

## **Resolution TPB No. 175**

### **Approving Amendment #2 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**, on December 4, 2019 MATPB 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**, RTP 2050 recommends implementation of a Bus Rapid Transit (BRT) system and specifically calls for project planning leading to an initial BRT project, but did not

include BRT as part of the official, fiscally constrained plan because an initial project hadn't yet been identified and it wasn't clear the City of Madison/Metro Transit ("City") would be able to move forward with a project without a new source of local funding; and

**WHEREAS**, since adoption of RTP 2050 the City has identified an initial BRT project in the east-west corridor running through downtown and the UW – Madison campus between the East Towne and West Towne areas, begun preliminary design, and been granted approval by the Federal Transit Administration (FTA) to enter into the Project Development phase under FTA's Capital Investment Grants Small Starts program for the East-West BRT project; and

**WHEREAS**, in 2019 the City approved a vehicle registration fee of \$40 per vehicle that went into effect in March 2020, which will generate around \$8 million annually and partially fund the capital and operating costs associated with the BRT project; and

**WHEREAS**, the City approved a 2020-2025 Capital Budget, which includes the anticipated federal funding and local funding for the planning, design, and construction costs associated with the BRT project and the already awarded federal and local funding for a new Satellite Bus Garage/Maintenance Facility, and intends to update those cost estimates and funding commitments in its 2021-2026 Budget as reflected in the MPO's Draft 2021-2025 Transportation Improvement Program; and

**WHEREAS**, the City's Small Starts grant application will be very competitive and stands a high likelihood of being awarded due to the high existing ridership in the corridor, large number of residents and employees served, redevelopment projects and plans in the corridor, and the planned commitment of around 50% in matching funds; and

**WHEREAS**, the estimated net additional operating and maintenance costs (after factoring in restructuring of the local system) of the East-West BRT system of \$2.9-\$3.7 will be able to be covered using some of the increased revenue from the motor vehicle registration fee, local property tax revenue, and possible additional state operating assistance; and

**WHEREAS**, based on the City's commitment of the necessary local funds, along with existing federal funding for BRT design and the satellite bus facility and the anticipated federal Small Starts grant, the East-West BRT project can now be added to the official, fiscally constrained plan; 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 MATPB website, and holding a public hearing:

**NOW THEREFORE BE IT RESOLVED**, MATPB approves Amendment #2 to the *Regional Transportation Plan (RTP) 2050 for the Madison Metropolitan Area* to:

1. Add the following projects to a newly created Programmed and Planned Major Transit Capital Projects Section of Figure A-1 in Appendix A – Project and Policy Recommendations, which is renamed “Arterial Street/Roadway and Major Transit Capital Improvement Projects: 2017-2050”:
  - a. East-West Phase 1 BRT Project, High Point Road/West Towne to East Towne (15 mi.), Construct roadway improvements, stations, and BRT maintenance facility, install BRT systems (TSP, fare collection, monitors, etc.), and purchase BRT buses for Phase 1 BRT system, with a total cost of up to \$147 million, including design. See BRT project map in Attachment A.

- b. Satellite Bus Garage/Maintenance Facility, with total cost of \$22 million plus \$12 million for real estate and design;
2. Modify Chapter 6 of the RTP – Financial Capacity Analysis to:
  - a. Note the new City motor vehicle registration fee as an additional funding source, bringing in \$8 million per year; and
  - b. Revise the projected Metro Transit revenues and expenses in Figures 6-6 and 6-7 to add the capital and net operating costs of the East-West BRT project and Satellite Bus Garage/Maintenance Facility and reference the inclusion of the projects in the City’s capital budget and draft 2021-2025 TIP. See BRT project listing in Attachment B.

