 Draft TIP" |
|------------------|-----------------------------------------------------------------------------|

181 - CAPITAL CITY TRAIL (Buckeye Extension)(Vondron Road to I-39/90)

Segments 5 and 6. Construct new multi-use path. (0.73 mi.)

|                    |                 |
|--------------------|-----------------|
| Lead Agency:       | City of Madison |
| Project Type:      | Ped/Bike        |
| Total Cost:        | \$2,580,000     |
| Secondary Sponsor: | -               |
| Federally Funded:  | Yes             |



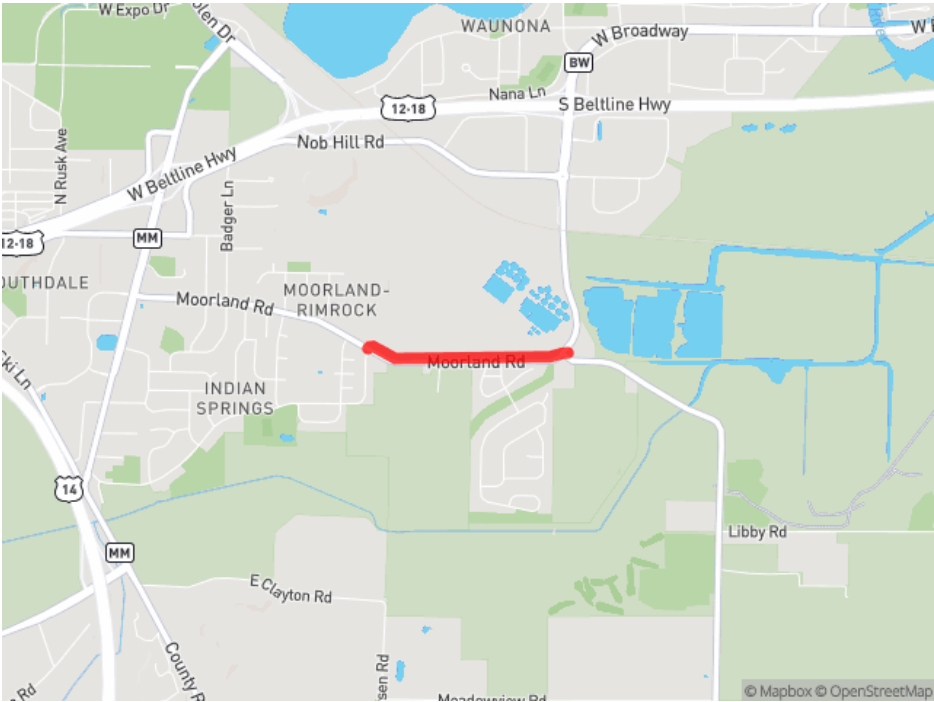
| Phase              | Fund Source                                                                        | Prior | FY2027      | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total       |
|--------------------|------------------------------------------------------------------------------------|-------|-------------|--------|--------|--------|--------|--------|-------------|
| Construction       | City of Madison                                                                    | \$0   | \$1,069,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,069,000 |
| Construction       | Surface Transportation Block Grant Program – Transportation Alternatives Set Aside | \$0   | \$1,511,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,511,000 |
| Total Construction |                                                                                    | \$0   | \$2,580,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$2,580,000 |
| Total Programmed   |                                                                                    | \$0   | \$2,580,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$2,580,000 |

|                        |                                                                             |
|------------------------|-----------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope                                                  |
| Project Changes:       | Plan Revision Name changed from "Amendment No. 15" to "2027-2031 Draft TIP" |

188 - MOORLAND ROAD SHARED-USE PATH (Capital City Trail at Raywood to Wayland Dr)

Construct a new shared-use path along Moorland Road, with improved roadway crossings at Manor Drive and Wayland Drive (0.6 miles)

|                    |                 |
|--------------------|-----------------|
| Lead Agency:       | City of Madison |
| Project Type:      | Ped/Bike        |
| Total Cost:        | \$1,141,000     |
| Secondary Sponsor: | -               |
| Federally Funded:  | Yes             |



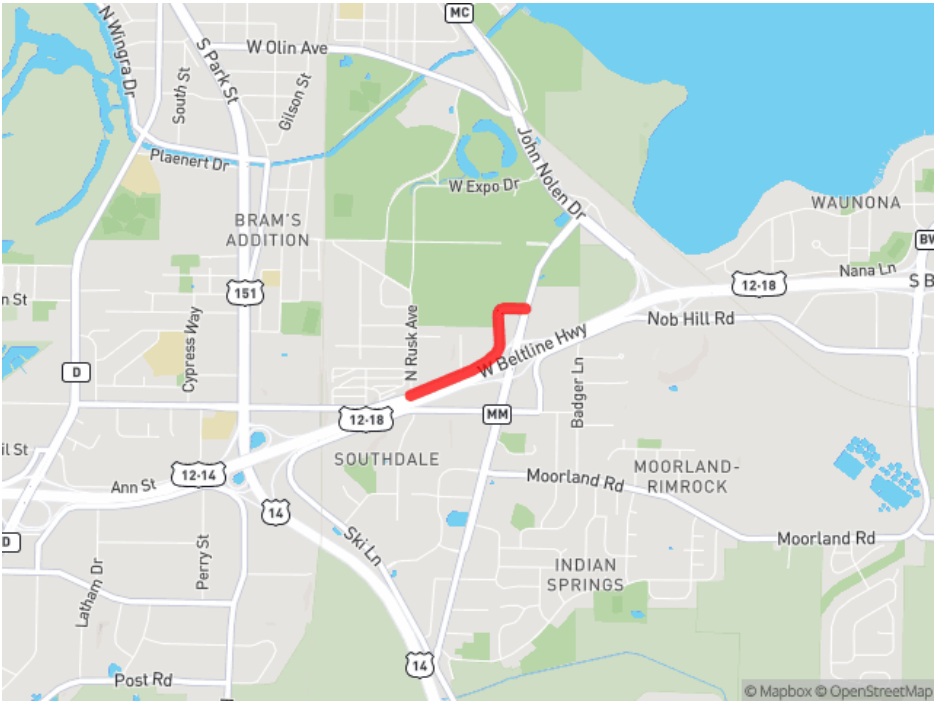
| Phase              | Fund Source                                                                        | Prior | FY2027      | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total       |
|--------------------|------------------------------------------------------------------------------------|-------|-------------|--------|--------|--------|--------|--------|-------------|
| Construction       | City of Madison                                                                    | \$0   | \$392,000   | \$0    | \$0    | \$0    | \$0    | \$0    | \$392,000   |
| Construction       | Surface Transportation Block Grant Program – Transportation Alternatives Set Aside | \$0   | \$749,000   | \$0    | \$0    | \$0    | \$0    | \$0    | \$749,000   |
| Total Construction |                                                                                    | \$0   | \$1,141,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,141,000 |
| Total Programmed   |                                                                                    | \$0   | \$1,141,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,141,000 |

|                        |                                                                              |
|------------------------|------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope                                                   |
| Project Changes:       | Plan Revision Name changed from "Migration Cleanup" to "2027-2031 Draft TIP" |

