

**AGENDA ITEM # \_\_\_\_\_**

**A RESOLUTION \_\_\_\_\_**

To receive the Transport 2020 Alternatives Analysis for the Dane County/Madison Metropolitan Area and endorsing the recommendations contained in the Final Report as a component of the City’s strategy for addressing future transportation system planning and development, and to authorize moving forward to the next phases of the implementation process – the Preliminary Engineering (PE) and National Environmental Policy Act (NEPA) environmental documentation process.

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Transportation Planner  
City of Madison, Planning Unit

Date: **October 31, 2002**

Fiscal Note: Please see below.

Sponsors: Ald. Ken Golden, District 10  
Ald. Warren Onken, District 3

Presented November 5, 2002  
Referred Long Range Transportation Planning Commission, Transit and Parking Commission, Pedestrian, Bicycle and Motor Vehicle Commission, Plan Commission, Board of Public Works, and Board of Estimates

Reported Back \_\_\_\_\_

Adopted \_\_\_\_\_ POF \_\_\_\_\_

Rules Suspended \_\_\_\_\_

Public Hearing \_\_\_\_\_

APPROVAL OF FISCAL NOTE IS NEEDED  
BY THE COMPTROLLER’S OFFICE  
Approved By  
\_\_\_\_\_  
Comptroller’s Office

RESOLUTION NUMBER \_\_\_\_\_

ID NUMBER 32817

**PREAMBLE/RECENT RELATED STUDIES**

Over the past twenty-two years, there have been ten publicly-funded studies which have examined the future of transit in Madison and Dane County, either exclusively or as a major component of the study. These studies examined higher-capacity transit alternatives, such as rail-based transit and other advanced transit technologies.

The two most recent, and most significant studies to examine rail-based transit were:

- 1992 Light Rail Transit Corridor Study
- 1998 Dane County Commuter Rail Feasibility Study

These studies concluded that some form of high-capacity transit could be an important component of Madison’s future transportation system and be a positive influence on area growth and growth management strategies. What was needed next was a comparative analysis to determine which high-capacity transit technology would be best and most cost-effective for Madison and Dane County.

Such a determination is necessary and needs to be reached through a comprehensive study, with thorough community participation, that evaluates all of the alternatives.

The Transport 2020 study accomplished this. It provides a comparative analysis of the advantages, disadvantages, and the costs of each mode. Transport 2020 is an Alternatives Analysis, initiated in April 2000 to meet this need. It evaluated the costs and benefits of all transportation system improvement alternatives, including the myriad of public transit improvement options studied in the past.

The economies of the City of Madison and Dane County are strong and the City's central corridor has commercial and residential densities that are able to support high-quality transit.

The City of Madison and Madison Metro transit, currently provides a high level of bus transit service to much of the metropolitan area. However, at the same time, increasingly congested roads and parking constraints in the Isthmus and the central business district may, in the future, limit the City's ability to attract employers, workers, and residents to these locations. For these and other reasons, all past and current studies have recognized the need to provide for major improvements in transit service to workers and residents of Dane County and the Madison metropolitan area. These planning activities have also noted that some form of high-capacity transit will be an important component of the region's growth management future.

WHEREAS traffic congestion and mobility deficiencies in Dane County and the Madison metropolitan area are currently problematic and are expected to become significantly worse by 2020 and beyond; and,

WHEREAS good mobility is critical to the economic health and quality of life of Dane County residents; and,

WHEREAS future roadway expansion improvements studied would be difficult to implement in many established transportation corridors, due to right-of-way constraints and existing development; and,

WHEREAS these corridors are expected to experience even more congestion in the future; and,

WHEREAS the ability to provide additional automobile parking facilities in major centers of employment, especially the central business district, will also become more costly and problematic due to siting difficulties; and,

WHEREAS over the past two years the Transport 2020 project - jointly sponsored by Dane County, the City of Madison and the Wisconsin Department of Transportation - evaluated a number of potential transportation system improvements for Madison and Dane County; and,

WHEREAS the Transport 2020 Final Report was advised by a thorough public participation process and was conducted by an Oversight Advisory Committee that included representatives of the Governor of the State of Wisconsin, the Secretary of the Wisconsin Department of Transportation, the Dane County Executive, Dane County Board of Supervisors, the Mayor of Madison, Madison Common Council, University of Wisconsin, Madison Area Metropolitan Planning Organization, and also advised by representatives of the business community and the general public; and,

WHEREAS transportation improvements evaluated in Transport 2020 ranged from improvements to the existing street and highway system and Madison Metro bus services, to the initiation of new passenger rail and express bus services; and,

WHEREAS Transport 2020 also considered the interrelationship of the various transportation system improvements with urban land use/development scenarios as part of its analysis, and the committee's recommendations reflects these important considerations; and,

WHEREAS efficient development that conserves land and preserves farmland and environmental resources is important to all the residents of Dane County; and,

WHEREAS a fixed-guideway transit system could be an attractive catalyst for attracting additional private and public investments in development along the corridor; and,

WHEREAS after considering the choices, the Oversight Advisory Committee recommended that a two-tiered transportation system alternative be implemented over time: a “Start-Up System” and a “Full System Vision”; and,

WHEREAS the recommended system addresses many of the important transportation and land use goals established during the analysis, and whereas these goals reflect current adopted plans and area critical to ensure that the high quality of life currently enjoyed by Madison and Dane County residents is maintained and enhanced; and,

