
12.0 Support for Transport 2020

12.0 Transport 2020 Support

Rail service in the Transport 2020 corridor has significant support from local elected officials; business groups; economic development interests; community leaders; and private citizens. This section summarizes the support for the project, including copies of the resolutions that outline the principles underlying the Regional Transportation Authority (RTA), a summary of comments received from project outreach efforts, and other support expressed for the project.

■ 12.1 Resolutions

Resolutions were adopted in late summer 2007 by Dane County Board of Supervisors, City of Madison Common Council, the Madison Area Transportation Planning Board (MPO), and the elected bodies of the Cities of Middleton and Fitchburg, and the Village of Shorewood Hills. These resolutions demonstrate strong local support for the expansion of multi-modal public transit in the Madison Metropolitan area, the adoption of state legislation that will enable the formation of the RTA, and the implementation of a half-cent regional sales tax to pay for transportation improvements. Additionally, on September 5, 2007, the Madison Area Transportation Planning Board (TPB) adopted a resolution in support of the Transport 2020 LPA described in this New Starts submittal. Copies of these resolutions are provided at the end of this section.

■ 12.2 Comments at Public Meetings

Comments received at the scoping and public meetings were overwhelmingly - over 94 percent - in favor of the Transport 2020 project. The number of attendees and of comments received at each of these two meetings held in April and May 2007, respectively, are presented in Table 12.1. A total of 102 comments were received, of which 96 expressed support for the project.

Table 12.1 Transport 2020 Scoping and Public Meeting Comments

| Meeting | Date | Attendance | Comments Received |
|-------------------------------------|----------------|-------------------|--------------------------|
| Scoping Meeting (Agency and Public) | April 28, 2007 | 120 | 43 |
| Public Information Meeting | May 3, 2007 | 100 | 59 |
| Total | | 220 | 102 |

■ 12.3 Other Support

There is other considerable support for Transport 2020 and the new organizational structure and revenue source needed to implement it. An October 2007 survey found that roughly two-thirds of respondents support the establishment of an RTA. And most recently, the editorial board of the *Wisconsin State Journal* identified Transport 2020 as one of five priorities it will focus on in 2008.

Notes: 1 Registrant(s) in support not wishing to speak.
Due back at the 7/17/07 Common Council Meeting.

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|---|-------------------------------------|------------|--|-------------------------------------|--|------------|--|
| 2 | Mayor's Office | 07/17/2007 | Fiscal Note Required / Approval | Comptroller's Office/Approval Group | | 07/17/2007 | |
| 2 | Comptroller's Office/Approval Group | 07/17/2007 | Approved Fiscal Note By The Comptroller's Office (SUBSTITUTES) | Mayor's Office | | 07/17/2007 | |

Notes: Knepp

| | | | | | | | |
|---|----------------|------------|-------|--|------------|------------|------|
| 2 | COMMON COUNCIL | 07/17/2007 | Refer | TRANSPORT 2020 IMPLEMENTATION TASK FORCE | 08/07/2007 | 07/18/2007 | Pass |
|---|----------------|------------|-------|--|------------|------------|------|

Notes: 1 Registrant(s) in support wishing to speak; 1 Registrant(s) in opposition wishing to speak.

Additional Referral(s): Transit and Parking Commission, Long Range Transportation Planning Commission, Long Range Metropolitan Planning Ad-Hoc Committee, Common Council Meeting 8/7/07.

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| 2 | TRANSPORT 2020 IMPLEMENTATION TASK FORCE | 07/17/2007 | Refer | TRANSIT AND PARKING COMMISSION | 08/07/2007 | 07/19/2007 | |
| 2 | TRANSPORT 2020 IMPLEMENTATION TASK FORCE | 07/17/2007 | Refer | LONG RANGE TRANSPORTATION PLANNING COMMISSION | 08/07/2007 | 07/19/2007 | |
| 2 | TRANSPORT 2020 IMPLEMENTATION TASK FORCE | 07/17/2007 | Refer | LONG RANGE METRO TRANSIT PLANNING AD HOC COMMITTEE | 08/07/2007 | 07/23/2007 | |

| | | | | | | | |
|---|--|------------|---|--|--|--|------|
| 3 | TRANSPORT 2020 IMPLEMENTATION TASK FORCE | 07/18/2007 | RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER | | | | Pass |
|---|--|------------|---|--|--|--|------|

Notes: Jesse Kaysen commented that specific language on the type of transit service be clarified to emphasize the funding of Metro Transit system, inclusive of ADA complementary paratransit service. She asked that the fifth resolved clause be modified to read as follows:

"BE IT FURTHER RESOLVED, that a Regional Transportation Authority would be a comprehensive, countywide, regional transportation system, which would provide transportation infrastructure to the entire region, with funding to be apportioned as follows; 33% for the first phase of Transport 2020, 25% for Metro Transit Service (including ADA-complementary paratransit) Busses, 25% for town, village, city and county road maintenance, and 17% for Paratransit services, Rail and Bus enhancements, and Bicycle Facilities; and"

Lori Kay asked that "University of Wisconsin-Madison" be explicitly spelled out in the resolution (two locations on page 2).

Dick Wagner/Kristine Euclide moved to recommend approval of the resolution, and to reflect Ms. Kaysen's and Ms. Kay's suggested language.

Chairman McDonell asked for a motion to support the resolution. Nine members voted in approval of the resolution, one member voted against the approval of the resolution and two members abstained from voting.

| | | | | | | | |
|---|--------------------------------|------------|---|--|--|------------|------|
| 2 | TRANSIT AND PARKING COMMISSION | 07/19/2007 | Return to Lead with the Recommendation for Approval | TRANSPORT 2020 IMPLEMENTATION TASK FORCE | | 07/18/2007 | Pass |
|---|--------------------------------|------------|---|--|--|------------|------|

Verbose Action:

McCabe asked if the resolution could be amended to incorporate the recommendations of Transport 2020, as follows:

- Add "-Madison" to the two references made to the "University of Wisconsin".
- In the paragraph referring to funding apportionment, the reference made to "Madison Transit Busses" should be changed to say "Madison Transit Services".

She and other members also expressed concerns that the specific percentages in the funding apportionment could limit future options. Along with raising these issues, Durocher had early stated his reservations about the development of a "transportation authority" that included funding for roadways, as opposed to the development of a "transit authority" specific to funding transit.

Webber suggested that these recommendations and concerns be noted in the Action Note of the Legislative File, rather than creating a substitute with specific language changes. She said that Action Note would clearly reflect the intention of the TPC to the City Council without making permanent changes to the resolution at an early stage in the process.

Wong, seconded by Hoag, moved to recommend adoption of the resolution, but adding the suggested changes and expressing the stated concerns in its recommendations to the Council.