189 - EAST RUSK SHARED-USE PATH (North Rusk Ave to Rimrock Rd)

Construct a new shared-use path along East Rusk Ave (0.5 miles)

|                    |                 |
|--------------------|-----------------|
| Lead Agency:       | City of Madison |
| Project Type:      | Ped/Bike        |
| Total Cost:        | \$1,150,000     |
| Secondary Sponsor: | -               |
| Federally Funded:  | Yes             |



| Phase              | Fund Source                                                                        | Prior | FY2027      | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total       |
|--------------------|------------------------------------------------------------------------------------|-------|-------------|--------|--------|--------|--------|--------|-------------|
| Construction       | City of Madison                                                                    | \$0   | \$395,000   | \$0    | \$0    | \$0    | \$0    | \$0    | \$395,000   |
| Construction       | Surface Transportation Block Grant Program – Transportation Alternatives Set Aside | \$0   | \$755,000   | \$0    | \$0    | \$0    | \$0    | \$0    | \$755,000   |
| Total Construction |                                                                                    | \$0   | \$1,150,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,150,000 |
| Total Programmed   |                                                                                    | \$0   | \$1,150,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,150,000 |

|                        |                                                                              |
|------------------------|------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope                                                   |
| Project Changes:       | Plan Revision Name changed from "Migration Cleanup" to "2027-2031 Draft TIP" |

### 339 - DANE COUNTY K-12 SRTS

County-wide program with targeted outreach to schools with a high proportion of free/reduced price lunches.

|                    |                           |
|--------------------|---------------------------|
| Lead Agency:       | Wisconsin Bike Federation |
| Project Type:      | Ped/Bike                  |
| Total Cost:        | \$424,000                 |
| Secondary Sponsor: | -                         |
| Federally Funded:  | Yes                       |

| Phase                       | Fund Source                                                                        | Prior | FY2027    | FY2028    | FY2029 | FY2030 | FY2031 | Future | Total     |
|-----------------------------|------------------------------------------------------------------------------------|-------|-----------|-----------|--------|--------|--------|--------|-----------|
| Programming/Operating       | Other                                                                              | \$0   | \$42,000  | \$42,000  | \$0    | \$0    | \$0    | \$0    | \$84,000  |
| Programming/Operating       | Surface Transportation Block Grant Program – Transportation Alternatives Set Aside | \$0   | \$170,000 | \$170,000 | \$0    | \$0    | \$0    | \$0    | \$340,000 |
| Total Programming/Operating |                                                                                    | \$0   | \$212,000 | \$212,000 | \$0    | \$0    | \$0    | \$0    | \$424,000 |
| Total Programmed            |                                                                                    | \$0   | \$212,000 | \$212,000 | \$0    | \$0    | \$0    | \$0    | \$424,000 |

|                        |                                                                              |
|------------------------|------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope                                                   |
| Project Changes:       | Plan Revision Name changed from "Migration Cleanup" to "2027-2031 Draft TIP" |

337 - SUN PRAIRIE SAFE ROUTES TO SCHOOL PLAN

SUN PRAIRIE SAFE ROUTES TO SCHOOL PLAN

|                    |                     |
|--------------------|---------------------|
| Lead Agency:       | City of Sun Prairie |
| Project Type:      | Ped/Bike            |
| Total Cost:        | \$150,000           |
| Secondary Sponsor: | -                   |
| Federally Funded:  | Yes                 |

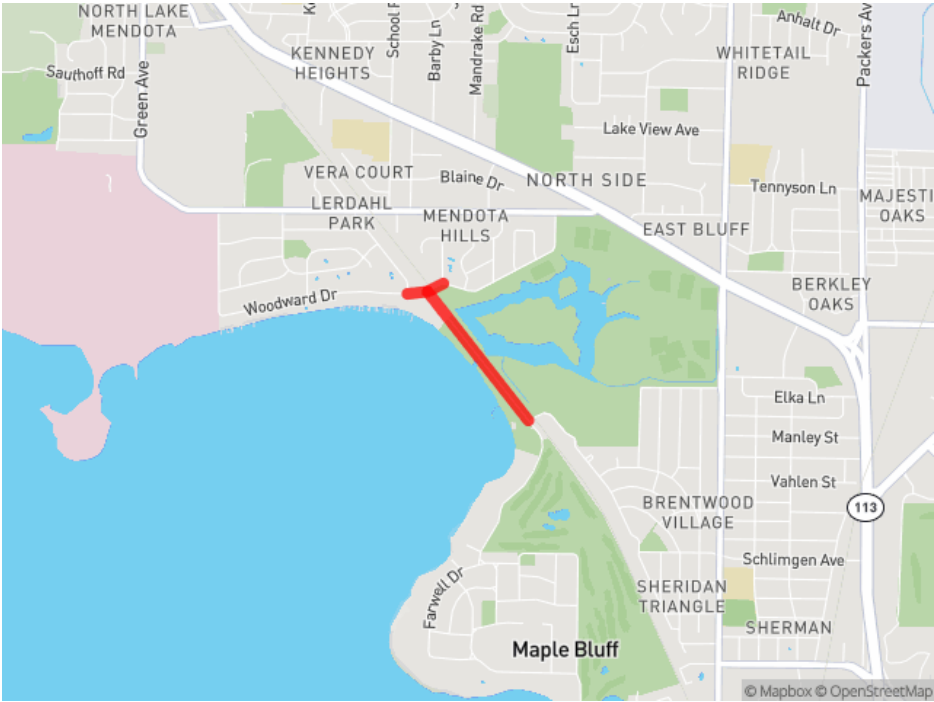
| Phase            | Fund Source                                                                        | Prior | FY2027 | FY2028    | FY2029 | FY2030 | FY2031 | Future | Total     |
|------------------|------------------------------------------------------------------------------------|-------|--------|-----------|--------|--------|--------|--------|-----------|
| Planning         | City of Sun Prairie                                                                | \$0   | \$0    | \$30,000  | \$0    | \$0    | \$0    | \$0    | \$30,000  |
| Planning         | Surface Transportation Block Grant Program – Transportation Alternatives Set Aside | \$0   | \$0    | \$120,000 | \$0    | \$0    | \$0    | \$0    | \$120,000 |
| Total Planning   |                                                                                    | \$0   | \$0    | \$150,000 | \$0    | \$0    | \$0    | \$0    | \$150,000 |
| Total Programmed |                                                                                    | \$0   | \$0    | \$150,000 | \$0    | \$0    | \$0    | \$0    | \$150,000 |

|                        |                                                                              |
|------------------------|------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope                                                   |
| Project Changes:       | Plan Revision Name changed from "Migration Cleanup" to "2027-2031 Draft TIP" |

