



## Legislation Text

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**File #:** 82915, **Version:** 1

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### **Fiscal Note**

The FTA recently recommended \$118.1 million of federal funding for capital costs associated with Madison's North-South BRT. The 2023 and 2024 Capital Budgets appropriated \$11.3 million, with another \$8.8 million incorporated in the CIP for 2025 as part of the local match requirements. The remainder of the funding for this \$150 million project is covered by partners. The N-S BRT project is not anticipated to impact the operating budget since the operating hours are already reflected in Route B.

### **Title**

Adopting the recommendations for the Bus Rapid Transit (BRT) North-South corridor outlined in Attachment 1 and described in the report entitled "North-South BRT Locally Preferred Alternative."

### **Body**

WHEREAS, in 2023, Madison's North-South BRT was entered into the Project Development phase by the Federal Transit Administration (FTA), leading to submittal for evaluation into the Small Starts program; and,

WHEREAS, in March 2024, the FTA in its FY 2025 Annual Report on Funding Recommendations recommended \$118.1 million of Small Starts funding for the project, providing an over 78% federal match; and,

WHEREAS, the North-South BRT line will provide a critical high quality transit connection to Madison's North and South sides, reaching an additional 53,000 residents and 40,000 jobs; and,

WHEREAS, the North-South BRT line serve neighborhoods with a high proportion of population groups that have traditionally been underserved by our transportation system-51 percent of families are low-income, 42 percent are people of color, 8 percent are people with disabilities, and 19 percent are car-free households within a half-mile of the North-South route alignment; and

WHEREAS, the North-South BRT line will improve access to essential institutions such as 43 schools and childcare centers, 10 grocery stores, and 4 hospitals; and,

WHEREAS, the North-South BRT provides an opportunity to reconstruct Park St into a more human-centered roadway; and,

WHEREAS, Metro and Madison staff have been working with officials from Fitchburg, Dane County, and WisDOT to develop facility recommendations acceptable to all entities; and

WHEREAS, Metro and Madison staff have interacted with individual property owners to develop compromises in the Locally Preferred Alternative that acknowledges concerns regarding parking and access; and,

WHEREAS, the City needs to identify its Locally Preferred Alternative and request that the Federal Transit Administration determine the NEPA Class of Action for environmental evaluation and documentation to take place in 2024;

NOW THEREFORE BE IT RESOLVED that the Common Council adopts the recommendations contained in Attachment A and the North-South BRT Locally Preferred Alternative Report; and,

BE IT FURTHER RESOLVED that the project continue refinements within the project development process and the next phases of planning, preliminary engineering, design and environmental evaluation.