Notes: *TPC members made the following recommendations:*

- * *Add "-Madison" to the two references made to the "University of Wisconsin".*
- * *In the paragraph referring to funding apportionment, the reference made to "Madison Transit Busses" should be changed to say "Madison Transit Services".*

Some members also expressed concerns that the specific percentages in the funding apportionment could limit future options.

Members also expressed reservations about the development of a "transportation authority" that includes funding for roadways as opposed to the development of a "transit authority" specific to funding transit.

| | | | | | | |
|---|--|------------|---|--|------------|------|
| 2 | LONG RANGE TRANSPORTATION PLANNING COMMISSION | 07/19/2007 | Return to Lead with the Following Recommendation(s) | TRANSPORT 2020 IMPLEMENTATIO N TASK FORCE | 07/18/2007 | Pass |
|---|--|------------|---|--|------------|------|

Notes: *Sup. Al Matano suggested the following modification to the first "whereas" clause on the second page:*

"WHEREAS, the City of Madison will continue to support efforts to expand the Madison Metro Bus System to outlying cities and villages within Dane County, such as, but not limited to Monona, Sun Prairie, Waunakee, Stoughton and Cross Plains; and"

Mike Rewey suggested modifying the fifth "resolved" clause to read:

"BE IT FURTHER RESOLVED, that a Regional Transportation Authority would be a comprehensive, countywide, regional transportation system, which would provide transportation infrastructure to the entire region, with funding to be apportioned as follows; 33% for the first phase of Transport 2020, 25% for Metro Transit Services Busses, 25% for town, village, city and county road maintenance, and 17% for Paratransit services, Rail and Bus enhancements, and Bicycle Facilities; and"

Rewey also supported the Transport 2020 Implementation Task Force recommendation to add "-Madison" to UW references in the resolution.

The LRTPC then unanimously recommend approval of resolution ID 06762, with the amendments noted above, on a motion submitted by Judy Bowser/Bob Schaefer.

| | | | | | | |
|---|--|------------|---|--|------------|------|
| 2 | LONG RANGE METRO TRANSIT PLANNING AD HOC COMMITTEE | 07/23/2007 | Return to Lead with the Following Recommendation(s) | TRANSPORT 2020 IMPLEMENTATIO N TASK FORCE | 07/18/2007 | Pass |
|---|--|------------|---|--|------------|------|

Verbose Action: The Committee discussed the RTA resolution introduced by both the County and the City. There was consensus at the last Funding Subcommittee meeting that they would recommend approval of the RTA resolution. DeVos was unable to attend that Subcommittee meeting and would not have voted to support the resolution. She said she would abstain from voting at this meeting on the issue. She strongly supports enabling legislation and is glad that the County Executive and Mayor have come to an agreement. However, she doesn't support Transport 2020's plan and feels they neglect bus service. She doesn't like the idea that the Mayor and County Executive would agree how to split funds. The boundaries and other issue of an RTA haven't been adequately discussed. She feels this resolution is premature.

Rhodes-Conway said this is a City resolution expressing City support. The County is doing something similar. Other municipalities can take this up to express whether or not they support this issue. This Committee can amend the resolution before sending it back. Rhodes-Conway said she is generally in favor of the resolution, but there are places the language could be better for Metro. DuRocher moved that the clause saying that 25% of funding would go for "Metro Transit buses" be amended to read "Metro Transit services." Rhodes-Conway seconded. Lunsway thought that language might also limit flexibility. Kamp said that if the phrase "transit services" were used, that would include depreciation, which would allow Metro to purchase buses. The vote was 7 in favor; DeVos abstained. The motion carried.

Rhodes-Conway moved and Wilberg seconded that the phrase "and improve service in the existing service area" be added so that the resolution showed support to not only expand Metro service, but also to improve existing service. The vote was 7 in favor; DeVos abstained. The motion carried.

DuRocher moved that wherever the resolution said "University of Wisconsin", UW-Madison should be specified. Rhodes-Conway seconded. Opitz made a friendly amendment (DuRocher accepted) that all references to the City transit utility to be standardized as Metro Transit. Joel Plant from the Mayor's office said that the Long Range Transportation Planning Commission recommended changing a WHEREAS clause talking about expansion to outlying cities to say "outlying cities and villages". Opitz made another friendly amendment (DuRocher accepted) to add "and municipalities" after cities to be more inclusive. The vote was 7 in favor; DeVos abstained.

The Committee then discussed the entire resolution. DuRocher explained that he would abstain from voting in order to be able to continue talking about a number of concerns in the draft language. Heifetz said that at the Funding Subcommittee meeting, the group was just endorsing the general substance, not every word. There is a lot to be discussed and decided outside of this committee. He felt it was time for the resolution to go forward, and there would be time to comment on further developments later. Sanborn also said he would not support this the resolution. Commuter rail and the sales tax increase were some of the many reasons. He felt the area would never have the ridership for commuter rail. He also felt there would not be dollar for dollar offset in the property tax levy, so this is a big tax burden for the citizens of the city and county.

Rhodes-Conway said that whether or not the Committee voted to move the resolution forward, it might be possible for the Committee's interim report to express some concerns in a written fashion. She hoped the Committee was advocating from the perspective of the bus system. She felt that was a very important voice in the debate, which had not yet been heard sufficiently. Rhodes-Conway said she would support the resolution, although she did have concerns. She hoped to have a way to address her reservations, perhaps through the Committee report or public input process.

Notes: *The Long Range Metro Transit Planning Ad Hoc Committee recommended that resolution file #06762 pass with the following changes:*

- *"Metro Transit" should be used as the name of the City transit utility throughout the resolution.*
- *References to the University of Wisconsin should specify "University of Wisconsin - Madison" throughout the resolution.*

The clauses below should add the following language as indicated:

- *In the WHEREAS clause, add the word "municipalities" to be more inclusive*
- *In the WHEREAS clause, add the phrase "and to improve service in the existing service area" so that a focus will be put on not only expanding Metro Transit service, but also improving existing service*
- *In the BE IT FURTHER RESOLVED clause, say that 25% of funding will go to Metro Transit "services" rather than buses*

WHEREAS, the City of Madison will continue to support efforts to expand the Madison Metro Transit Bus System to outlying cities and municipalities within Dane County, such as, but not limited to

Monona, Sun Prairie, Waunakee, Stoughton and Cross Plains; and to improve service in the existing service area; and

BE IT FURTHER RESOLVED, that a Regional Transportation Authority would be a comprehensive, countywide, regional transportation system, which would provide transportation infrastructure to the entire region, with funding to be apportioned as follows; 33% for the first phase of Transport 2020, 25% for Metro Transit Services, 25% for town, village, city and county road maintenance, and 17% for Paratransit services, Rail and Bus enhancements, and Bicycle Facilities; and