187 - WOODWARD DRIVE SHARED-USE PATH (Sheridan Dr to Marcy Rd)

Construct a new shared-use path along Woodward Drive from Sheridan Drive to Marcy Road and Forster Drive from Woodward Drive to Warner Park Path (0.6 miles)

|                    |                 |
|--------------------|-----------------|
| Lead Agency:       | City of Madison |
| Project Type:      | Ped/Bike        |
| Total Cost:        | \$1,494,000     |
| Secondary Sponsor: | -               |
| Federally Funded:  | Yes             |



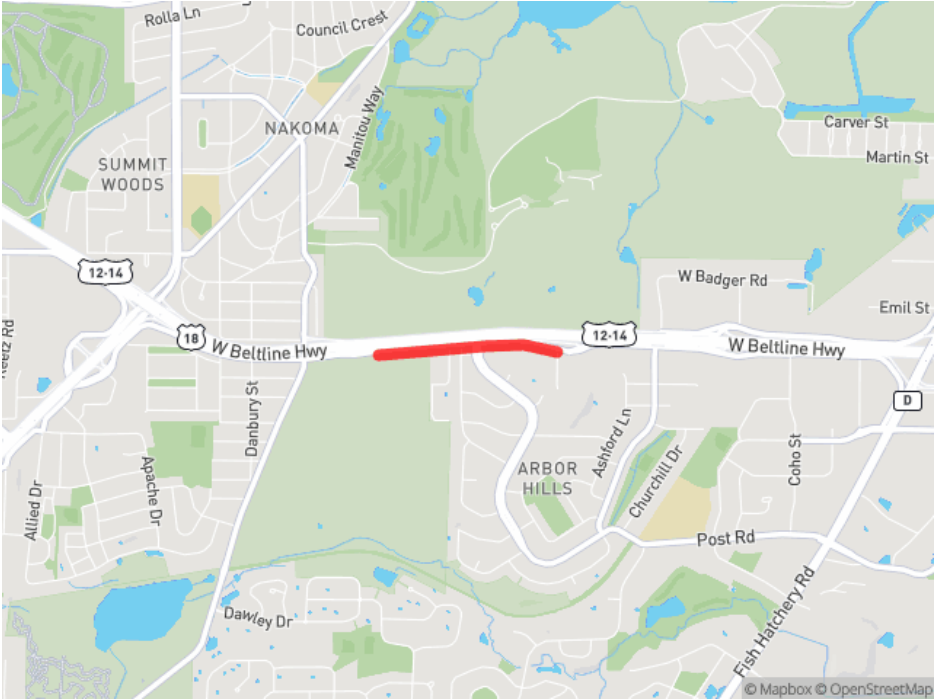
| Phase              | Fund Source                                                                        | Prior | FY2027 | FY2028      | FY2029 | FY2030 | FY2031 | Future | Total       |
|--------------------|------------------------------------------------------------------------------------|-------|--------|-------------|--------|--------|--------|--------|-------------|
| Construction       | City of Madison                                                                    | \$0   | \$0    | \$513,000   | \$0    | \$0    | \$0    | \$0    | \$513,000   |
| Construction       | Surface Transportation Block Grant Program – Transportation Alternatives Set Aside | \$0   | \$0    | \$981,000   | \$0    | \$0    | \$0    | \$0    | \$981,000   |
| Total Construction |                                                                                    | \$0   | \$0    | \$1,494,000 | \$0    | \$0    | \$0    | \$0    | \$1,494,000 |
| Total Programmed   |                                                                                    | \$0   | \$0    | \$1,494,000 | \$0    | \$0    | \$0    | \$0    | \$1,494,000 |

|                        |                                                                              |
|------------------------|------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope                                                   |
| Project Changes:       | Plan Revision Name changed from "Migration Cleanup" to "2027-2031 Draft TIP" |

TAP-7 - West Beltline Frontage Road Shared-Use Path

The W Beltline Highway Frontage Rd Shared-Use Path will provide a connection from just east of Seminole Hwy to Landmark Pl. The path will provide a pedestrian facility where one does not currently exist and provide a more comfortable bicycle facility separated from motor vehicle traffic.

|                    |                 |
|--------------------|-----------------|
| Lead Agency:       | City of Madison |
| Project Type:      | Ped/Bike        |
| Total Cost:        | \$1,672,500     |
| Secondary Sponsor: | -               |
| Federally Funded:  | Yes             |



| Phase              | Fund Source                                                                        | Prior | FY2027 | FY2028 | FY2029      | FY2030 | FY2031 | Future | Total       |
|--------------------|------------------------------------------------------------------------------------|-------|--------|--------|-------------|--------|--------|--------|-------------|
| Construction       | City of Madison                                                                    | \$0   | \$0    | \$0    | \$672,000   | \$0    | \$0    | \$0    | \$672,000   |
| Construction       | Surface Transportation Block Grant Program – Transportation Alternatives Set Aside | \$0   | \$0    | \$0    | \$1,000,500 | \$0    | \$0    | \$0    | \$1,000,500 |
| Total Construction |                                                                                    | \$0   | \$0    | \$0    | \$1,672,500 | \$0    | \$0    | \$0    | \$1,672,500 |
| Total Programmed   |                                                                                    | \$0   | \$0    | \$0    | \$1,672,500 | \$0    | \$0    | \$0    | \$1,672,500 |

|                        |                                                                                                                      |
|------------------------|----------------------------------------------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope- Update Adjust Funds, Updated Funding Amount due to Bulk Carry-Over from CY 2025-2029 TIP |
| Project Changes:       | Plan Revision Name changed from "Amendment No. 10" to "2027-2031 Draft TIP"                                          |

# TAP-8 - Dane County Safe Routes to School Programs 2029

Dane County Safe Routes to School K-12 Program 2029 will build on the current and future funding awarded by the TAP program to support Dane County students and families through providing education, engagement, encouragement, and evaluation programs centered on increasing the rates and safety of people walking and biking.

