

Resolution TPB No. 160

Approving Amendment #1 to the Regional Transportation Plan 2050 for the Madison Metropolitan Area

WHEREAS, the Madison Area Transportation Planning Board (MATPB) is the designated Metropolitan Planning Organization (MPO) 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 MATPB 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 MATPB 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 MATPB 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 MATPB 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 MATPB to gauge success in achieving the goals of the regional transportation plan; and

WHEREAS, the Wisconsin Department of Transportation (WisDOT), after extensive research and analysis and outreach with stakeholders and the general public, wishes to proceed at this time with a project to implement dynamic part-time shoulder use (DPTSU) on the Beltline between Whitney Way and Interstate 39/90 in conjunction with work to resurface the roadway, improve the drainage system, and reconstruct the median barrier wall; and

WHEREAS, the Beltline DPTSU project is consistent with the goals and policies of RTP 2050, which recommends implementation of transportation system management (TSM) and safety improvements to the Beltline while potential longer-term solutions are being studied, but the long-range transportation plan must be amended to include the project in the plan; and

WHEREAS, hard shoulder running has been implemented in 17 other states, DPTSU is considered a best practice for performance based practical design by the Federal Highway Administration, and the Beltline DPTSU project would safely and cost effectively reduce traffic congestion and improve travel reliability on the Beltline during weekday peak periods and during special events and incidents when needed; and

WHEREAS, MATPB has provided local officials, citizens, affected public agencies, and other interested parties with reasonable notice and opportunity to comment on the proposed amendment to the long-range regional transportation plan, including holding a public hearing in accordance with MATPB's public participation plan; and

WHEREAS, the plan amendment and associated Transportation Improvement Program amendment has been made available for public review, including in an accessible format on the MATPB website;

NOW THEREFORE BE IT RESOLVED, MATPB approves Amendment #1 to the *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area* to add the following project to Section 4 – Planned Arterial System Preservation, TSM, and Safety Projects of Figure A-1 “Arterial Street/Roadway Improvements: 2017-2050” in Appendix A: Project and Policy Recommendations:

W. Beltline (USH 12/14/18/151), Whitney Way to Interstate 39/90 (10.4 mi.), Roadway resurfacing, drainage system upgrades, reconstruction of the median barrier wall, and new ITS infrastructure and software to implement dynamic part-time shoulder use with total cost of \$65.28 million;

BE IT FURTHER RESOLVED that MATPB certifies the amended plan meets the financial constraint requirements for long-range regional transportation plans since even with the addition of the \$65 million Beltline hard shoulder running project the total cost of all planned state highway projects in the 2021-2035 timeframe in Figure A-1 would still be well below the total estimated revenue for state highway construction for that period (\$1.269 billion) in Figure 6-6 of the financial capacity analysis in chapter 6 of the plan; and

BE IT FURTHER RESOLVED that MATPB 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.

December 4, 2019
Date Adopted

Mark Opitz
Mark Opitz, Chair
Madison Area Transportation Planning Board