Absent: Thomas
 Excused: White, Clarke and Aulik
 Aye: Opitz, Heifetz, Wilberg, Lunsway and Rhodes Conway
 No: Sanborn
 Abstain: Durocher and De Vos

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|---|---|--|--|---|------------|------------|------|
| 3 | Department of Planning and Community and Economic Development | 08/01/2007 | Fiscal Note Required / Approval | Comptroller's Office/Approval Group | 08/01/2007 | 08/01/2007 | |
| 3 | Comptroller's Office/Approval Group | 08/01/2007 | Approved Fiscal Note By The Comptroller's Office (SUBSTITUTES) | TRANSPORT 2020 IMPLEMENTATION TASK FORCE | | 08/01/2007 | |
| | Notes: | Bohrod | | | | | |
| 3 | COMMON COUNCIL | 08/07/2007 | Refer to a future Meeting to Adopt | | 09/04/2007 | | Pass |
| | Notes: | 1 Registrant(s) in opposition wishing to speak; 1 Registrant(s) in support not wishing to speak. | | | | | |
| | | Adopt at the 9/4/07 Common Council Meeting. | | | | | |
| 3 | COMMON COUNCIL | 09/04/2007 | Adopt With Amendment(s) | | | | Pass |
| | Notes: | 5 Registrant(s) in support wishing to speak; 4 Registrant(s) in opposition wishing to speak; 23 Registrant(s) in support not wishing to speak; 1 Registrant(s) in opposition not wishing to speak. | | | | | |
| | | Aye: | 18 | Konkel, Cnare, Verveer, Webber, Rummel, Brandon, Judge, Skidmore, Solomon, Gruber, Rhodes Conway, Kerr, Bruer, Palm, Clausius, Schumacher, Clear and Pham-Remmele | | | |
| | | No: | 2 | Sanborn and Compton | | | |
| | | Non Voting: | 1 | Cieslewicz | | | |
| 3 | COMMON COUNCIL | 09/04/2007 | Adopt the following amendment | | | | Pass |
| | Verbose Action: | : WHEREAS, it is anticipated that a significant portion of the proposed RTA sales tax revenue would be used to substantially offset the City of Madison property tax levy as well as expand Metro service to other communities in Dane County. | | | | | |
| | | Aye: | 12 | Sanborn, Cnare, Brandon, Skidmore, Solomon, Kerr, Bruer, Palm, Compton, Clausius, Schumacher and Pham-Remmele | | | |
| | | No: | 8 | Konkel, Verveer, Webber, Rummel, Judge, Gruber, Rhodes Conway and Clear | | | |
| | | Non Voting: | 1 | Cieslewicz | | | |
| 4 | COMMON COUNCIL | 09/04/2007 | Move the Previous Question | | | | Fail |
| | Verbose Action: | (2/3 vote required). | | | | | |
| | | Aye: | 13 | Cnare, Verveer, Webber, Rummel, Skidmore, Bruer, Solomon, Gruber, Kerr, Rhodes Conway, Judge, Clausius and Clear | | | |
| | | No: | 7 | Sanborn, Konkel, Brandon, Palm, Compton, Schumacher and Pham-Remmele | | | |
| | | Non Voting: | 1 | Cieslewicz | | | |
| 4 | COMMON COUNCIL | 09/04/2007 | Adopt the following amendment | | | | Pass |
| | Verbose Action: | : strike "for Commuter Rail" in the first "BE IT FURTHER RESOLVED" clause. | | | | | |
| | | Absent: | 1 | Rummel | | | |
| | | Aye: | 13 | Sanborn, Cnare, Brandon, Palm, Skidmore, Bruer, Solomon, Kerr, Compton, Clausius, Schumacher, Clear and Pham-Remmele | | | |
| | | No: | 6 | Konkel, Verveer, Webber, Gruber, Rhodes Conway and Judge | | | |

Non Voting: 1 Cieslewicz

Text of Legislative File 06762

..Fiscal Note

This policy resolution has no direct budgetary implications.

..Title

AMENDED SECOND SUBSTITUTE - Supporting ~~the creation of a Regional Transportation Authority that enables~~ the expansion of multi-modal public transit in the Madison ~~m~~Metropolitan area and ~~supporting~~ State legislation that ~~would~~ enables the formation of ~~a~~ Regional Transportation Authority~~ies~~.

..Body

WHEREAS, the Madison ~~m~~Metropolitan area has experienced marked population growth in recent years, estimated at 23 percent since 1990 by the U.S. Census Bureau, putting increased pressure on the region's transportation network and many travel corridors; ~~and~~

WHEREAS, it is anticipated that a significant portion of the proposed RTA sales tax revenue would be used to substantially offset the City of Madison property tax levy as well as expand Metro service to other communities in Dane County.

~~WHEREAS, efficient transportation is essential if the City of Madison and Dane County are to meet their community and economic development goals and maintain the region's high quality of life; and~~

~~WHEREAS, traffic congestion affects thousands of commuters from the City of Madison and other Dane County communities who must travel to and from work and other destinations; and~~

~~WHEREAS, the travel corridor through the Isthmus, the heart of the greater Madison metropolitan area, has experienced increasing traffic congestion, safety problems and pedestrian and bicycle challenges; and~~

~~WHEREAS, almost two-thirds of the county's population lives in the area being studied by Transport 2020, 80 percent work there, and the study area also includes many of the region's largest cultural and special events destinations; and~~

~~WHEREAS, roadway expansion in the Isthmus is not feasible due to costs, impacts and neighborhood concerns; and~~

~~WHEREAS, Dane County, the City of Madison and area communities have been working cooperatively for several years on regional transportation issues; and~~

~~WHEREAS, Transport 2020 has been investigating options for improving transportation for all people who use and depend on this important regional travel corridor; and~~

~~WHEREAS, an initial route has been designated for commuter rail running from Middleton to Reiner Road in the Town of Sun Prairie; and~~

~~WHEREAS, the City of Madison has made a significant investment in mass transit through the Madison Metro Transit bus system, which serves not only the city but also several of the adjacent communities, as well as users of park and ride services from a larger geographic area; and~~

~~WHEREAS, area communities and the County have cooperated for many years in the Metropolitan Planning Organization (MPO), which is the designated policy body responsible for cooperative, comprehensive regional transportation planning and decision making for the Madison metropolitan area; and~~

~~WHEREAS, current problems with the existing structure for providing transit service include: integration of public mass transit services provided by different municipalities; coordination of city paratransit and County specialized transportation services; and coordination of Metro fixed route and shared ride taxi services; and~~

~~WHEREAS, the City of Madison will continue to support efforts to expand the Madison Metro Transit Bus System to outlying cities municipalities within Dane County, such as, but not limited to Monona,~~

~~Sun Prairie, Waunakee, Stoughton and Cross Plains and will continue to support efforts to improve services in the existing service area; and~~