|                    |                           |
|--------------------|---------------------------|
| Lead Agency:       | Wisconsin Bike Federation |
| Project Type:      | Ped/Bike                  |
| Total Cost:        | \$287,300                 |
| Secondary Sponsor: | -                         |
| Federally Funded:  | Yes                       |

| Phase                       | Fund Source                                                                        | Prior | FY2027 | FY2028 | FY2029    | FY2030 | FY2031 | Future | Total     |
|-----------------------------|------------------------------------------------------------------------------------|-------|--------|--------|-----------|--------|--------|--------|-----------|
| Programming/Operating       | Other                                                                              | \$0   | \$0    | \$0    | \$57,460  | \$0    | \$0    | \$0    | \$57,460  |
| Programming/Operating       | Surface Transportation Block Grant Program – Transportation Alternatives Set Aside | \$0   | \$0    | \$0    | \$229,840 | \$0    | \$0    | \$0    | \$229,840 |
| Total Programming/Operating |                                                                                    | \$0   | \$0    | \$0    | \$287,300 | \$0    | \$0    | \$0    | \$287,300 |
| Total Programmed            |                                                                                    | \$0   | \$0    | \$0    | \$287,300 | \$0    | \$0    | \$0    | \$287,300 |

|                        |                                                                             |
|------------------------|-----------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope                                                  |
| Project Changes:       | Plan Revision Name changed from "Amendment No. 10" to "2027-2031 Draft TIP" |

TAP-10 - City of Sun Prairie ADA Transition Plan and Evaluation

Complete an Americans with Disabilities Act (ADA) Transition Plan and conduct an evaluation of sidewalks, shared-use paths, and curb ramps within the municipal right-of-way. This Plan will include a citywide inventory of sidewalk obstructions, gaps, missing or deficient ramps, and maintenance issues. It will also establish a schedule for addressing these and other identified accessibility gaps.

|                    |                     |
|--------------------|---------------------|
| Lead Agency:       | City of Sun Prairie |
| Project Type:      | Ped/Bike            |
| Total Cost:        | \$150,000           |
| Secondary Sponsor: | -                   |
| Federally Funded:  | Yes                 |

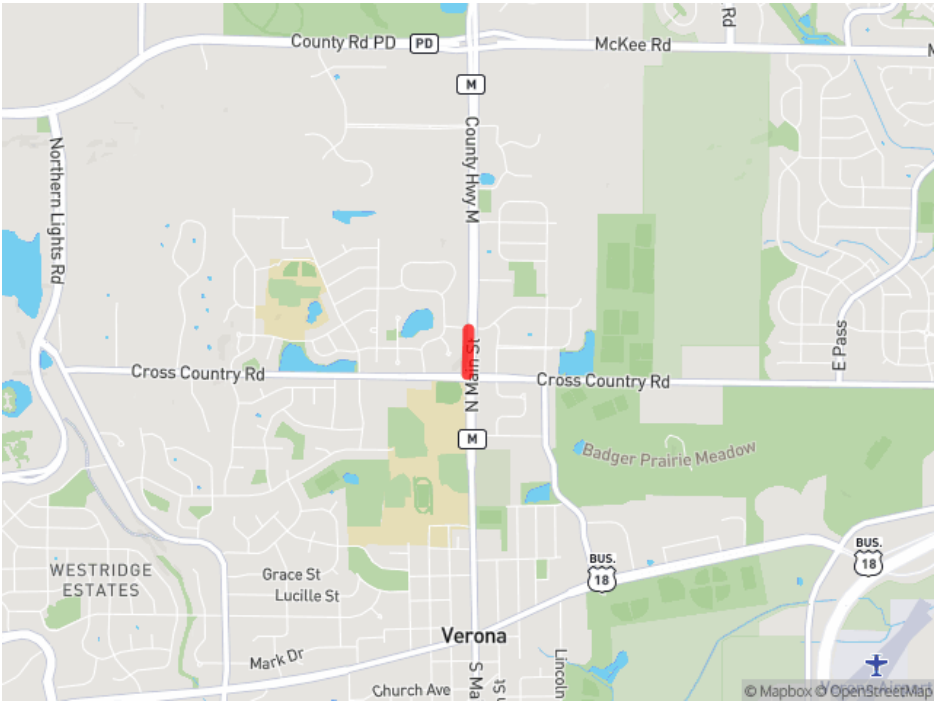
| Phase            | Fund Source                                                                        | Prior | FY2027 | FY2028 | FY2029 | FY2030    | FY2031 | Future | Total     |
|------------------|------------------------------------------------------------------------------------|-------|--------|--------|--------|-----------|--------|--------|-----------|
| Planning         | City of Sun Prairie                                                                | \$0   | \$0    | \$0    | \$0    | \$30,000  | \$0    | \$0    | \$30,000  |
| Planning         | Surface Transportation Block Grant Program – Transportation Alternatives Set Aside | \$0   | \$0    | \$0    | \$0    | \$120,000 | \$0    | \$0    | \$120,000 |
| Total Planning   |                                                                                    | \$0   | \$0    | \$0    | \$0    | \$150,000 | \$0    | \$0    | \$150,000 |
| Total Programmed |                                                                                    | \$0   | \$0    | \$0    | \$0    | \$150,000 | \$0    | \$0    | \$150,000 |

|                        |                                                                             |
|------------------------|-----------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope                                                  |
| Project Changes:       | Plan Revision Name changed from "Amendment No. 10" to "2027-2031 Draft TIP" |

TAP-12 - North Main Street Multi Use Path

Multi use path will be located in the right-of-way of North Main Street from Bering Drive to Cross Country Road, improvements will be made to the path crossing of Bering Drive and Cross Country Road.

|                    |                |
|--------------------|----------------|
| Lead Agency:       | City of Verona |
| Project Type:      | Ped/Bike       |
| Total Cost:        | \$445,700      |
| Secondary Sponsor: | -              |
| Federally Funded:  | Yes            |



| Phase                         | Fund Source                                                                        | Prior | FY2027   | FY2028 | FY2029 | FY2030    | FY2031 | Future | Total     |
|-------------------------------|------------------------------------------------------------------------------------|-------|----------|--------|--------|-----------|--------|--------|-----------|
| Preliminary Engineering       | City of Verona                                                                     | \$0   | \$15,000 | \$0    | \$0    | \$0       | \$0    | \$0    | \$15,000  |
| Total Preliminary Engineering |                                                                                    | \$0   | \$15,000 | \$0    | \$0    | \$0       | \$0    | \$0    | \$15,000  |
| Construction                  | City of Verona                                                                     | \$0   | \$0      | \$0    | \$0    | \$124,903 | \$0    | \$0    | \$124,903 |
| Construction                  | Surface Transportation Block Grant Program – Transportation Alternatives Set Aside | \$0   | \$0      | \$0    | \$0    | \$305,797 | \$0    | \$0    | \$305,797 |
| Total Construction            |                                                                                    | \$0   | \$0      | \$0    | \$0    | \$430,700 | \$0    | \$0    | \$430,700 |
| Total Programmed              |                                                                                    | \$0   | \$15,000 | \$0    | \$0    | \$430,700 | \$0    | \$0    | \$445,700 |

|                        |                                                                             |
|------------------------|-----------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope                                                  |
| Project Changes:       | Plan Revision Name changed from "Amendment No. 10" to "2027-2031 Draft TIP" |

