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3 **2014 RES-322**
4 **DANE COUNTY SUPPORT OF BUS RAPID TRANSIT**

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

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

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

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

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

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49 The BRT project development/implementation process will evaluate the governance
50 structure for operating the system and will evaluate funding sources for the proposed

51 system, including levels of participation by participating units of government and other
52 entities.

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

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

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