WHEREAS the recommended system addresses travel needs of all communities in the region, responds to current (and future) mobility needs by describing a multi-modal system that is capable of serving all residents of Dane County, and whereas the Transport 2020 recommendations recommend future flexibility to challenge our communities to address anticipated population growth, attempt to guide future development and improve/enhance the area’s current transportation network; and,

WHEREAS the Full System Vision recommended by the advisory committee includes a mixture of park-and-ride lots, express regional bus services, commuter rail, electric streetcars and improvements to local bus service; and,

WHEREAS the Full System Vision is a long-term transit system concept that will likely be refined by future planning, engineering and operational phases (refinements would include the nature and timing of commuter rail extensions, station locations, and the exact location and extent of streetcar lines) and will likely evolve and respond to land use changes, community commitments to funding, and other factors; and,

WHEREAS the advisory committee recommended that the first piece of the long-term transit vision to move forward (termed the “Start-Up System”) should be a 10-mile commuter rail line, new express regional bus service, park-and-ride lots and improved local bus services; and,

WHEREAS the next step in the development/implementation of the “Start-Up System” will be Preliminary Engineering (PE) and the National Environmental Policy Act (NEPA) environmental documentation as an Environmental Assessment or Environmental Impact Statement, a process that will entail more detailed analysis of alternatives, further refinement of the operating plans for the recommended transit system and further evaluation of the funding and management mechanisms under which the new transit system will operate; and,

WHEREAS the PE/NEPA evaluation will develop detailed information regarding how the recommended system will impact the community, including how auto traffic flow will be affected, how existing neighborhoods might be affected and what mitigation measures might be implemented to help alleviate such impacts; and,

WHEREAS the PE/NEPA process will evaluate the governance structure for owning and operating the proposed system (including how Madison Metro transit will be integrated into that entity) and will evaluate funding sources for the proposed system, including levels of participation where appropriate; and,

NOW THEREFORE BE IT RESOLVED that the City of Madison endorses the recommendations contained in the Final Report of the Transport 2020 Alternatives Analysis for the Dane County/Madison Metropolitan Area as a component of the City’s strategy for addressing future transportation system planning and development; and,

BE IT STILL FURTHER RESOLVED that the City of Madison authorizes moving forward to the next phases of study simultaneously – the Preliminary Engineering (PE) and National Environmental Policy Act (NEPA) environmental documentation process; and,

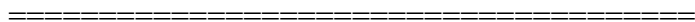
BE IT STILL FURTHER RESOLVED that the City of Madison, together with the Wisconsin Department of Transportation, University of Wisconsin, and other local units of government and agencies take all necessary steps to initiate the conduct of the PE/NEPA study, in accordance with all applicable local, state and federal regulations; and,

BE IT STILL FURTHER RESOLVED that the City of Madison approves and by this resolution creates an “Implementation Task Force”, charged with ensuring the continued progress towards the creation of the recommended Transport 2020 transit system, which will include:

- Advising local governments and the State regarding the implementation of Transport 2020 recommendations;
- Evaluating potential funding mechanisms for the recommended Transport 2020 system;
- Evaluating the creation of new governing structure for transit in the Madison and Dane County area - a public transit authority composed of representatives of the involved governmental entities participating in the funding of the regional system;
- Determining details pertaining to the oversight, management and administration of the PE/NEPA process; and,
- Other aspects important to the establishment of a regional transit system; and,

BE IT STILL FURTHER RESOLVED that the composition of the Implementation Task Force should reflect a similar composition as the Transport 2020 Oversight Advisory Committee, and should include representatives of Dane County, the City of Madison, the State of Wisconsin, the University of Wisconsin-Madison and the Madison Area Metropolitan Planning Organization (including MPO representatives from other affected communities), and other interested local units of government and agencies; and

BE IT FINALLY RESOLVED that the City of Madison communicate this resolution and obtain the cooperation of the necessary federal governmental agencies, the Governor of the State of Wisconsin, the Wisconsin State Legislature, and Wisconsin’s Congressional Delegation.



Fiscal Note

Adoption of the Resolution will not commit the Council to additional expenditures at this time, but may represent an initial step toward ultimately significant potential impacts on future City capital and operating expenses. The recommendations of the Transport 2020 report provide for the implementation of a regional transportation system over the next 5 to 20 years. The recommended Transport 2020 system includes improvements to local bus services and establishment of new regional bus services, park-and-ride lots, streetcars, and commuter rail services. The report estimates that implementation of the initial Start-Up System will require capital expenditures of \$242 million. In addition, annual operating costs of the system are estimated to be \$40 million (which includes costs of all local transit services). Costs will be borne by a mix of Federal, State and Local dollars. Future extensions of the initial Start-Up System may have additional impacts to City finances.

The Resolution authorizes movement toward a Preliminary Engineering (PE)/National Environmental Policy Act (NEPA) study as the next phase of implementation. City planning staff estimate that the PE/NEPA process might be initiated in a year, then require perhaps two years to complete - at an estimated cost of perhaps \$2.5 million. Funding sources for the PE/NEPA study are yet to be determined but will be funded by a combination of Federal, State and Local sources.

The Resolution also provides for the creation of an “Implementation Task Force” to evaluate, advise on, and oversee various project elements, including the financing and conduct of the PE/NEPA process. Planning staff resources will be reallocated to provide support for the Task Force without the need for additional expenditure.

Any future expenditures associated with the project will require further Council approval.