TAP-2 - Dane County Safe Routes to School Programs 2030

Dane County Safe Routes to School K-12 Program 2030 will build on the current and future funding awarded by the TAP program to support Dane County students and families through providing education, engagement, encouragement, and evaluation programs centered on increasing the rates and safety of people walking and biking.

|                    |                           |
|--------------------|---------------------------|
| Lead Agency:       | Wisconsin Bike Federation |
| Project Type:      | Ped/Bike                  |
| Total Cost:        | \$291,660                 |
| Secondary Sponsor: | -                         |
| Federally Funded:  | Yes                       |

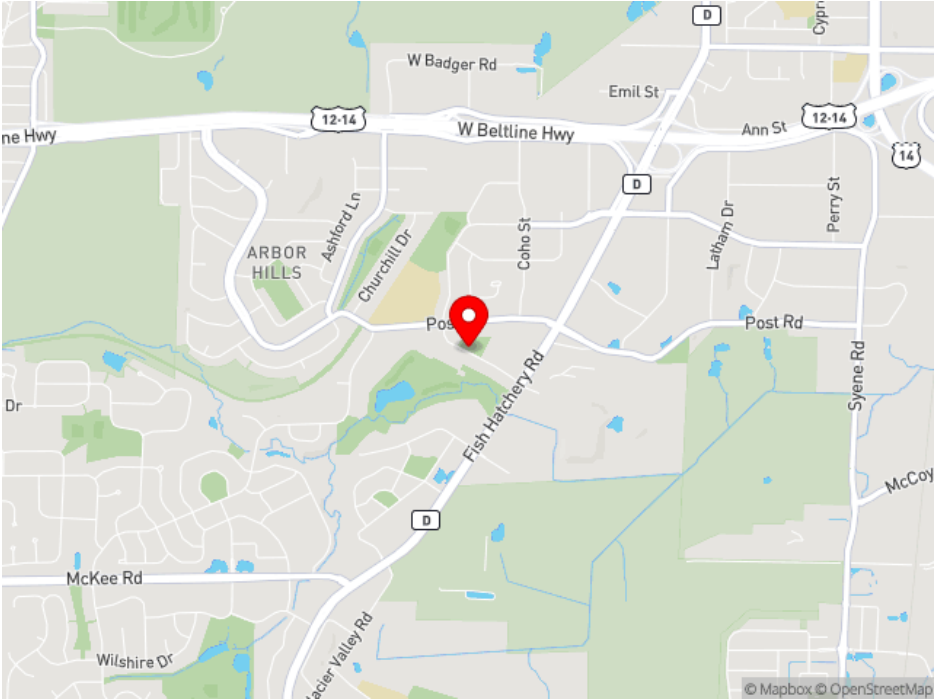
| Phase                       | Fund Source                                                                        | Prior | FY2027 | FY2028 | FY2029 | FY2030    | FY2031 | Future | Total     |
|-----------------------------|------------------------------------------------------------------------------------|-------|--------|--------|--------|-----------|--------|--------|-----------|
| Programming/Operating       | Other                                                                              | \$0   | \$0    | \$0    | \$0    | \$58,332  | \$0    | \$0    | \$58,332  |
| Programming/Operating       | Surface Transportation Block Grant Program – Transportation Alternatives Set Aside | \$0   | \$0    | \$0    | \$0    | \$233,328 | \$0    | \$0    | \$233,328 |
| Total Programming/Operating |                                                                                    | \$0   | \$0    | \$0    | \$0    | \$291,660 | \$0    | \$0    | \$291,660 |
| Total Programmed            |                                                                                    | \$0   | \$0    | \$0    | \$0    | \$291,660 | \$0    | \$0    | \$291,660 |

|                        |                                                                             |
|------------------------|-----------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope                                                  |
| Project Changes:       | Plan Revision Name changed from "Amendment No. 10" to "2027-2031 Draft TIP" |

TAP-3 - Traceway and Leopold Bike and Ped (#3432)

This project consists of a 10-foot asphalt shared-use path connecting Traceway Drive and Leopold Way. The path will be constructed on the northeast side of Traceway Drive, beginning at the existing path on Fish Hatchery Road, and extend northwest to Post Road. The path will continue west along the south side of Post Road to the intersection with Leopold Way. Streetlights will be added along Traceway Drive to enhance nighttime visibility. Raised or high visibility crosswalks will be added at crossings that serve Leopold Elementary School and Hosto Hoci.

|                    |                   |
|--------------------|-------------------|
| Lead Agency:       | City of Fitchburg |
| Project Type:      | Ped/Bike          |
| Total Cost:        | \$1,435,000       |
| Secondary Sponsor: | -                 |
| Federally Funded:  | Yes               |



| Phase                         | Fund Source                                                                        | Prior | FY2027 | FY2028    | FY2029 | FY2030      | FY2031 | Future | Total       |
|-------------------------------|------------------------------------------------------------------------------------|-------|--------|-----------|--------|-------------|--------|--------|-------------|
| Preliminary Engineering       | City of Fitchburg                                                                  | \$0   | \$0    | \$170,000 | \$0    | \$0         | \$0    | \$0    | \$170,000   |
| Total Preliminary Engineering |                                                                                    | \$0   | \$0    | \$170,000 | \$0    | \$0         | \$0    | \$0    | \$170,000   |
| Construction                  | City of Fitchburg                                                                  | \$0   | \$0    | \$0       | \$0    | \$507,000   | \$0    | \$0    | \$507,000   |
| Construction                  | Surface Transportation Block Grant Program – Transportation Alternatives Set Aside | \$0   | \$0    | \$0       | \$0    | \$758,000   | \$0    | \$0    | \$758,000   |
| Total Construction            |                                                                                    | \$0   | \$0    | \$0       | \$0    | \$1,265,000 | \$0    | \$0    | \$1,265,000 |
| Total Programmed              |                                                                                    | \$0   | \$0    | \$170,000 | \$0    | \$1,265,000 | \$0    | \$0    | \$1,435,000 |

