

MPO 2025 Resolution No. 4

Approving Amendment No. 1 to the Regional Transportation Plan 2050 for the Madison Metropolitan Area

WHEREAS, the Greater Madison MPO 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 Infrastructure Investment and Jobs 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 May 11, 2022 the MPO approved MPO 2022 Resolution No. 4 adopting the *Connect Greater Madison Regional Transportation Plan 2050 for the Madison Metropolitan Area*, which updated the previous RTP 2050 and revised the growth and travel forecasts; and

WHEREAS, in preparing this update, the MPO 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 maintains a performance measures dashboard 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, the RTP 2050 had recommended completion of the I-39/90/94 (Beltline Highway to USH 12/STH 16 in Wisconsin Dells) and USH 51 (Stoughton Road North) (STH 30 to I-39/90/94) corridor studies and anticipated amendment of the plan to add the recommended projects once the studies were completed, the specific improvements identified, costs estimated, and Major Highway Development program funding either secured or determined to be reasonably likely to be available; and

WHEREAS, the Wisconsin Department of Transportation (WisDOT) recently completed the draft

Environmental Assessment for the USH 51 (Stoughton Road North) (STH 30 to I-39/90/94) corridor study and recently completed the Final Environmental Impact Statement and received a Record of Decision for the I-39/90/94 (Beltline Highway to USH 12/STH 16 in Wisconsin Dells) study; and

WHEREAS, WISDOT has finalized the project scopes and has created cost estimates for the projects recommended by the studies; and

WHEREAS, the I-39/90/94 project will address safety issues, aging and outdated corridor infrastructure, existing and future traffic demands, and corridor resiliency; and

WHEREAS, the I-39/90/94 project within Dane County includes construction of new interchanges at Hoepker Road (I-39/90/94) and at Milwaukee Street (I-94), improvements to all existing I-39/90/94 interchanges, reconstruction and expansion to eight general purpose lanes and two auxiliary lanes from USH 12/18 to STH 30/I-94, reconstruction and expansion to eight general purpose lanes and four collector-distributor lanes from STH 30/I-94 to USH 151, reconstruction and expansion to eight general purpose lanes and two auxiliary lanes from USH 151 to USH 51, reconstruction and expansion to eight general purpose lanes and two auxiliary lanes from USH 51 to STH 19, reconstruction and expansion to eight general purpose lanes from STH 19 to the North County Line, reconstruction of USH 151 from I-39/90/94 to Reiner Road/Grand Avenue; and reconstruction of STH 30/I-94 from USH 51 to new Milwaukee Street interchange; and

WHEREAS, the USH 51 (Stoughton Road North) (STH 30 to I-39/90/94) reconstruction project will accommodate existing and future travel demand with a focus on safety issues with improvements that include redesigning and reconstructing intersections, realigning curves to improve safety, improving bicycle and pedestrian infrastructure, and replacing deteriorating pavement; and

WHEREAS, the State Transportation Projects Commission (TPC) at their meeting on December 9, 2024 awarded state Majors Program funding for the USH 51 (Stoughton Road North) (STH 30 to I-39/90/94) reconstruction project and recommended enumeration of the I-39/90/94 (Beltline Highway to USH 12/STH 16 in Wisconsin Dells) reconstruction and capacity expansion project; and

WHEREAS, the financial capacity analysis for the RTP ([Chapter 5](#)) had identified anticipated Majors program funding that, combined with the now approved and recommended Majors program funding, demonstrates the financial constraint requirement has been met; and

WHEREAS, an amendment is also needed to revise the North-South BRT project already in the official, fiscally constrained plan to reflect the adopted Locally Preferred Alternative (LPA) and associated project costs; 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 No. 1 to the *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area* to (1) add the I-39/90/94 (Beltline Highway to North County Line) reconstruction and capacity expansion project to the official, fiscally constrained plan; (2) add the USH 51 (Stoughton Road North) (STH 30 to I-39/90/94) reconstruction project to the official, fiscally constrained plan; and (3) revise the North-South BRT project already in the official, fiscally constrained plan to reflect the adopted Locally

Preferred Alternative (LPA) and associated project costs by making the following changes to [Appendix A](#) and to Chapters [4](#) and [5](#):

I-39/90/94 and USH 51 Projects:

Appendix A: Project and Policy Recommendations:

