

Amendment 1 to Connect Greater Madison 2050 Regional Transportation Plan

MPO 2025 Resolution No. 4

Approved March 5, 2025

Note: Approved text additions underlined, approved text deletions in ~~red strikethrough~~.

On Page 4-28:

As was envisioned in 2013, the East-West BRT project ~~is recommended for funding~~ was funded in part by a federal Small Starts grant of ~~\$80~~ 110 million. The City of Madison ~~is currently pursuing~~ received federal Areas of Persistent Poverty funding for planning the North-South BRT route. In 2024, the FTA included \$118 million in Small Starts funding for North-South BRT in its recommendations for funding. The City of Madison Common Council adopted the North-South BRT Locally Preferred Alternative (LPA) on June 4, 2024, via Resolution No. RES-24-00386 (Legistar 82915). Map 4-h shows the proposed BRT system, including the adopted North-South BRT LPA.

Concurrently with planning the East-West BRT system, Metro ~~is~~ engaged in a Transit Network Redesign. The Network Redesign ~~is~~ was intended to improve transit equity throughout the region, to address long-standing service complaints regarding long travel times and transfers, confusing service, and rider safety.

On Page 4-30:

[Replace map 4-h with the attached map showing existing East-West BRT and the adopted Locally Preferred Alternative for North-South BRT, with local service extensions.]

On Page 4-34:

Public Transit Recommendations and Supporting Actions		Timeframe	Implementing Party
1	Implement a Bus Rapid Transit system.		
A	Complete project planning and design, leading to an initial BRT Project.	Short Term	City of Madison and other Local Governments, Metro, MPO
B A	Complete project planning, and <u>design, and construction</u> for the North-South (phase 2) BRT Project.	Short Term	City of Madison and other Local Governments, Metro, MPO

<p>Ⓔ B</p>	<p>Expand the BRT network to fulfill the BRT Vision in the Madison area.</p>	<p>Mid-Term</p>	<p>Cities of Madison, Fitchburg, Middleton, and Sun Prairie; Metro, MPO</p>
<p>Ⓓ C</p>	<p>Expand the use of transit priority treatments, focusing initially on the BRT corridors.</p>	<p>Ongoing</p>	<p>Metro, MPO, Local Governments</p>

On Page 5-16:

The first phase of the planned BRT system, the East/West corridor, ~~is currently in environmental review and design~~ was constructed in 2023-2024 and opened in September 2024, with funding for roadway improvements including Transit Signal Priority (TSP), the construction of stations, the first order of 60-foot articulated buses obligated in 2022, ~~and the Hanson Rd renovation project (\$160.8 194.25-million total)~~. Additional articulated buses ~~will be~~ were ordered in 2023 and 2024 (\$18.1 million), and planning and design for the North/South corridor ~~will begin~~ began in 2023 (\$4 million).

Capital funding for East/West BRT ~~is anticipated to be~~ was provided in part through a federal Small Starts program grant covering 50% of project costs, which in combination with Metro’s formula funding bring the federal share to \$107 million, with a local share of \$53 million. For the North/South BRT corridor, the city ~~is seeking~~ received an Areas of Persistent Poverty planning grant, and anticipates construction funding through a federal Small Starts program grant. The City of Madison has included required local match funding for ~~East/West North/South~~ BRT project and required facilities in its multi-year capital budget. Costs ~~estimates~~ for the East/West corridor were used to estimate costs for the North/South corridor, which is part of the fiscally constrained, federally recognized plan. The new Hanson Rd. facility is necessary for Metro to be able to expand its fleet to serve growing demands for service, and to house and maintain articulated buses, which ~~will be~~ are needed for the BRT system. As part of the BRT system, funding of the Hanson Rd. project (\$21.1 million) is considered part of the local 50% match for Small Starts funding of the East/West BRT.

New articulated and electric buses, as recommended in the plan, are more expensive than the standard 40-foot diesel buses and hybrid-electric buses currently in use. Electric buses have become more common as the technology improves and the price drops. Articulated buses have been in use in the industry for many years. With the new service planned (bus rapid transit, new all-day service, frequency improvements, and regional express service), the fleet size would generally be expected to grow by 2050; however, the Network Redesign ~~draft plan (2022) calls~~ called for significantly flattening service levels throughout the day, and re-allocating much of the “extra” 2019 peak service hours to all-day service.

Estimated Expenses for Major Transit Capital Projects to Fully Implement the Regional Transit Plan

Capital Projects	Estimated Costs (\$1,000s)
East/West BRT	\$143,000

North/South BRT	\$ 124,684 180,861
Southwest/East BRT	\$162,636
Middleton BRT	\$121,676
Hanson Road Satellite Facility Remodel	\$21,115
East Washington Facility Renovations	\$10,124
Transit Coaches	\$489,756
Total	\$1,072,991 1,129,168

On Page 5-17:

Estimated Annual Service Hours for Recommended Future Regional Transit System

Service Category	Estimated Annual Revenue Service Hours	Estimated Cost (\$1,000s)(2019 \$)
Existing Metro Transit Service	309,446	\$35,370
Future Transit Network		
East/West BRT	58,984	\$6,742
North/South BRT	56,551 53,601	\$6,464 6,127
Southwest/East BRT	54,896	\$6,275
Middleton BRT	75,336	\$8,611
All-Day non-BRT Service	412,426	\$47,140
Regional Express & Other Peak- Only Service	44,648	\$5,103
All BRT	245,093 242,817	\$28,014 27,755
Net Additional Service Hours	393,394 390,445	\$44,965 44,628

On Page A-12:

Major Transit Capital Projects

Major Transit Capital Projects: 2022-2050			
Priority Transit Capital Improvements	ESTIMATED TIMING AND PRELIMINARY COSTS (\$1,000s)		
	2022 to 2026	2027 to 2035	2036 to 2050
East-West Bus Rapid Transit (BRT)	\$143,000		
North-South BRT	\$4,000 <u>180,861</u>	\$120,684	
Hanson Road Satellite Bus Garage Facility Remodel	\$21,115		
East Washington Bus Garage Facility Renovations	\$10,124		
Transit Coaches	\$93,912	\$69,526	\$326,317
Total	\$272,151 <u>449,012</u>	\$190,210 <u>69,256</u>	\$326,317

On Page A-18:

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B A	Complete project planning, and design, and <u>construction</u> for the North-South (phase 2) BRT Project.	Short Term	City of Madison and other Local Governments, Metro, MPO
C B	Expand the BRT network to fulfill the BRT Vision in the Madison area.	Mid-Term	Cities of Madison, Fitchburg, Middleton, and Sun Prairie; Metro, MPO

D C	Expand the use of transit priority treatments, focusing initially on the BRT corridors.	Ongoing	Metro, MPO, Local Governments
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