~~WHEREAS, because of the inter-relationships of many of these key transportation issues, the need to carry out planning at a regional level, and the need to develop adequate funding sources on a broader level, the County needs to create a regional transportation entity; and~~

~~WHEREAS, The University of Wisconsin-Madison, Downtown Madison, Inc. and the Greater Madison Chamber of Commerce have expressed support for joint regional efforts for transit improvements;~~

~~WHEREAS, other communities around the state also seek to have new tools for regional transit, and the Alliance of Cities and the Wisconsin Counties Association, among others, are supporting efforts for enabling legislation for local areas;~~

~~NOW, THEREFORE, BE IT RESOLVED, the City of Madison, by way of this resolution, hereby affirms our commitment to legislation at the state level that would enable the formation of Regional Transportation Authorities; and~~

~~BE IT FURTHER RESOLVED that the City of Madison hereby supports **endorses** the work of the Transport 2020 Implementation Task Force, including its recent selection of a phase I corridor or minimal operating segment and urges Transport 2020 to move forward **into preliminary engineering, including submitting a New Starts Application for Commuter Rail** to the Federal Transportation Administration when the application is ready; with its work; and~~

~~**BE IT FURTHER RESOLVED, that the City of Madison recognizes that to fully serve the transit needs of the Madison Metropolitan Area, any local Regional Transportation Authority shall include participation by the City of Madison, Dane County, other local municipalities from throughout Dane County, and community partners including the University of Wisconsin-Madison and the Madison Area Metropolitan Planning Organization; and**~~

~~BE IT FURTHER RESOLVED, that the Regional Transportation Authority enabling legislation shall allow for up to but no more than a half-cent sales tax, which would go to the citizens for a countywide referendum and would be contingent on receiving federal transit funds; and~~

~~**BE IT FURTHER RESOLVED, that a Regional Transportation Authority would be a comprehensive, countywide, regional transportation system, which would provide transportation infrastructure to the entire region, with funding to be apportioned as follows; 33% for the first phase of Transport 2020, 25% for Metro Transit Busses, services 25% for town, village, city and county road maintenance, and 17% for Paratransit services, Rail and Bus enhancements, and Bicycle Facilities; and**~~

~~**BE IT FURTHER RESOLVED, that the City of Madison and Dane County will work together to support Federal Transportation Administration applications for bus and rail enhancements, when those applications are ready, starting with the New Starts Application for Commuter Rail, as recommended by the Transport 2020 process, to be submitted to the Federal Transportation Administration by the end of summer 2007; and**~~

~~**BE IT FURTHER RESOLVED, upon adoption of a Regional Transportation Authority, the City of Madison agrees to work with neighboring communities on the expansion of Madison Metro Transit Bus service both to neighboring communities and within the City of Madison; and**~~

~~NOW, THEREFORE, BE IT RESOLVED that the City of Madison Common Council hereby supports the creation of a Regional Transportation Authority that enables the expansion of multi modal public transit in the Madison metropolitan area; and~~

~~BE IT FURTHER RESOLVED that the City of Madison requests, by way of this resolution, and makes a part of its legislative agenda, legislation at the state level that would enable the formation of Regional Transportation~~

Authorities; and

~~BE IT FURTHER RESOLVED that the City of Madison Common Council recognizes that to fully serve the transit needs of the Madison metropolitan area, any local Regional Transportation Authority should include participation by the City of Madison, Dane County, other local municipalities and community partners including the University of Wisconsin and the Madison Area Metropolitan Planning Organization.~~

BE IT FURTHER RESOLVED that critical issues relating to governance and operating structure of a Regional Transportation Authority, including member representation and detailed funding allocation mechanisms, will have to be determined after consultation with community partners participating in the Regional Transportation Authority; and,

BE IT FINALLY RESOLVED that copies of this resolution be sent to Governor Jim Doyle, Dane County's state legislative delegation, Congresswoman Tammy Baldwin and U.S. Senators Russ Feingold and Herb Kohl.

RESOLUTION – LEGISLATIVE FILE NO. 06762
ADOPTED BY THE MADISON COMMON COUNCIL
SEPTEMBER 4, 2007

AMENDED SECOND SUBSTITUTE - Supporting the expansion of multi-modal public transit in the Madison Metropolitan area and State legislation that enable the formation of a Regional Transportation Authority.

FISCAL NOTE

This policy resolution has no direct budgetary implications.

WHEREAS, the Madison Metropolitan area has experienced marked population growth in recent years, estimated at 23 percent since 1990 by the U.S. Census Bureau, putting increased pressure on the region's transportation network and many travel corridors.

WHEREAS, it is anticipated that a significant portion of the proposed RTA sales tax revenue would be used to substantially offset the City of Madison property tax levy as well as expand Metro service to other communities in Dane County.

NOW, THEREFORE, BE IT RESOLVED, the City of Madison, by way of this resolution, hereby affirms our commitment to legislation at the state level that would enable the formation of Regional Transportation Authorities; and

BE IT FURTHER RESOLVED that the City of Madison hereby endorses the work of the Transport 2020 Implementation Task Force, including its recent selection of a phase I corridor or minimal operating segment and urges Transport 2020 to move forward into preliminary engineering, including submitting a New Starts Application to the Federal Transportation Administration when the application is ready;

BE IT FURTHER RESOLVED, that the Regional Transportation Authority enabling legislation shall allow for up to but no more than a half-cent sales tax, which would go to the citizens for a countywide referendum and would be contingent on receiving federal transit funds; and

BE IT FURTHER RESOLVED that critical issues relating to governance and operating structure of a Regional Transportation Authority, including member representation and detailed funding allocation mechanisms, will have to be determined after consultation with community partners participating in the Regional Transportation Authority; and,

BE IT FINALLY RESOLVED that copies of this resolution be sent to Governor Jim Doyle, Dane County's state legislative delegation, Congresswoman Tammy Baldwin and U.S. Senators Russ Feingold and Herb Kohl.

1 SUB. 2 TO RES. 57, 07-08

2
3 SUPPORTING THE EXPANSION OF MULTI-MODAL PUBLIC TRANSIT IN THE
4 MADISON METROPOLITAN AREA AND STATE LEGISLATION THAT ENABLES THE
5 CREATION OF A REGIONAL TRANSPORTATION AUTHORITY
6

7 The Madison Metropolitan Area has experienced marked population growth in
8 recent years, estimated at 23 percent since 1990 by the U.S. Census Bureau, putting
9 increased pressure on the region's transportation network and many travel corridors.