- Show completion of the I-39/90/94 (Beltline Highway to North County Line) and USH 51 (Stoughton Road North) (STH 30 to I-39/90/94) Major Corridor Studies in 2025 on “Figure A-a. Capacity improvements & Studies Already Programmed”.
- Add the I-39/90/94 (Beltline Highway to North County Line) reconstruction and expansion project, recommended for enumeration by the State Transportation Projects Commission, to figure A-b, “Potential Capacity Improvements”. This project includes new interchanges at Hoepker Road (I-39/90/94) and at Milwaukee Street (I-94) and improvements to all existing interchanges. In addition, a portion of STH 30/I-94 (USH 51 to new Milwaukee Street Interchange) and USH 151 (I-39/90/94 to Reiner Road) will be reconstructed. The project has an estimated total maximum cost of \$1.364 billion (\$1.985 billion in in year-of-expenditure dollars). Note: Fiscal constraint to be handled at state level for any portion of project located outside of the MPO planning area, or for any inter-city phase with limits that transect the northern MPO planning boundary).
- Add the USH 51 (STH 30 to I-39/90/94) reconstruction project, funded by the state Major Highway Projects program, to figure A-d., “Potential Arterial System Preservation, TSM, and Safety Projects”. The project has an estimated total maximum cost of \$174 million (\$195 million in year-of-expenditure dollars).

Chapter 4: Our Transportation System Tomorrow:

- Remove the I-39/90/94 (Beltline Highway to North County Line) and USH 51 (Stoughton Road North) (STH 30 to STH 19) major corridor studies from Map 4-d on page 4-17.
- Denote the planned I-39/90/94 reconstruction and expansion project, planned interchanges at Hoepker Road (I-39/90/94) and Milwaukee Street (I-94), planned improvements to existing interchanges on I-39/90/94, planned reconstruction of STH 30/I-94 from USH 51 to planned Milwaukee Street interchange, and planned reconstruction of USH 151 from I-39/90/94 to Reiner Road/Grand Avenue.
- Denote the planned USH 51 (Stoughton Road North) (STH 30 to I-39/90/94) arterial roadway reconstruction project.

North-South BRT Project:

Chapter 4: Our Transportation System Tomorrow:

Chapter 5: Funding the Plan -- Financial Capacity Analysis:

Appendix A: Project and Policy Recommendations:

- Update the text describing the North-South alignment on page 4-28 to reflect the Locally Preferred Alternative (LPA). The City of Madison Common Council adopted the LPA on June 4, 2024, via Resolution No. RES-24-00386 (Legistar 82915).
- Public Transit Recommendations and Supporting Actions 1A and 1B (pages 4-34 and A-18) will be deleted/amended to reflect that East-West BRT is complete, and to include construction of North-South BRT.
- Update text and table on pages 5-16 and A-12 with current North-South BRT project budget figures. The FTA recently recommended \$118.1 million of federal funding for capital costs

associated with Madison's North-South BRT. The 2023 and 2024 Capital Budgets appropriated \$11.3 million, with another \$8.8 million incorporated in the CIP for 2025 as part of the local match requirements. The remainder of the funding for this \$194.25 million project is covered by partners.

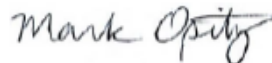
- With a specific route alignment and schedule planned, the estimated annual revenue service hours and operating cost shown on page 5-17 will be revised to 53,601 revenue service hours and \$6,127 million (2019 dollars).

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 5, 2025

Date Adopted



Mark Opitz, Chair, Greater Madison MPO

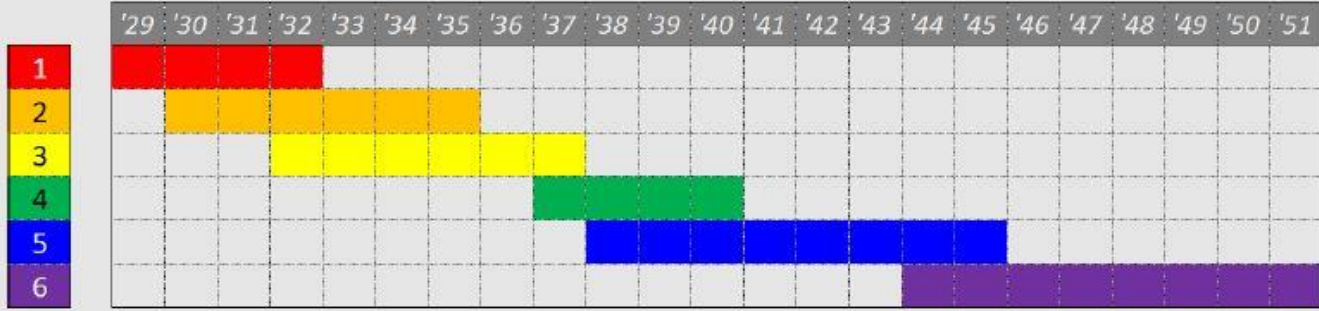
Preferred Alternative

- Modernization and improved interchange designs throughout the corridor will result in improved safety and operations
- Added general purpose lane to address operations
- Reconstruct deteriorating bridges and pavement in alignment with their asset life cycle
- Raises roadway elevation to minimize flood risk
- Other project elements:
 - New Madison area interchanges for improved access
 - Adding noise barriers where reasonable & feasible
 - Bicycle & pedestrian accommodations



