

**Minutes of the Madison Area Transportation Planning Board
Citizen Advisory Committee**

May 19, 2010

Madison Municipal Building, Room LL-130

5:00 p.m.

1. Roll Call

Members Present: F. Bartol, R. Ferrell, J. Rider, J. Siegfried (for R. Williams), E. Sundquist, J. Guo,

Members Absent: C. Gjerde, G. Hull, D. Phillips, S. Hiniker, T. Stoebig

Staff Present: B. Schaefer

2. Approval of February 17, 2010 Meeting Minutes

Schaefer explained that there wasn't a quorum at the March meeting so the February meeting minutes couldn't be approved then. Notes were written up for the March meeting, but not official minutes.

Sundquist moved, Ferrell seconded, to approve the February 17 meeting minutes. Motion carried.

3. Brief Update on the Dane County Regional Transit Authority (RTA)

Schaefer said the RTA Board had its second meeting at which it created two committees, one to develop bylaws and operating rules and a second to develop a transit plan to take to the voters for the referendum. Schaefer said he provided a presentation to the RTA Board on the MPO and its responsibilities, including for transit planning and how those relate to Metro Transit. The presentation was included in the meeting packet. There was some discussion about the level of detail required for the transit plan to support the referendum. It was also noted there are other issues that need to be addressed first such as whether the RTA would be more of a funding authority or take over as the major transit operator. Another issue is whether the RTA sales tax will be used to support the existing bus service. Bartol mentioned the transit referenda that had been passed recently in Charlotte, NC and St. Louis.

Schaefer mentioned that some students of Guo had developed and administered a transit survey that might provide some information to inform discussions about desired transit services. She said Guo agreed to give a presentation on the survey results at the next meeting. Guo said the students had received 7,000 responses to the survey with many coming from UW students and employees. The questions focused on the perceived gaps in service and also addressed the intercity connection issue. She said over 50% of respondents favored the RTA, but they would need to factor the bias due to the many respondents associated with UW. Ferrell commented that his constituents on Madison's far Southwest side opposed the RTA by a 3:1 margin based on surveys he's done.

4. Presentation on Bus Improvement Concepts for the North/East Area for the RTA Service Scenario

Schaefer reviewed the updated bus service improvement concepts that have been developed for the North/East side. A direct route would be provided between the North Transfer Point (NTP) and the airport. Express service would be added from the NTP to the south side of the Capitol Square area and then to Park Street. Transfers would be available from other north side routes to the express route. The revisions would allow direct service to MATC from the NTP and from the Portage/Hayes area. Route 6 would be increased to 15-minute all day service with improved routing. Schaefer said work was still being done on the bus service improvements for the first RTA scenario. Improvements for the Southeast side and Middleton still needed to be developed along with some revisions for other areas.

5. Brief Update and Discussion on the Milwaukee-Madison Intercity Passenger Rail Service Project and the Madison Station Location

Schaefer noted that the state had selected Monona Terrace for the Madison station location. He said there was frustration over the process and the lack of any opportunities for input on the decision. However, the City of Madison was on record supporting a non-airport location. Also, the MPO's long-range transportation plan recommended pursuing a downtown station as well as an airport station, which was thought to be the choice at the time.

Siegfried commented that the rail system was regional and many of the people using it would be coming from outside Madison. She said the downtown location would discourage some from taking the train. Bartol commented that a survey would have been helpful to determine what location the majority of people preferred. Sundquist commented that the downtown location allows more people to get to their destination without having to change modes of transportation. This was particularly important for people who aren't used to taking public transportation. He said he didn't think it was difficult to get to downtown. Bartol commented on the different markets the rail service would serve such as commuters, vacation and business travelers, and persons traveling to the airports in Milwaukee or Chicago. He thought the downtown location was the safest. Sundquist commented on the need for intermodal facilities at the station and Guo agreed.