10
11 NOW, THEREFORE, BE IT RESOLVED that Dane County, by way of this
12 resolution, hereby reaffirms our commitment to legislation at the state level that would
13 enable the formation of Regional Transportation Authorities; and
14

15 BE IT FURTHER RESOLVED that Dane County hereby endorses the work of the
16 Transport 2020 Implementation Task Force, including its recent selection of a phase I
17 corridor or minimal operating segment, and urges Transport 2020 to move forward into
18 preliminary engineering, including submitting a New Starts Application for Commuter
19 Rail to the Federal Transportation Administration when that application is ready; and
20

21 BE IT FURTHER RESOLVED Regional Transportation Authority enabling
22 legislation should allow for up to but no more than a half-cent sales tax, which would go
23 to the citizens for a countywide referendum and would be contingent on receiving federal
24 transit funds; and
25

26 BE IT FURTHER RESOLVED that critical issues relating to governance and
27 operating structure of a Regional Transportation Authority, including member
28 representation and detailed funding allocation mechanisms, will have to be determined
29 after consultation with community partners participating in the Regional Transportation
30 Authority; and
31

32 BE IT FINALLY RESOLVED that copies of this resolution be sent to Governor
33 Jim Doyle, Dane County's state legislative delegation, Congresswoman Tammy Baldwin,
34 and U.S. Senators Russ Feingold and Herb Kohl.
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45 Adopted by the Dane County Board August 16, 2007.
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Resolution TPB No. 6

**SUPPORTING THE LOCALLY PREFERRED ALTERNATIVE (LPA) OF THE
TRANSPORT 2020 ALTERNATIVES ANALYSIS STUDY
AND RECOMMENDING MOVING THE PROJECT FORWARD TO THE NEXT
PHASE OF PRELIMINARY ENGINEERING AND FINAL ENVIRONMENTAL
IMPACT STATEMENT (PE/FEIS)**

WHEREAS Federal law requires that the Madison Area Transportation Planning Board (TPB), as the federally designated Metropolitan Planning Organization (MPO) for the Madison Urban Area, shall be responsible for carrying out the metropolitan transportation planning process in cooperation with the Wisconsin Department of Transportation (WisDOT), operators of publicly owned transit services, and local officials; and

WHEREAS since 2000 the Madison Area TPB in cooperation with the City of Madison, Dane County, WisDOT, and others, has participated in a joint Alternatives Analysis study of transportation improvements for the East-West Corridor called Transport 2020, which was recommended in the previous long-range regional transportation plan for the metropolitan area, the *Vision 2020 Dane County Land Use & Transportation Plan*; and

WHEREAS the Transport 2020 Study Area was recommended due to the fact that:

1. The East-West Corridor area through the Isthmus has a concentrated, transit-supportive land use pattern containing 63% of the county's population and 80% of the employment, and includes the University of Wisconsin-Madison (UW-Madison) campus, and downtown Madison, the region's employment, cultural, and entertainment center.
2. The corridor is experiencing increasing traffic congestion and roadway capacity expansion in the corridor is not feasible due to costs and environmental and neighborhood impacts.
3. Downtown Madison and the East-West Corridor through the Isthmus are experiencing significant redevelopment with much more planned in the future.
4. Fixed-guideway transit service will provide a transportation option more competitive with the auto, increasing reliance on transit, and will support infill and redevelopment of the corridor, maintaining downtown Madison as the region's major activity center and expanding job-housing choices; and

WHEREAS the first phase of the Transport 2020 study resulted in a recommended two-tiered Locally Preferred Alternative (LPA) to be implemented over time, consisting of a "start up system" of a core commuter rail line in the existing rail right of way from the City of Middleton to East Towne Mall, express bus service, park-and-ride (PnR) facilities, and local bus service improvements, and a long-term "full system vision" of an expanded rail system, a downtown transit circulator, and expanded bus and PnR services; and

WHEREAS the Madison Area MPO, the previous MPO for the Madison Urban Area, adopted Resolution MPO No. 28 accepting the recommendations of the Phase 1 Transport 2020 report and recommending moving forward to the next steps of a Draft Environmental Impact Statement (DEIS) and preliminary engineering (PE); and

WHEREAS Phase 2 of the Alternatives Analysis study, which has provided a more detailed analysis and refinement of the LPA for the "start up system", is almost complete, and the intergovernmental Transport 2020 Implementation Task Force, which is overseeing the study, has recommended a new, refined LPA (Alternative 2A); and

WHEREAS this LPA features rail vehicles operating in the existing rail corridor running from Greenway Center in the City of Middleton just west of the USH 12/14 interchange through the Isthmus to Reiner Road just southwest of the City of Sun Prairie with changes and improvements in local bus service to complement the rail service; and

WHEREAS the LPA also features a two-track alignment from Shorewood Boulevard to Union Corners with trains operating on two overlapping routes in order to provide cost effective, frequent service to Madison's higher density core between the UW Hospitals & Clinics and Union Corners; and includes 17 proposed stations along the 16-mile corridor; and

WHEREAS this service design would provide 10-minute peak/20-minute off-peak headways in the core part of the corridor and 20-minute peak/40-minute off-peak headways on the outer ends of the corridor with a total of 70-72 daily trips on weekdays and 44 trips on Saturdays; and

WHEREAS later improvements to this start up system are anticipated to include extensions of the rail service, express bus service, additional park-and-ride facilities, and expanded local bus service; and

WHEREAS the current long-range regional transportation plan, *Regional Transportation Plan 2030 for the Madison Metropolitan Area & Dane County*, adopted by the previous MPO in November 2006 and reaffirmed by the Madison Area TPB in August 2007, carries forward the recommendation from the earlier plan to establish high capacity, fixed-guideway transit service in the East-West Corridor; and

WHEREAS the *Regional Transportation Plan 2030* recommends working to reach regional agreement on and implement the service improvement and finance/governance recommendations from the current Draft EIS phase of the Transport 2020 study;

NOW THEREFORE BE IT RESOLVED that the Madison Area TPB does hereby support the LPA recommended by the Transport 2020 Implementation Task Force as being consistent with the *Regional Transportation Plan 2030*; and

BE IT FURTHER RESOLVED that the Madison Area TPB recommends that the City of Madison, Dane County, WisDOT, UW-Madison, and other local units of government and agencies take all necessary steps to move the Transport 2020 project forward through the PE/Final EIS Phase of the project, including filing of a New Starts application to the Federal Transit Administration (FTA) for PE funding; and

BE IT FINALLY RESOLVED that the Madison Area TPB shall communicate this resolution to the FTA, Governor of the State of Wisconsin, Wisconsin State Legislature, and Wisconsin's Congressional Delegation.