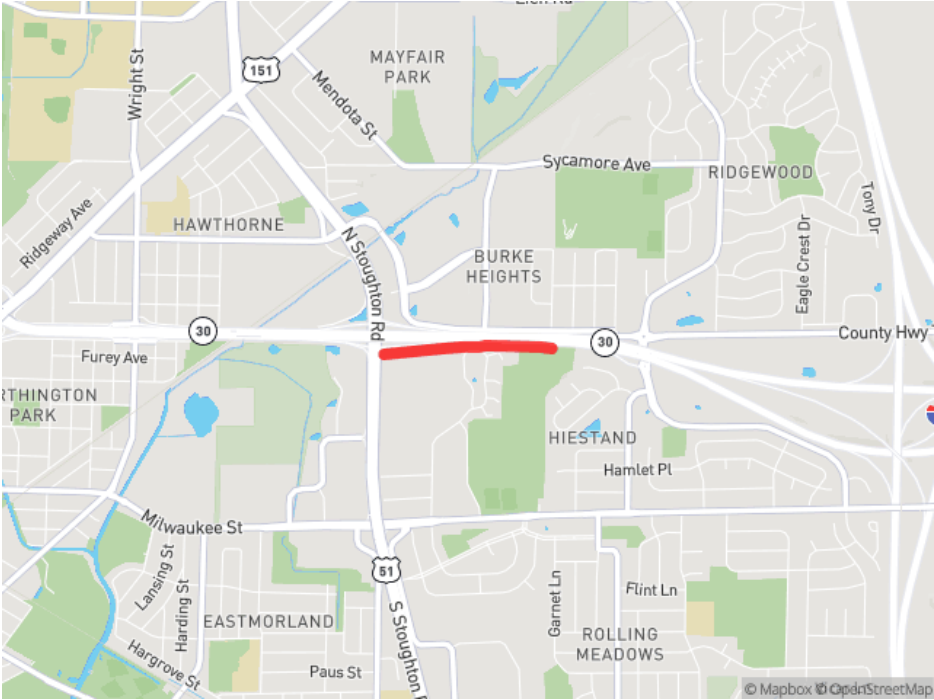
|                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Project Changes:       | Title changed from "Traceway and Leopold Path" to "Traceway and Leopold Bike and Ped (#3432)"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Project Changes:       | Description changed from "This project consists of a 10-foot asphalt shared-use path connecting Traceway Drive and Leopold Way. The path will be constructed on the northeast side of Traceway Drive, beginning at the existing path on Fish Hatchery Road, and extend northwest to Post Road. The path will continue west along the south side of Post Road to the intersection with Leopold Way. Streetlights will be added along Traceway Drive to enhance nighttime visibility. Raised or high visibility crosswalks will be added at crossings that serve Leopold Elementary School and The HUB (community center)." to "This project consists of a 10-foot asphalt shared-use path connecting Traceway Drive and Leopold Way. The path will be constructed on the northeast side of Traceway Drive, beginning at the existing path on Fish Hatchery Road, and extend northwest to Post Road. The path will continue west along the south side of Post Road to the intersection with Leopold Way. Streetlights will be added along Traceway Drive to enhance nighttime visibility. Raised or high visibility crosswalks will be added at crossings that serve Leopold Elementary School and Hosto Hoci." |

|                  |                                                                             |
|------------------|-----------------------------------------------------------------------------|
| Project Changes: | Plan Revision Name changed from "Amendment No. 10" to "2027-2031 Draft TIP" |
|------------------|-----------------------------------------------------------------------------|

TAP-4 - Autumn Ridge Path Extension

This path will extend the recently constructed Autumn Ridge Path and Highway 30 overpass along the south side of Highway 30 to US 51 (Stoughton Rd).

|                    |                 |
|--------------------|-----------------|
| Lead Agency:       | City of Madison |
| Project Type:      | Ped/Bike        |
| Total Cost:        | \$1,883,370     |
| Secondary Sponsor: | -               |
| Federally Funded:  | Yes             |



| Phase                         | Fund Source                                                                        | Prior | FY2027 | FY2028    | FY2029 | FY2030      | FY2031 | Future | Total       |
|-------------------------------|------------------------------------------------------------------------------------|-------|--------|-----------|--------|-------------|--------|--------|-------------|
| Preliminary Engineering       | City of Madison                                                                    | \$0   | \$0    | \$215,182 | \$0    | \$0         | \$0    | \$0    | \$215,182   |
| Total Preliminary Engineering |                                                                                    | \$0   | \$0    | \$215,182 | \$0    | \$0         | \$0    | \$0    | \$215,182   |
| Construction                  | City of Madison                                                                    | \$0   | \$0    | \$0       | \$0    | \$667,276   | \$0    | \$0    | \$667,276   |
| Construction                  | Surface Transportation Block Grant Program – Transportation Alternatives Set Aside | \$0   | \$0    | \$0       | \$0    | \$1,000,912 | \$0    | \$0    | \$1,000,912 |
| Total Construction            |                                                                                    | \$0   | \$0    | \$0       | \$0    | \$1,668,188 | \$0    | \$0    | \$1,668,188 |
| Total Programmed              |                                                                                    | \$0   | \$0    | \$215,182 | \$0    | \$1,668,188 | \$0    | \$0    | \$1,883,370 |

|                        |                                                                                 |
|------------------------|---------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope- Update Technical Correction                         |
| Project Changes:       | Plan Revision Name changed from "Project Applications" to "2027-2031 Draft TIP" |
| Project Changes:       | Federally Funded changed from "No" to "Yes"                                     |
| Project Changes:       | MPO Action Required changed from "None" to "Yes"                                |

# TAP-8 - Middleton BCycle

The City of Middleton is looking to introduce nine BCycle stations comprising of 34 e-bikes and 64 docks to Middleton. This investment will expand the growing BCycle network into Middleton for the first time and provide connectivity to Madison’s existing BCycle facilities.

|                    |                   |
|--------------------|-------------------|
| Lead Agency:       | City of Middleton |
| Project Type:      | Ped/Bike          |
| Total Cost:        | \$310,600         |
| Secondary Sponsor: | -                 |
| Federally Funded:  | Yes               |

| Phase              | Fund Source                                                                        | Prior | FY2027 | FY2028 | FY2029 | FY2030    | FY2031 | Future | Total     |
|--------------------|------------------------------------------------------------------------------------|-------|--------|--------|--------|-----------|--------|--------|-----------|
| Construction       | City of Middleton                                                                  | \$0   | \$0    | \$0    | \$0    | \$63,269  | \$0    | \$0    | \$63,269  |
| Construction       | Surface Transportation Block Grant Program – Transportation Alternatives Set Aside | \$0   | \$0    | \$0    | \$0    | \$247,331 | \$0    | \$0    | \$247,331 |
| Total Construction |                                                                                    | \$0   | \$0    | \$0    | \$0    | \$310,600 | \$0    | \$0    | \$310,600 |
| Total Programmed   |                                                                                    | \$0   | \$0    | \$0    | \$0    | \$310,600 | \$0    | \$0    | \$310,600 |

|                        |                                                                             |
|------------------------|-----------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope                                                  |
| Project Changes:       | Plan Revision Name changed from "Amendment No. 10" to "2027-2031 Draft TIP" |

## Temp-13 - CURB MANAGEMENT ACTION PLAN

CURB MANAGEMENT ACTION PLAN The Action Plan will optimize curbside use in alignment with community transportation goals, parking, and critical access needs including passenger and goods loading/unloading, waste staging/collection, goods and services delivery, and building maintenance. Funding obligated in 2025, contract deadline extended by WisDOT, RFP in 2026, study through 2027.