6. Consideration of Recommendation Regarding TPB Resolution No. 39 Amending the 2010-2014 Transportation Improvement Program for the Milwaukee-Madison Intercity Passenger Rail Service Project

Schaefer said the TIP amendment was needed to add the federal funding for the portion of the project within the MPO area. A public hearing on the TIP amendment will be held at the MPO Board's June 2 meeting. The hearing is required because it is a major amendment. He said the amendment adds funding in 2010 for the environmental study and preliminary design of the train stations, including the Madison station, and for some initial rail infrastructure improvements (primarily work on land bridges) between Sun Prairie and Watertown. The funding includes \$25 million for the study and design work for the stations and \$75 million for rail infrastructure improvements. He said the funding for construction in 2011-2012 for the stations and most of the rail infrastructure improvements would be added as part of the 2011-2015 TIP. Final construction cost estimates aren't available at this time.

Rider moved, Sundquist seconded, to recommend approval of TPB Resolution No. 39, Amendment #4 to the 2010-2014 for the intercity passenger rail project. Motion carried with Siegfried abstaining.

7. Brief Presentation on the Federal Certification Review Report for the Madison Area TPB (MPO)

Schaefer distributed the executive summary of the report. He said the certification review by U.S. DOT staff is required every four years to make sure the MPO is complying with all federal laws and regulations. He highlighted the commendations the MPO received, the recommendations, and the one corrective action related to the MPO's congestion management process (CMP). Schaefer said he provided some information on the CMP at the last meeting.

8. Brief Presentation on the Metro Triennial Review Report

Schaefer said the summary of report findings and corrective actions was included in the packet. He said he thought the report would be of interest to committee members, particularly the deficiencies found related to ADA paratransit service and supplementary school service. The school service issue had the potential to have a major negative impact on the school district and Metro. The consultant who conducted the review for FTA found that a number of the school service routes constituted more than a "de minimus" change from Metro's regular routes. Metro is trying to negotiate a resolution to the issue with FTA and has asked for an extension of the deadline for complying. Even if Metro persuades FTA to interpret its policy differently, some changes may still be needed to the school service routes.

Sundquist asked the reason for the rule and Schaefer said it was to protect private transit operators from having to compete with public transit providers that are subsidized with public funding. It is the same reason for the rules preventing public transit systems from operating charter and special event service, which Metro had to recently stop providing.

9. Brief Update on Verona Road/West Beltline (USH 18/151) Study

Schaefer provided a brief update on the project. He noted that the presentation from a recent Policy and Technical Committee meeting was included in the meeting packet. The draft supplemental EIS for the short-term improvements was almost done and public hearings on the draft EIS would be conducted this summer. He reminded members that the MPO amended its long-range transportation plan to include the short-term improvements to Verona Road and the Verona Road/Beltline interchange last fall. He mentioned a few of the issues that the area residents have raised and WisDOT's responses. The issues include noise walls and pedestrian crossing of Allied Drive.

10. Brief Update on the North Mendota Parkway Corridor Study

Schaefer distributed a Dane County resolution that endorses the recommendations of the study committee regarding the resource protection area and routing for the roadway. The committee recommended a route to officially map for the portion of the parkway on new alignment from CTH M to CTH Q, but west of CTH Q to USH 12 only a general corridor was identified. The committee has asked WisDOT to make a recommendation regarding the connection to USH 12 and to assist in planning, designing, and constructing the parkway. The resolution was adopted with some minor modifications.

11. Committee Member Reports

None

12. Staff Reports

Schaefer said the final interviews for the MPO transportation planning manager position would take place in the next 2-4 weeks. He also reported that most of the new MPO Policy Board appointments had been made. The three City of Madison appointees whose terms were up—Mark Clear, Paul Skidmore, and Chris Schmidt—were all reappointed. Steve Ritt, a City of Verona Alderperson, was appointed by the cities and villages to replace Ken Harwood. Eileen Bruskevitz was reappointed by the towns. He said the County Executive had not made her appointments yet. Al Matano and Robin Schmidt were the members whose terms were up. He noted the list of future agenda items, including the 2011-2015 TIP.

9. Next Meeting Dates

Wednesday, July 21 and Wednesday, September 15, 2010

10. Adjournment

The meeting was adjourned at 6:30 p.m.

Minutes recorded by Bill Schaefer