Date Adopted

Chair

Resolution TPB No. 7

SUPPORTING STATE LEGISLATION THAT WOULD ENABLE THE FORMATION OF REGIONAL TRANSPORTATION AUTHORITIES AND SUPPORTING THE CREATION OF A LOCAL REGIONAL TRANSPORTATION AUTHORITY THAT ENABLES THE EXPANSION OF MULTI-MODAL PUBLIC TRANSIT IN THE MADISON METROPOLITAN AREA

WHEREAS the Madison Area Transportation Planning Board (TPB) is the designated Metropolitan Planning Organization (MPO) for the Madison Urbanized Area and is responsible for carrying out the metropolitan transportation planning process in cooperation with the State (Wisconsin Department of Transportation), operators of publicly owned transit services (City of Madison, for Metro Transit), and local officials; and

WHEREAS the Madison Area TPB in cooperation with the Wisconsin Department of Transportation (WisDOT), the City of Madison, Dane County, the University of Wisconsin-Madison and others, has participated in a joint transportation planning process called Transport 2020; and

WHEREAS Transport 2020 is an Alternatives Analysis project that evaluated transportation improvements that ranged from improvements to the existing roadway system to the initiation of new express bus services to Metro Transit's bus system and new passenger rail services; and

WHEREAS the Oversight Advisory Committee for the Transport 2020 project recommended a two-tiered Locally Preferred Alternative (LPA) to be implemented over time, consisting of a "start-up system" of a core commuter rail line in the existing rail right of way from the City of Middleton to East Towne Mall, express bus service, park-and-ride (PnR) facilities, and local bus service improvements, and a long-term "Full System Vision" of an expanded rail system, downtown transit circulator, and expanded bus and PnR services; and

WHEREAS Phase 2 of the Alternatives Analysis study provides a more detailed analysis and refinement of the LPA for the "start up system" and the intergovernmental Transport 2020 Implementation Task Force, which is overseeing the study, has recommended a new, refined LPA (Alternative 2A); and

WHEREAS this LPA features rail vehicles operating in the existing rail corridor running from Greenway Center in the City of Middleton just west of the USH 12/14 interchange through the Isthmus to Reiner Road just southwest of the City of Sun prairie with changes and improvements in local bus service to complement the rail service; and

WHEREAS later improvements to this start up system are anticipated to include extensions of the rail service, express bus service, additional park-and-ride facilities, and expanded local bus service; and

WHEREAS the adopted *Regional Transportation Plan 2030* recommends working to reach regional agreement on and implement the service improvement and finance/governance recommendations from the current Draft EIS phase of the Transport 2020 study; and

WHEREAS the Madison Area TPB approved Resolution TPB No. 6 supporting the LPA recommended by the Transport 2020 Implementation Task Force, found it consistent with the adopted *Regional Transportation Plan 2030*, and supported proceeding to move the Transport 2020 project forward through the PE/Final EIS Phase of the project, including filing of a New Starts application to the Federal Transit Administration (FTA) for PE funding; and

WHEREAS FTA has indicated that, as part of the New Starts application, the region must make progress on the governance and finance components of the project; and

WHEREAS the Transport 2020 Implementation Task Force has recommended the formation of a Regional Transportation Authority (RTA) as the appropriate management structure for the project with funding support from an increase in the countywide sales tax; and

WHEREAS state enabling legislation is required to form an RTA and implement an increase in the countywide sales tax;

NOW THEREFORE BE IT RESOLVED that the Madison Area Transportation Planning Board (TPB) does hereby support state legislation that would enable the formation of regional transportation authorities; and

BE IT FURTHER RESOLVED that Regional Transportation Authority enabling legislation should allow for up to but no more than a half-cent sales tax, which would go to the citizens of Dane County for a countywide referendum and would be contingent on receiving federal transit funds; and

BE IT FURTHER RESOLVED that any local Regional Transportation Authority should include participation by the City of Madison, Dane County, other local municipalities throughout Dane County, and community partners including the University of Wisconsin (Madison) and the Madison Area TPB; and

BE IT FURTHER RESOLVED that any local Regional Transportation Authority would be a comprehensive, countywide regional transportation agency/entity, which would provide regional transportation infrastructure and services to the entire region, with funding for: the Transport 2020 LPA “starter system”; Metro Transit bus service and complementary paratransit service; town, village, city and county road maintenance; Specialized Transportation services; and bicycle facilities; and

BE IT FURTHER RESOLVED that critical issues relating to governance and operating structure of a Regional Transportation Authority, including member representation and detailed funding allocation mechanisms, will have to be determined after consultation with community partners participating in the Regional Transportation Authority, including the City of Madison, the Dane County Towns Association and the Dane County Cities and Villages Association, before a countywide referendum is put forth to the citizens; and

BE IT FURTHER RESOLVED that any local Regional Transportation Authority have strong levels of coordination with the Madison Area TPB, the Wisconsin Department of Transportation (WisDOT), and Metro Transit, and that the coordination efforts be stipulated in a cooperative agreement between the parties similar to the cooperative agreement that currently exists between the MPO, WisDOT and Metro Transit; and

BE IT FURTHER RESOLVED that, at the appropriate time and following a public hearing, the Madison Area TPB as the Metropolitan Planning Organization (MPO) for the Madison Urban Area will need to amend the long-range *Regional Transportation Plan 2030 for the Madison Metropolitan Area and Dane County* to change Transport 2020’s LPA “starter system” from a study to a project that meets the financial constraint requirement of regional transportation plans; and

BE IT FINALLY RESOLVED that the Madison Area MPO shall communicate this resolution to the Governor of the State of Wisconsin, the Wisconsin State Legislature, and Wisconsin’s Congressional Delegation.

Date Adopted

Chair

RESOLUTION 2003-7

Supporting Request of Congresswoman Baldwin for Federal Funding for Transport 2020

WHEREAS: The Dane County Executive's Office and Madison Mayor's Office have requested support from surrounding municipalities concerning a federal funding request of Congresswoman Tammy Baldwin for the Transport 2020 project; and

WHEREAS: Transport 2020 presents a long-term vision for a new transportation system in Dane County, designed to improve mobility and help guide future growth and development in the region; and

WHEREAS: The first phase of Transport 2020's long-term transit vision, termed the "Start-Up System", includes a 13.2-mile commuter rail line as well as new express regional bus service, park and ride lots and improved local bus services; and

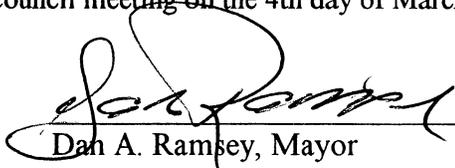
WHEREAS: The Dane County Board of Supervisors, Madison Common Council and Madison Area Metropolitan Planning Organization (MPO) have voted overwhelmingly to begin preliminary engineering on the "Start-Up System"; and

WHEREAS: The next steps in the project include conduct Preliminary Engineering (PE) work and fulfilling the requirements of the National Environmental Policy Act (NEPA) environmental documentation process. The PE/NEPA work is to begin in 2004 and is crucial to the implementation of Transport 2020; and

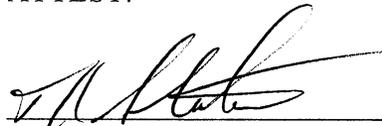
WHEREAS: The request for Congresswoman Baldwin's assistance is for recognition and support of the aforementioned project in the reauthorization of the Federal transportation program (TEA-21) and to secure federal funding to finance 50% of the \$256 million estimated project cost.

