

Madison Area Transportation Planning Board (an MPO)
August 5, 2009 Meeting Minutes

1. Roll Call

Members present: Ken Harwood, Duane Hinz, Joe Chase, Mark Opitz, Paul Skidmore, Jerry Mandli, Chris Schmidt (arrived at Item #10), Steve King, Eileen Bruskewitz (arrived at Item #5), Chuck Kamp, Robin Schmidt, Al Matano

Members absent: Joe Clausius, John Vesperman.

Staff present: Bob McDonald, Bill Schaefer, Bob Pike

2. Approval of July 1, 2009 Meeting Minutes

Kamp moved, Skidmore seconded, to approve the July 1, 2009 meeting minutes. Matano asked whether USH 51 (McFarland to Stoughton) was a legislatively enumerated project as noted in the minutes. Schaefer said he thought the study was enumerated, but not the project. McDonald said staff would check on this and correct the minutes if necessary. Motion carried to approve the minutes with the correction regarding USH 51 if necessary. [Ed. Note: It was confirmed that only the study is enumerated and the final minutes were revised accordingly.]

3. Communications

None.

4. Public Comment (for items *not* on MPO Agenda)

None.

5. Election of Officers

Matano asked McDonald to serve as temporary Chair for the election. The first nomination was for Chair. R. Schmidt said that Matano had been Chair for more than a year and had done a good job. R. Schmidt moved, Opitz seconded, to nominate Matano. Opitz moved, Skidmore seconded, to close the nominations. Motion to nominate Matano as Chair carried. The Chair was given back to Matano, who asked for nominations for Vice-Chair. Skidmore moved, Opitz seconded, to suspend the rules for discussion. Motion carried. Opitz asked if board members thought it was a problem if the Vice-Chair was appointed by the same authority as the Chair. There was discussion that there weren't any rules against this. Skidmore, Harwood, and Hinz all said they had no problem with this. Harwood said he was willing to serve as Vice-Chair if others thought it was a problem. Opitz moved, Kamp seconded, to nominate R. Schmidt as Vice-Chair. Skidmore moved, Opitz seconded, to close the nominations. Motion to nominate R. Schmidt as Vice-Chair carried.

6. Consideration of Madison Area TPB Resolution No. 28 Regarding Intercity Bus Transportation and the Badger Bus Terminal in the City of Madison

Matano said that he drafted a letter on the issue, which he passed out at the last meeting, and McDonald used the letter to draft a resolution. McDonald said a modified version of the resolution was at members' places with the new language underlined. He stated that he thought the modification reflected the recommendation of the Citizen Advisory Committee (CAC). However, Matano who was at the meeting, says it was slightly different.

Moved by Skidmore, seconded by Kamp, to approve TPB Resolution No. 28 for discussion purposes.

Matano first reviewed some suggested editorial changes. He then said the CAC recommended changing the second to last whereas clause to strike the words "with a potential station at the Dane County Regional Airport." The thought was this indicates neither support nor opposition to an intermodal station at the airport. Bruskewitz asked if a staff person from the airport was on the

MPO's technical committee. McDonald said yes, but he rarely attends meetings. Bruskewitz said it would be good to get their opinion on having an intermodal station at the airport. McDonald said the technical committee recommended editing the same whereas clause to state the airport station "could be evaluated for potential" as a full intermodal terminal. Skidmore asked if MPO "support" meant providing funding. McDonald said it referred to technical assistance and that this was already happening. A staff group that includes the MPO has been formed to help Greyhound Bus Company find an alternate temporary terminal location.

Harwood moved, Bruskewitz seconded (?), to strike the language "with a potential station at the Dane County Regional Airport," which was considered a friendly amendment to the main motion. Following further discussion, it was agreed to add "this intercity rail station" could be a full intermodal terminal. R. Schmidt noted that the 7th whereas clause refers to coordination and leadership and suggested editing the 2nd be it resolved clause to state the MPO offers "to provide technical assistance" to clarify that funding is not being offered. This was also considered a friendly amendment.