|                    |                 |
|--------------------|-----------------|
| Lead Agency:       | City of Madison |
| Project Type:      | Roadway         |
| Total Cost:        | \$515,000       |
| Secondary Sponsor: | -               |
| Federally Funded:  | -               |

| Phase             | Fund Source              | Prior     | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total     |
|-------------------|--------------------------|-----------|--------|--------|--------|--------|--------|--------|-----------|
| Planning          | Carbon Reduction Program | \$400,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$400,000 |
| Planning          | Wisconsin (WI)           | \$115,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$115,000 |
| Total Planning    |                          | \$515,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$515,000 |
| Total Prior Costs |                          | \$515,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$515,000 |
| Total Programmed  |                          | \$515,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$515,000 |

|                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Project Changes:       | Description changed from "CURB MANAGEMENT ACTION PLAN The Action Plan will optimize curbside use in alignment with community transportation goals, parking, and critical access needs including passenger and goods loading/unloading, waste staging/collection, goods and services delivery, and building maintenance." to "CURB MANAGEMENT ACTION PLAN The Action Plan will optimize curbside use in alignment with community transportation goals, parking, and critical access needs including passenger and goods loading/unloading, waste staging/collection, goods and services delivery, and building maintenance. Funding obligated in 2025, contract deadline extended by WisDOT, RFP in 2026, study through 2027." |
| Project Changes:       | Plan Revision Name changed from "Amendment No. 7" to "2027-2031 Draft TIP"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Project Changes:       | Project Subtype changed from "Other" to "TSM/Safety"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Project Changes:       | Comments changed from "5992-11-03 (Planning Study)" to "5992-11-03 (Planning Study). Develop Curb Management Action Plan in 2026-2027. Experiments and Spot Treatments in 2026-2027. Implement Plan Recommendations in 2028. <a href="https://www.cityofmadison.com/transportation/initiatives/curb-management">https://www.cityofmadison.com/transportation/initiatives/curb-management</a> "                                                                                                                                                                                                                                                                                                                                |

Temp-14 - LED STREETLIGHT CONVERSION (Various Locations)

LED STREETLIGHT CONVERSION Various Locations Replace HPS fixtures with new LED fixtures.

|                    |                   |
|--------------------|-------------------|
| Lead Agency:       | City of Middleton |
| Project Type:      | Roadway           |
| Total Cost:        | \$160,000         |
| Secondary Sponsor: | -                 |
| Federally Funded:  | Yes               |

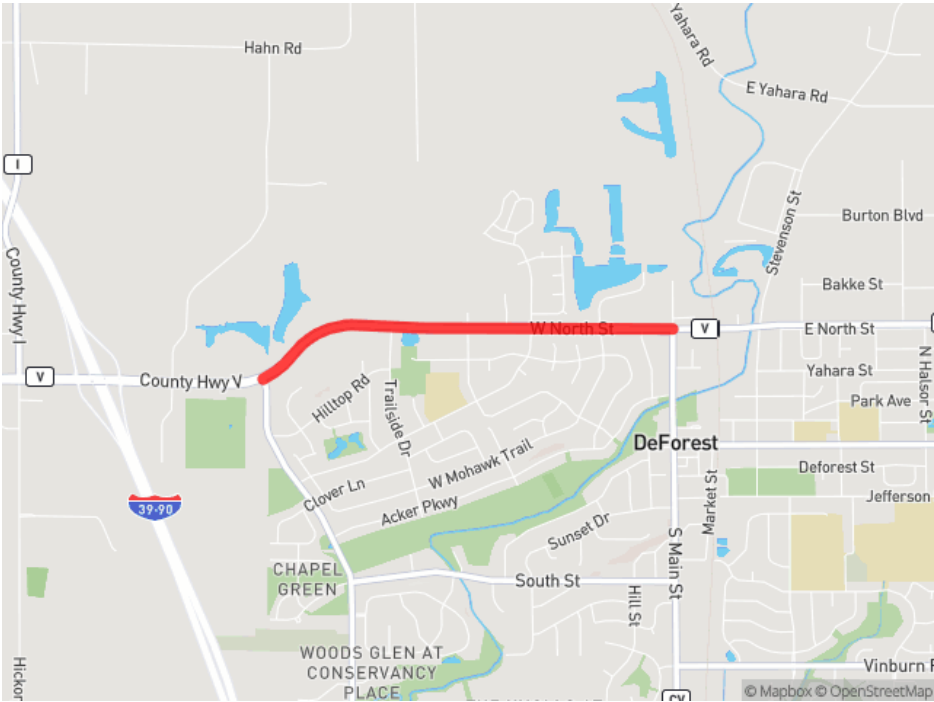
| Phase              | Fund Source              | Prior     | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total     |
|--------------------|--------------------------|-----------|--------|--------|--------|--------|--------|--------|-----------|
| Construction       | Carbon Reduction Program | \$160,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$160,000 |
| Total Construction |                          | \$160,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$160,000 |
| Total Prior Costs  |                          | \$160,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$160,000 |
| Total Programmed   |                          | \$160,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$0    | \$160,000 |

|                        |                                                                                                                                                                           |
|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope                                                                                                                                                |
| Project Changes:       | Plan Revision Name changed from "Amendment No. 7" to "2027-2031 Draft TIP"                                                                                                |
| Project Changes:       | MPO Action Required changed from "None" to "Yes"                                                                                                                          |
| Project Changes:       | Comments changed from "None" to "Portion of the project has been completed. Middleton Hills and North Lake neighborhoods are ongoing - likely completion by early 2027. " |

Temp-60 - CTH V PATH (River Road to N. Main Street)

CTH V PATH (River Road to N. Main Street). Construct new path.

|                    |                     |
|--------------------|---------------------|
| Lead Agency:       | Village of DeForest |
| Project Type:      | Ped/Bike            |
| Total Cost:        | \$2,342,000         |
| Secondary Sponsor: | -                   |
| Federally Funded:  | Yes                 |