**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:

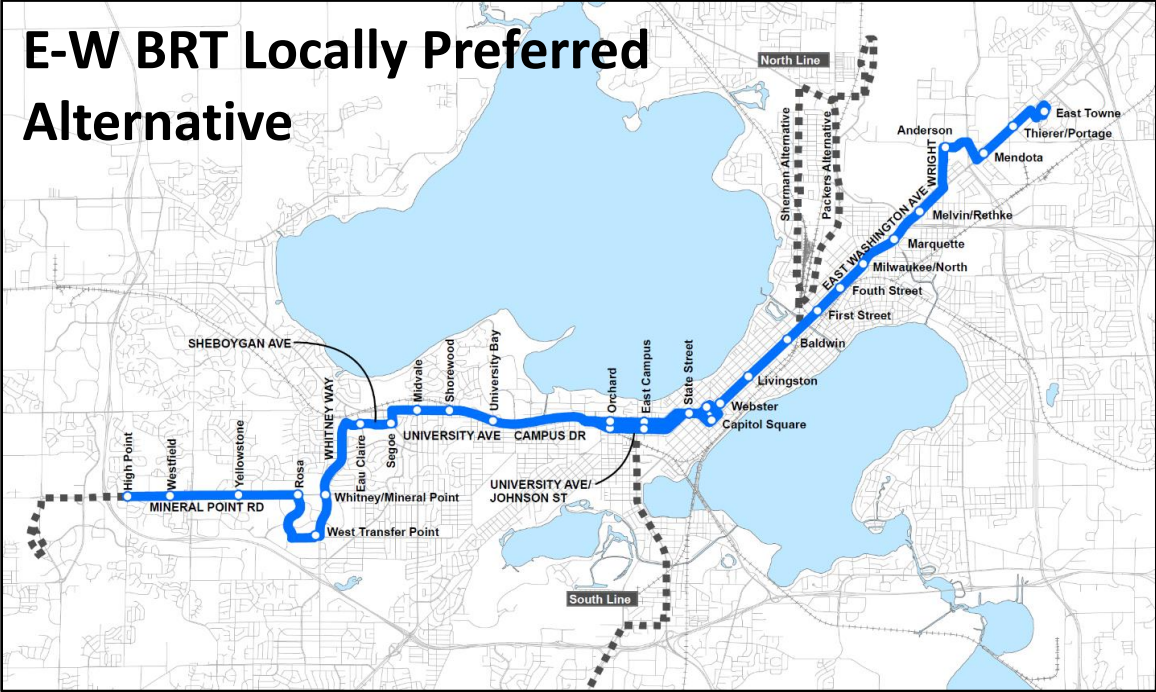
1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
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.

August 5, 2020  
Date Adopted



Mark Opitz, Chair  
Madison Area Transportation Planning Board

# ATTACHMENT A



Note: As part of the project development process just getting started, project details may be modified, including: routing in certain areas (e.g., planned route through the UW Research Park); exact limits; roadway improvements; and transit priority treatments.

**ATTACHMENT B**  
**East-West BRT Project Listing in Draft 2021-2025 Transportation Improvement Program**

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2021				Jan.-Dec. 2022				Jan.-Dec. 2023				Jan.-Dec. 2024				Jan.-Dec. 2025				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
<b>TRANSIT CAPITAL</b>																							
<b>CITY OF MADISON</b>	<b>A. BUS RAPID TRANSIT (BRT) PROJECT</b>																						
	Design and construct a Phase 1 BRT system in the East-West Corridor																						
	Transport 2020 Alternatives Analysis	PL/PE	Cont.	Cont.	Cont.	Cont.																	Carryover project. Grants WI-39-0002 and WI-26-0012.
	Environmental study (NEPA) and Design	PE			5,500	5,500		4,100	4,100														
	Roadway improvements for BRT	Cap					26,200	26,200															
	Construction of BRT stations	Cap					23,700	23,700													Will seek Section 5309 FTA Small Starts discretionary grant for Phase 1 BRT project.		
	60' articulated electric buses (5307)	Cap					3,671	14,176	17,847	2,012	503	2,515	2,132	533	2,665								Carryover & Future s. 5307 UAFP grants
	60' articulated electric buses (5337)	Cap					1,737	6,331	8,068	869	217	1,086	869	217	1,086								Carryover & Future s. 5337 UAFP grants
	60' articulated electric buses (5339)	Cap					2,880	10,585	13,465	1,460	365	1,825	1,474	369	1,843								Carryover & Future s. 5339 UAFP grants
	BRT systems (TSP, fare collection, monitors, etc.)	Cap						22,200	22,200														
BRT bus maintenance facility	PE/Cap			700	700		7,200	7,200															
	<b>TOTAL</b>				6,200	6,200	8,288	114,492	122,780	4,341	1,085	5,426	4,475	1,119	5,594								
					M		5307/ 5337/ 5339		M			5307/ 5337/ 5339		M					M			Update following city budget action.	