

DANE COUNTY SUPPORT OF BUS RAPID TRANSIT

The population and economy of the Madison metropolitan planning area is growing, and in order to help facilitate this growth and ensure a high quality of life, there is a need for a comprehensive transportation system strategy that integrates all modes of transportation (i.e., auto, bicycle, public transportation, pedestrian, high-capacity transit, etc.), and identifies how those modes interconnect and work together.

The Madison Area Transportation Planning Board is the federally designated Metropolitan Planning Organization (MPO) for the Madison Urban Area and communities throughout the MPO boundary are effected by and concerned with sound transit and transportation planning to make our broader communities more walkable, bikeable and livable. The *2035 Regional Transportation Plan Update: Madison Metropolitan Area & Dane County*, the MPO's current long-range transportation system plan, recommends planning for and implementing a high-capacity rapid transit service and for local units of government to reach agreement on the appropriate technology and routing for such service.

The MPO recently completed and adopted the *Madison Transit Corridor Study: Bus Rapid Transit (BRT) in the Madison Area* (the "BRT Study"). The BRT Study identified corridors and segments to carry forward into detailed analysis in four corridors, each arranged around the Capitol Square and oriented toward North, Northeast, South, and West Madison; and several alternative routings along the main corridors, as well as potential future extensions to Sun Prairie, Monona/East Madison, Middleton, Fitchburg, Southwest Madison and Verona were considered.

The BRT Study concluded that the BRT system that was evaluated demonstrated strong ridership potential and would favorably compete with other BRT systems throughout the U.S. A bus rapid transit project must contain, at a minimum: substantial transit stations, traffic signal priority, low-floor vehicles, special branding of service, frequent peak and off-peak service, and service offered at least 14 hours per day in order to qualify for the Federal Transit Administration (FTA) New Starts program.

The BRT Study identified the necessary next steps for advancing a BRT start-up system toward project development, including soliciting broader stakeholder and public input, identification of service and design details, identification of a BRT start-up project and the submission of an application for funding under the Federal Transit Administration (FTA) New Starts program, and more detailed design and environmental analysis (as components of the federally-required project development process). The next steps in the BRT project development/implementation process of the Start-Up System will include environmental documentation as required by the National Environmental Policy Act (NEPA), a more detailed analysis of alternative routes and alignments, further refinement of the BRT operating plans, further evaluation of the funding and management mechanisms under which the system will operate, and further evaluation of community and neighborhood impacts, including mitigation measures.

The BRT project development/implementation process will evaluate the governance structure for operating the system and will evaluate funding sources for the proposed system, including levels of participation by participating units of government and other entities.

NOW, THEREFORE, BE IT RESOLVED that Dane County supports moving forward to the next phase of project development, environmental evaluation and project implementation based on the Madison Transit Corridor Study: Bus Rapid Transit (BRT) in the Madison Area Report.

BE IT FINALLY RESOLVED that the Dane County Board Chair appoint Supervisors from within the MPO boundary to participate in an intergovernmental committee (the BRT Intergovernmental Oversight Committee) when it is developed with other key partners, similar to those participating in the Transport 2020 planning process, including representatives of the City of Madison, Dane County, the State of Wisconsin, the University of Wisconsin-Madison, the MPO, and other local units of government and agencies) to oversee and manage BRT start-up system project development.

Adopted by the Dane County Board of Supervisors October 23, 2014.