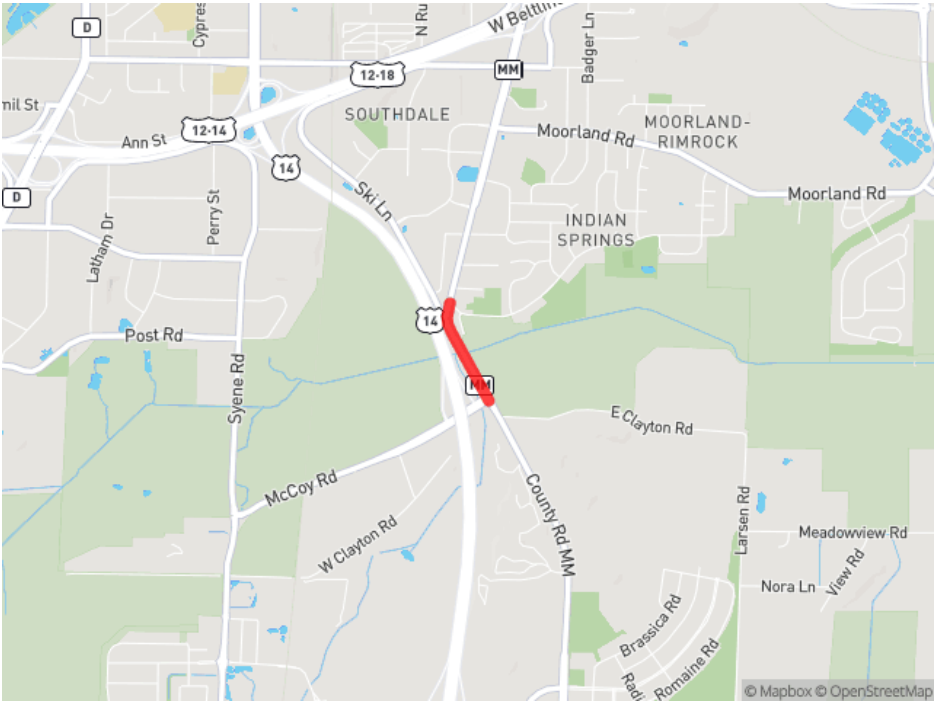
| Phase              | Fund Source              | Prior | FY2027 | FY2028      | FY2029 | FY2030 | FY2031 | Future | Total       |
|--------------------|--------------------------|-------|--------|-------------|--------|--------|--------|--------|-------------|
| Construction       | Carbon Reduction Program | \$0   | \$0    | \$1,706,000 | \$0    | \$0    | \$0    | \$0    | \$1,706,000 |
| Construction       | Village of DeForest      | \$0   | \$0    | \$636,000   | \$0    | \$0    | \$0    | \$0    | \$636,000   |
| Total Construction |                          | \$0   | \$0    | \$2,342,000 | \$0    | \$0    | \$0    | \$0    | \$2,342,000 |
| Total Programmed   |                          | \$0   | \$0    | \$2,342,000 | \$0    | \$0    | \$0    | \$0    | \$2,342,000 |

|                        |                                                                            |
|------------------------|----------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope                                                 |
| Project Changes:       | Plan Revision Name changed from "Amendment No. 7" to "2027-2031 Draft TIP" |

# Temp-59 - SOUTHDALE BIKE CONNECTION (#3509)

Add a combination of bike lanes and bike path to connect the Southdale neighborhood with the Capital City State Trail and the existing Fitchburg bike network.

|                    |                   |
|--------------------|-------------------|
| Lead Agency:       | City of Fitchburg |
| Project Type:      | Ped/Bike          |
| Total Cost:        | \$1,950,000       |
| Secondary Sponsor: | -                 |
| Federally Funded:  | Yes               |



| Phase                         | Fund Source              | Prior | FY2027    | FY2028   | FY2029      | FY2030 | FY2031 | Future | Total       |
|-------------------------------|--------------------------|-------|-----------|----------|-------------|--------|--------|--------|-------------|
| Preliminary Engineering       | City of Fitchburg        | \$0   | \$250,000 | \$50,000 | \$0         | \$0    | \$0    | \$0    | \$300,000   |
| Total Preliminary Engineering |                          | \$0   | \$250,000 | \$50,000 | \$0         | \$0    | \$0    | \$0    | \$300,000   |
| Construction                  | Carbon Reduction Program | \$0   | \$0       | \$0      | \$1,311,176 | \$0    | \$0    | \$0    | \$1,311,176 |
| Construction                  | City of Fitchburg        | \$0   | \$0       | \$0      | \$338,824   | \$0    | \$0    | \$0    | \$338,824   |
| Total Construction            |                          | \$0   | \$0       | \$0      | \$1,650,000 | \$0    | \$0    | \$0    | \$1,650,000 |
| Total Programmed              |                          | \$0   | \$250,000 | \$50,000 | \$1,650,000 | \$0    | \$0    | \$0    | \$1,950,000 |

|                        |                                                                                                                                                                                                                                                                                 |
|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Current Change Reason: | Schedule / Funding / Scope                                                                                                                                                                                                                                                      |
| Project Changes:       | Title changed from "SOUTHDALE BIKE PATH (CTH MM; McCoy Road to Englehart Drive)" to "SOUTHDALE BIKE CONNECTION (#3509)"                                                                                                                                                         |
| Project Changes:       | Description changed from "SOUTHDALE BIKE PATH (CTH MM; McCoy Road to Englehart Drive). Construct new path." to "Add a combination of bike lanes and bike path to connect the Southdale neighborhood with the Capital City State Trail and the existing Fitchburg bike network." |
| Project Changes:       | Plan Revision Name changed from "Amendment No. 7" to "2027-2031 Draft TIP"                                                                                                                                                                                                      |

# MPO Agenda Cover Sheet

## August 5, 2026

Item No. 10

**Re:**

Update on Draft 2027-2031 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

**Staff Comments on Item:**

MPO Staff have received TIP project submittals from WisDOT, Dane County, and local units of government through the MPO's new electronic TIP (eTIP) platform. Staff have reviewed the projects to ensure consistency with the MPO's long-range regional transportation plan.

The complete draft TIP with the appendices we typically include is expected to be ready to release for public review and comment the week of August 17th. Twelve Roadway and one Transit projects remain in Draft status, and MPO staff are working with sponsor agencies to update and finalize those listings.

The previously approved STBG-Urban, TAP, and CRP priority projects schedule (item No. 9) will be included in the draft TIP. In addition, the draft TIP will reflect proposed funding increases for the Glacial Drumlin Trail/Capital City Trail (I-39/90 to Buckeye Rd) and Vinburn Road (North Towne Rd. to RR, 500' E of Main Street) projects, scheduled for FFY2027.

The other TIP projects constitute a coordinated listing of projects submitted by the implementing agencies and projects already approved by the MPO for funding. Also, keep in mind, the board only approves the federally funded projects. Others are included in the TIP for informational purposes, though staff does the same check for consistency with the MPO's regional transportation plan.

A public hearing on the TIP will be held at the September 2 meeting. Action on the TIP is anticipated at the Board's October meeting.

**Materials Presented on Item:**

1. eTIP website and Interactive Map of major pedestrian/bicycle and roadway projects in the Draft 2027-2031 TIP: <https://greatermadisonmpo.ecointeractive.com/>

**Staff Recommendation/Rationale:**

N/A. Staff will release the draft TIP for public review and comment the week of August 17, 2026. A public hearing will be held at the September 2, 2026 board meeting. MPO staff will request approval of the Final TIP at the October board meeting.