Potential Sequencing

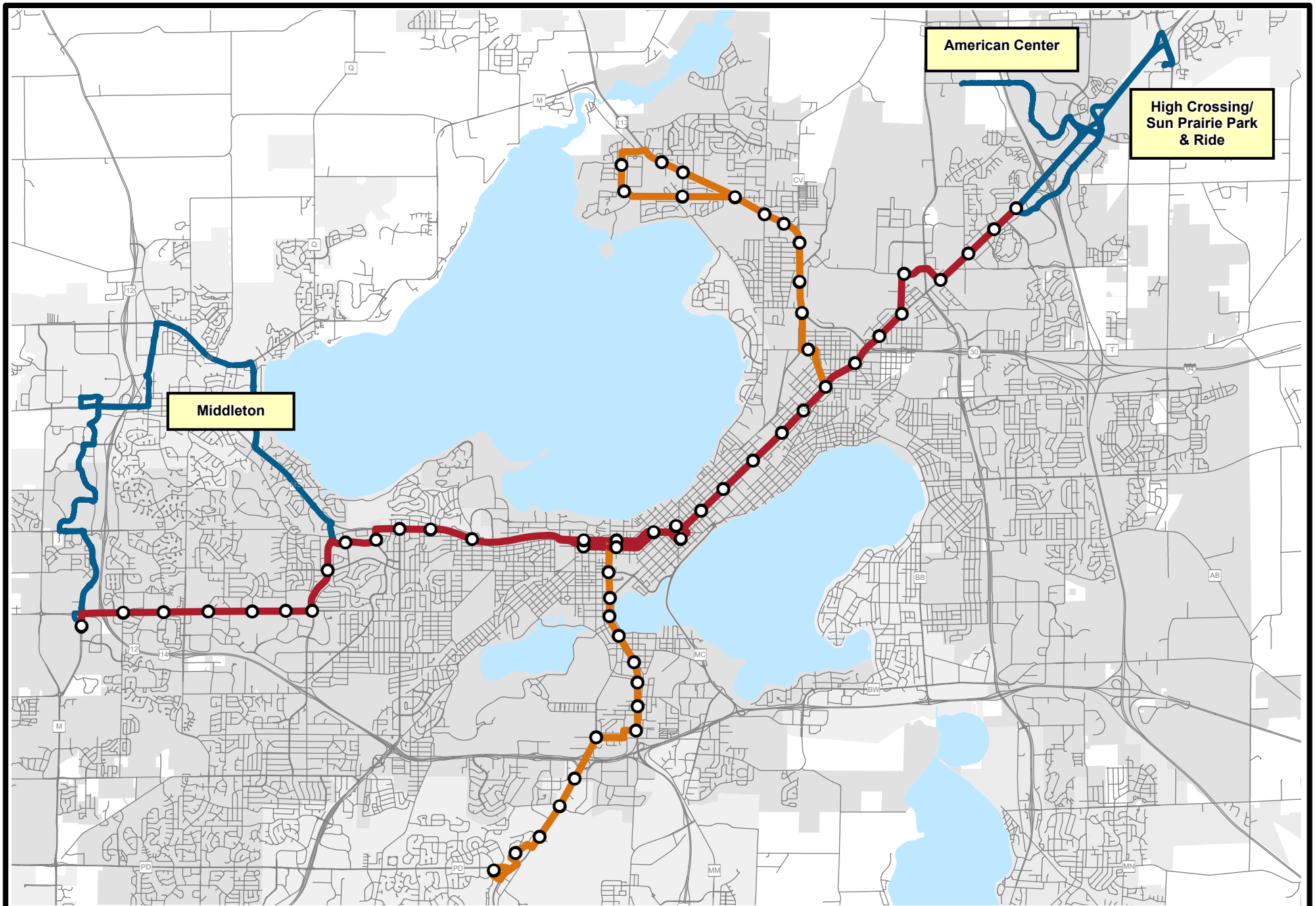
- Focusing on biggest needs first & maximizing asset life
- High level potential sequencing:
 1. Wisconsin Dells area
 2. Madison north area
 3. Portage to Wisconsin Dells
 4. I-39 I-90/94 split
 5. Madison south area
 6. Madison to Portage



*Assumes \$250M/SFY to I-39/90/94 Project







Proposed Bus Rapid Transit Madison Area, Wisconsin

- BRT Station
- East-West BRT Route
- North-South BRT Locally Preferred Alternative
- Local BRT Extensions
(without infrastructure improvements initially)

Prepared by staff to the:

 Date Revised: 1/28/2025

