

## MPO 2021 Resolution No. 3

### Approving Amendment #3 to the Regional Transportation Plan 2050 for the Madison Metropolitan Area

**WHEREAS**, the Greater Madison MPO (formerly named Madison Area Transportation Planning Board) is the designated Metropolitan Planning Organization for the Madison, Wisconsin Metropolitan Area with responsibilities to perform regional transportation planning and programming, in cooperation with the Wisconsin Department of Transportation and Metro Transit, the major transit operator; and

**WHEREAS**, one of the primary responsibilities of the MPO is to prepare and approve a long-range regional transportation plan in accordance with the Fixing America's Surface Transportation (FAST) Act (23 U.S.C. 104, 134) and implementing U.S. Department of Transportation (DOT) regulations (23 C.F.R. 450); and

**WHEREAS**, the regional transportation plan is a multi-modal transportation systems plan that defines the goals for the region and specifies the policies, projects, and strategies to help achieve these goals, and also ties the goals to performance measures to be used to track the region's progress in meeting plan goals over time; and

**WHEREAS**, on April 5, 2017 the MPO approved Resolution TPB No. 126 adopting the *Regional Transportation (RTP) 2050 for the Madison Metropolitan Area*, which updated the previous RTP 2035 Update, extending the plan horizon to Year 2050 and revising the growth and travel forecasts; and

**WHEREAS**, in preparing RTP 2050 MATPB followed federal guidance as set out in the Metropolitan Transportation Planning rule, 23 C.F.R. 450, including consideration of the federal planning factors, identification of performance measures, and preparation of financial, environmental, and environmental justice analyses of the plan and also utilized an extensive public involvement process; and

**WHEREAS**, the regional transportation plan is intended to guide implementing agencies in development of projects and implementation of other recommendations and supporting actions to guide improvements for all modes of transportation; and

**WHEREAS**, since adoption of RTP 2050 the MPO has coordinated with WisDOT and Metro Transit to identify federal performance measure targets as these measures have been finalized and worked to implement other performance-based planning and programming requirements, and the MPO has annually prepared a performance measures report indicating progress achieved in reaching the federal measure targets and improving performance on other regional measures selected by MPO to gauge success in achieving the goals of the regional transportation plan; and

**WHEREAS**, on December 4, 2019 the MPO approved Resolution TPB No. 160 adopting Amendment #1 to RTP 2050 adding the Beltline (USH 12/14/18/151) dynamic part-time shoulder use project to the plan; and

**WHEREAS**, on August 5, 2020 the MPO approved Resolution TPB No. 175 adopting Amendment #2 to RTP 2050 adding the East-West Phase 1 Bus Rapid Transit project (High Point Road/West Towne to East Towne) and Satellite Bus Garage/Maintenance Facility project to the official, fiscally constrained plan; and

**WHEREAS**, the RTP 2050 recommended completion of the USH 51 (McFarland to Stoughton) corridor study and anticipated amendment of the plan to add the recommended project once the scope and design details were finalized, state Majors program funding secured, and regional agreement on the project reached; and

**WHEREAS**, the Wisconsin Department of Transportation (WisDOT) recently completed the study, identifying a preferred alternative for the USH 51 project that includes reconstruction of most of the roadway, intersection improvements, addition of a median for part of the segment north of Stoughton, expansion to four lanes for the segment between Jackson Street and CTH B in Stoughton, and improved pedestrian and bicycle accommodations (see attached map); and

**WHEREAS**, the project is intended to address the poor pavement conditions, safety/access issues at intersections, and lack of pedestrian and bicycle facilities, and to accommodate planned development in Stoughton, thereby furthering progress towards meeting several performance measures related to safety, pavement condition, and pedestrian/bicycle facilities; and

**WHEREAS**, WisDOT has completed a draft Environmental Assessment for the project, and the project was awarded state Majors program funding by the State Transportation Projects Commission in December 2020.; and

**WHEREAS**, the financial capacity analysis for the RTP ([Chapter 6](#)) had identified a large surplus of state highway construction funding (including Backbone, Non-Backbone, and Majors program) due to the incomplete list of projects given several pending corridor studies, and that, combined with the now approved Majors program funding, demonstrates the financial constraint requirement has been met; and

**WHEREAS**, the MPO's public involvement process for plan amendments has been followed, including a widely distributed public notice that was also made available for public review, including in an accessible format on the MPO website, and holding a public hearing:

**NOW THEREFORE BE IT RESOLVED**, the Greater Madison MPO approves Amendment #3 to the *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area* to add the U.S. Highway (USH) 51 (McFarland to Stoughton) reconstruction project to the official, fiscally constrained plan by:

1. Moving the USH 51 (McFarland to Stoughton) project from Section 5 – Illustrative Capacity Improvements (Pending Environmental Study and Identified Funding) to Section 2 – Planned Capacity Improvements of Figure A-1 in [Appendix A: Project and Policy Recommendations](#) with a revised scope and estimated total maximum cost of \$174 million (\$203 million in year-of-expenditure dollars) in the 2021-2035 timeframe. The funding source is the state Majors program.

2. Revising the Improvements and Studies map on page 5-7 of Chapter 5 – Needs Analysis and Recommendations to remove the USH 51 study from the map and show the capacity expansion planned for the segment between Jackson Street (north of STH 138) and CTH B in Stoughton.

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

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

March 3, 2021

Date Adopted



Mark Opitz, Chair

Madison Area Transportation Planning Board

# Alternative H - Hybrid