Motion to approve the Resolution TPB No. 28 with these changes carried.

7. Consideration of Letter of Support Regarding City of Middleton's TIGER Grant Application for an Intermodal Transportation Facility.

McDonald said that at the August meeting Opitz asked the Board to consider a letter of support for the City of Middleton's TIGER grant application for an intermodal transportation facility in the southwest quadrant of the USH 12/USH 14 interchange. A paper describing the project and a draft letter of support were in the meeting packet. A revised cover sheet to the paper on the project with a slightly different title was at members' places. Opitz reviewed the various project components and a graphic showing the structure, which is envisioned to tie together bus service, potential future rail service, bicycle transportation, and integrating those into a green built technology park-and-ride facility. He also reviewed the benefits of the project, including linking Middleton's employment areas, the UW campus, and the East Isthmus. He said the City is working with WisDOT and other entities on the project.

Moved by Kamp, seconded by R. Schmidt, to approve the letter of support for the grant application. Motion carried.

8. Consideration of Madison Area TPB Resolution No. 29 Regarding Amendment #6 to the 2009-2013 Transportation Improvement Program for the Madison Metropolitan Area and Dane County.

McDonald said the amendment is needed for two projects. The first is Dane County's project to resurface CTH K from CTH Q to CTH M. This project was approved for Federal stimulus funding by WisDOT using STP-Rural funding. It is outside the Madison urban area, but within the MPO planning area. The second is for the Village of Waunakee's Woodland Drive project. Schaefer added that the Woodland Drive project involves reconstruction of the street with the addition of bike lanes and construction of a bike path on the west side of the road. The village received an earmark of Federal funding in SAFETEA-LU. Because of a shortage of funding, the project limits need to be shortened to stop at Cobblestone Lane rather than extending to CTH M. The funding for the project also needs to be changed from Transportation Enhancements (TE) to STP-Urban because street reconstruction is not an eligible cost for the TE program. WisDOT has indicated this will not affect the entitlement balance of STP-Urban funds for the Madison area. The TIP amendment is needed because of the change in the project limits and funding source.

Moved by Bruskewitz, seconded by Skidmore, to approve TPB Resolution No. 29 regarding Amendment #6 to the 2009-2013 TIP. Motion carried.

9. Consideration of Release of Draft 2010-2014 Transportation Improvement Program (TIP) for the Dane County Area for Public Review and Comment.

McDonald said a copy of the draft TIP was at members' places. The document needs to be sent out in order meet the deadline for the public hearing and provide for a desired 30-day public review and comment period. A public information meeting on the TIP is scheduled for August 19 at the Dane County Highway office. An earlier public information meeting was held on the process. A public hearing before the Board is scheduled for the September 2 meeting and action is anticipated at the October 7 meeting. Staff is asking for the Board's concurrence to release the draft for public review.

Moved by Opitz, seconded by Bruskewitz, to approve release of the Draft 2010-2014 TIP. Motion carried.

10. Discussion of the New Regional Transit Authority (RTA) Legislation and the Role of the MPO in the Formation of an RTA in Dane County.

McDonald said at the last meeting a number of questions were raised about the RTA. The legislation was included in the packet and addresses a number of these questions, including the major one of how the RTA is formed. Clearly, the RTA is created by adoption of a resolution by the County Board.

Royce Williams, a member of the MPO Citizen Advisory Committee, registered to speak on the issue. Williams said he has been interested in seeing an RTA created for many years. However, he said he was disappointed in the governance structure for the Dane County RTA, which he viewed as undemocratic. He said the structure should have followed more closely that of the MPO Board with more proportional representation based on population and a requirement that the members either be elected officials or operators of a major mode of transportation. He said the structure should not have been set out in the legislation. The second problem is the inclusion of towns that are only partially in the MPO planning while excluding the Villages of Oregon and De Forest. He said the state legislation needed to be changed to rectify these problems.