NOW, THEREFORE, BE IT RESOLVED that the Middleton Common Council supports Dane County's and the City of Madison's request of Congresswoman Tammy Baldwin for federal funding support of the Transport 2020 "Start-Up System" and acknowledges that Transport 2020 promises to foster strong relationships between and among local governments in Dane County, the University of Wisconsin, the business community, the Wisconsin Department of Transportation and the Federal Government.

This resolution was adopted at the regular Council meeting on the 4th day of March, 2003.


Dan A. Ramsey, Mayor

ATTEST:


Timothy R. Studer, Clerk

VOTE: Ayes: 8
Noes: 0

Resolution 2007—38

Supporting State Legislation That Enables The Creation Of A Regional Transportation Authority

Submitted by Alders Andy Lewis and Steve Leo, August 7, 2008

WHEREAS, the Madison metropolitan statistical area has experienced marked population growth in recent years, estimated at 23 percent since 1990 by the U.S. Census Bureau, putting increased pressure on the region's transportation network and many travel corridors; and

WHEREAS, efficient transportation is essential if the City of Middleton and Dane County are to meet their community and economic development goals and maintain the region's high quality of life; and

WHEREAS, population growth and energy costs will continue to rise, assuring us that only good planning will keep us from failing to meet transportation challenges; and

WHEREAS, Dane County, the City of Middleton, the City of Madison, and area communities have been working cooperatively for several years on regional transportation and economic development issues.

WHEREAS, Transport 2020 has been investigating options for improving transportation for all people who use the regional travel corridors, and

WHEREAS, the City of Middleton has already gone on record in support of federal assistance for the funding of Transport 2020 recommendations via resolution 2003-7, and

WHEREAS, the City of Middleton has been making an increased significant investment in mass transit through the Metro Transit bus system, which serves not only the city of Madison, but communities such as Middleton that are part of the Dane County Region, and

WHEREAS, Area communities and the County have cooperated for many years in the Metropolitan Planning Organization (MPO), which is the designated body responsible for cooperative, comprehensive regional transportation planning and decision making for the Madison Metropolitan Area, and

WHEREAS, Current problems with the existing structure for providing transit service include: integration of public mass transit services provided by different municipalities; coordination of city paratransit and county specialized transportation services; and coordination of metro fixed route and shared ride taxi services, and

WHEREAS, the inter-relationships of many of these key transportation issues need to carry out planning at a regional level, and the need to develop adequate funding sources on a broader level, the Madison Metropolitan Area needs to create a regional transportation entity, and

WHEREAS, other communities outside of Dane County also seek to have new tools for regional transit, and the Alliance of Cities and the Wisconsin Counties Association, among others, are supporting efforts for enabling legislation for local areas.

NOW, THEREFORE, BE IT RESOLVED, that the City of Middleton, by way of this resolution, affirms our commitment to legislation at the state level that would enable the formation of Regional Transportation Authorities; and

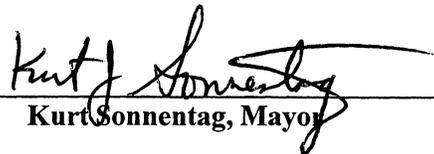
BE IT FURTHER RESOLVED that Middleton, reaffirms its support of the work of the Transport 2020 Implementation Task Force; and

BE IT FURTHER RESOLVED that Middleton recognizes that to fully serve the transit needs of the Madison Metropolitan Area, any local Regional Transportation Authority needs to include participation by the City of Middleton, City of Madison, the University of Wisconsin – Madison, Dane County, the Madison Area Metropolitan Planning Organization, and other local municipalities and community partners; and

BE IT FURTHER RESOLVED, that the Regional Transportation Authority enabling legislation shall allow for up to, but no more than a half-cent sales tax, which would go to the citizens for a countywide referendum and would be contingent on receiving federal transit funds; and

BE IT FINALLY RESOLVED that copies of this resolution be sent to Governor Jim Doyle, Dane County's state legislative delegation, Congresswoman Tammy Baldwin, and U.S. Senators Russ Feingold and Herb Kohl.

Passed and adopted by the Common Council of the City of Middleton, Dane County, Wisconsin, this 7 day of August, 2007.


Kurt Sonntag, Mayor

Attest:


Patricia A. Amble, City Clerk

VOTE: Ayes: 8 Noes: 0

Resolution R - 2007 - 10

Village of Shorewood Hills, Dane County, Wisconsin

SUPPORTING THE EXPANSION OF MULTI-MODAL PUBLIC TRANSIT IN THE MADISON METROPOLITAN AREA AND STATE LEGISLATION THAT ENABLES THE CREATION OF A REGIONAL TRANSPORTATION AUTHORITY

WHEREAS, the Madison Metropolitan Area has experienced marked population growth in recent years, estimated at 23 percent since 1990 by the U.S. Census Bureau, putting increased pressure on the region's transportation network on many travel corridors and in the Village of Shorewood Hills, University Avenue in particular; and

WHEREAS, efficient transportation is essential if the Village of Shorewood Hills and Dane County are to meet their community and economic development goals and maintain the region's high quality of life; and

WHEREAS, traffic congestion affects thousands of commuters from the Village of Shorewood Hills, City of Madison, and other Dane County communities who must travel to and from work and other destinations; and

WHEREAS, the travel corridor on University Avenue through Shorewood Hills has experienced increasing traffic congestion, safety problems, and pedestrian and bicycle challenges; and

WHEREAS, continuing and anticipated redevelopment on University Avenue is creating or will create more pressures on transportation; and

WHEREAS, almost two-thirds of the county's population lives in the area being studied by Transport 2020, 80 percent work there, and the study area also includes many of the region's largest cultural and special events destinations; and

WHEREAS, roadway expansion on University Avenue is not feasible due to costs, impacts, and neighborhood concerns; and

WHEREAS, the Village of Shorewood Hills, Dane County, and area communities have been working cooperatively for several years on regional transportation issues; and

WHEREAS, Transport 2020 has been investigating options for improving transportation for all people who use this important regional travel corridor, including combinations of commuter buses, commuter rail, and park-and-ride lots, and the first phase of Transport 2020 recommended a "locally preferred alternative" comprised of commuter rail, expanded regional bus service, park-and-ride lots, and electric streetcars; and

WHEREAS, an initial route has been designated for commuter rail running from Middleton through Shorewood Hills to Reiner Road in the Town of Sun Prairie; and

WHEREAS, the City of Madison is studying other transportation alternatives, such as the use of streetcars; and

WHEREAS, the Village of Shorewood Hills, area communities and the County have cooperated for many years in the Metropolitan Planning Organization (MPO), which is the designated policy body responsible for cooperative, comprehensive regional transportation planning and decision making for the Madison Metropolitan Area; and

WHEREAS, current problems with the existing structure for providing transit service include: integration of public mass transit services provided by different municipalities; coordination of city paratransit and county specialized transportation services; and coordination of Metro fixed route and shared ride taxi services; and

WHEREAS, because of the inter-relationships of many of these key transportation issues, the need to carry out planning at a regional level, and the need to develop adequate funding sources on a broader level, the Madison Metropolitan Area needs to create a regional transportation entity; and

WHEREAS, other communities around the state also seek to have new tools for regional transit, and the Alliance of Cities and the Wisconsin Counties Association, among others, are supporting efforts for enabling legislation for local areas; and

WHEREAS, many outstanding matters need to be agreed upon by the Village including, but not limited to, rail stops, locations, safety considerations and funding mechanisms, however in order to move forward with transportation planning, enabling legislation is needed.

NOW, THEREFORE, BE IT RESOLVED that the Village of Shorewood Hills hereby generally supports the work of the Transport 2020 Implementation Task Force and urges Transport 2020 to move forward with its work; and

BE IT FURTHER RESOLVED that the Village of Shorewood Hills, by way of this resolution, hereby reaffirms our commitment to legislation at the state level that would enable the formation of Regional Transportation Authorities; and

BE IT FURTHER RESOLVED that the Village of Shorewood Hills recognizes that to fully serve the transit needs of the Madison Metropolitan Area, any local Regional Transportation Authority should include participation by the Village of Shorewood Hills, City of Madison, Dane County, other local municipalities, and community partners including the University of Wisconsin and the Madison Area Metropolitan Planning Organization; and

BE IT FINALLY RESOLVED that copies of this resolution be sent to Governor Jim Doyle, Senator Fred Risser, Rep. Spencer Black, Congresswoman Tammy Baldwin, and U.S. Senators Russ Feingold and Herb Kohl.

The foregoing resolution was duly adopted by the Board of Trustees of the Village of Shorewood Hills at a legal meeting on the 16th day of July 2007.

APPROVED: _____
Mark Sundquist, President

Attest: _____
Colleen Albrecht, Village Clerk

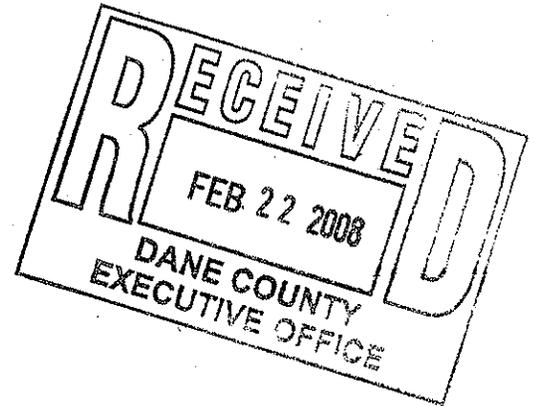
Health Care Main Street

February 1, 2008

Kathleen M. Falk
Dane County Executive
City County Building, Room 421
210 Martin Luther King Jr. Blvd
Madison, WI 53703

Mayor Dave Cieslewicz
City County Building, Room 403
210 Martin Luther King Jr. Blvd
Madison, WI 53703

Re: Multi-modal regional transit



Dear County Executive Falk and Mayor Cieslewicz:

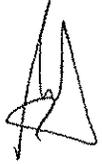
Health Care Main Street, a partnership of Madison area health care providers, would like to express its strong support for the development of a comprehensive, multi-modal regional transit system that is accessible, attractive, and affordable. Such a system would not only enable us to continue to grow and develop health care facilities within Madison's central city and elsewhere, but would also increase our ability to improve the lives of current employees and recruit new employees.

All of the health care members of Health Care Main Street, which includes Dean Health System, Meriter Hospital, St. Mary's Hospital, and UW Health have principle locations in the Park Street and University Avenue corridors. Given the high cost of development, we face increasing challenges in our ability to grow and develop in order to continue to provide quality health care to residents of the South Central Wisconsin region. At the current going rate of \$25,000 to \$30,000 per space (structured parking) the need to provide adequate parking for staff, patients, and visitors contributes significantly to that high cost. If there were a comprehensive, multi-modal regional transit system, staff, visitors, and even some patients would use the system thereby reducing the need for parking as well as demands on other infrastructure

The health care sector is a significant contributor to the local economy. The Health Care Main Street medical provider members have a total combined workforce of over 18,000. Our employees live throughout the Madison metropolitan region. The availability of a wide range of transportation choices, especially those accessible to a 24/7 workforce, would improve the quality of their lives and increase our ability to recruit future employees.

Health Care Main Street would like to reiterate its strong support for a comprehensive, multi-modal regional transit system that is accessible, attractive, and affordable. The development of such a system within the next decade is an imperative to the future economic development of the Madison metropolitan region.

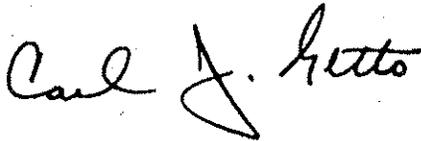
Sincerely,



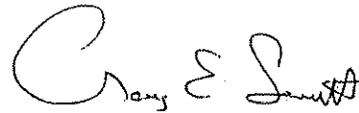
James Woodward
President & CEO, Meriter Health Services Inc.



Frank Byrne, MD
President & CEO, St. Mary's Hospital



Carl Getto, MD
Interim President & CEO, UW Hospital



Craig E. Samitt, MD, MBA
President & CEO, Dean Health Systems, Inc.



Jeffrey Grossman, MD
President & CEO, UW Medical Foundation

Cc: Representative Tammy Baldwin
Senator Russ Feingold
Senator Herb Kohl
Senator Fred Risser
Representative Mark Pocan
Representative Spencer Black
David Trowbridge, AICP, Transport 2020

Edgewood College Survey (10-8-07)

Dane County Survey results: 10\8
One-Way Frequencies
Results

#16. Madison mayor Dave Cieslewicz (CHESS-LEV-ITCH) and Dane County Executive Kathleen Falk have proposed the creation of a Regional Transportation Authority for the entire county to be funded by a half-cent increase in the sales tax. The money would be split between a regional commuter rail system, road maintenance, and improvements in bus service. Do you support this proposal?

- 1. YES
- 2. NO
- 8. DON'T KNOW
- 9. NO ANSWER

“Q16. Support Madison rapid transit?”

| RTA | Frequency | Percent |
|-----|-----------|---------|
| YES | 144 | 64.86 |
| NO | 78 | 35.14 |

Frequency Missing = 40