Matano introduced Janet Piraino, Chief of Staff for Madison Mayor Dave Cieslewicz, who said she was present to answer questions.

R. Schmidt commented that the appointments by the County Executive can reside anywhere in the MPO planning area and this is an opportunity for obtaining better representation by under-represented communities. Kamp said the Board discussed at the last meeting the role of the MPO to conduct service and financial planning as an underpinning of the RTA plan or the information that is presented to the public. He said the legislation doesn't address this and asked that the Board discuss the role of the MPO to develop these service and financial scenarios at the appropriate time. McDonald said it is staff's intention to do that as a part of the TDP. The scenarios would not be developed to the level of detail the RTA Board would need to implement services once it was created and funded, but would be sufficient to assist in the RTA discussion and for the public to make an informed decision on the RTA referendum. Harwood commented that there was a misconception by the public that the RTA means trains. He said a public relations effort is needed to get accurate information out to the public on the issue. Bruskewitz asked about the status of the FTA New Starts application, and McDonald said the application had been withdrawn and has not been resubmitted. King said his impression was that resubmission of the application depends upon an RTA being in place with funding.

Kamp stated that a range of service mix scenarios should be developed for consideration, including one with commuter rail service, a bus only scenario, and another that is something in between. He asked whether staff needed direction on the appropriate scenarios to consider. McDonald said he thought the Transport 2020 Study group was considering asking the consultant to develop and cost out a different rail alternative with service to the airport rather than out towards Sun Prairie due to the potential high speed rail service to the airport. If that is done, the MPO would certainly have the opportunity to take a position on that alternative. That would also affect the bus service changes that would be needed to complement the rail service. McDonald said there is also the issue of the need for staffing of the RTA Board if it is formed. There has been some discussion about setting up an interagency staff team for that. If that is done, there is a question as to who would take the lead, but he

thought it might be the county since the county creates the RTA. McDonald said MPO staff could provide technical support for this effort, but that it would be important to get input from the MPO Board on service scenarios that might be developed.

Bruskewitz suggested that it would be helpful to have a meeting with the different entities to discuss the plan for the formation of the RTA, staffing, developing service scenarios, and the referendum. Harwood agreed. King said that given the political nature of the issue and that the RTA Board has authority over these decisions, the persons at the meeting need to include the appointing authorities for the RTA. Bruskewitz said she introduced a County Board resolution calling for a referendum on whether an RTA should be formed with a sales tax. She said Opitz has drafted a substitute resolution. Harwood questioned whether the RTA should be created before the referendum and funding was available. Matano said McDonald indicated there are enough agencies to provide interim staffing of the RTA if it were created before funding was available. Matano said discussions are obviously going on and the issue is whether the MPO wants to inject itself into the process and play a more assertive role. Kamp said King suggested the RTA Board should perhaps be formed before the referendum and guide the plan for the referendum. It is up to the community to figure out what is the right way of doing this. He said he did think it was appropriate for the MPO to at least assist with the technical planning issues and that the MPO should play an assertive role. Bruskewitz said the way to play a more assertive role was to get the appointing authorities together. Chase commented that the County Board was moving too quickly and that time was needed to develop the service plan, which the MPO could help in preparing. Schaefer noted that the legislation does say the RTA shall consider the plans of the MPO, which supports the MPO playing a role in providing technical expertise. McDonald questioned how the MPO could assert itself and said it would be better if staff and a MPO Board representative were asked to participate in the discussions by the appointing authorities.

Harwood asked what Bruskewitz's resolution says and Opitz's suggested revisions. Bruskewitz said the resolution she introduced calls for a referendum in the April 2010 election on forming of a RTA. Opitz read Bruskewitz's resolution, which calls for a referendum asking voters whether a sales tax of 0.5% shall be implemented to support transit services, which could include commuter rail. A second part of the resolution says that if a resolution creating a RTA is adopted it shall not go into effect until the referendum is passed. Opitz said he hadn't drafted any amendments, but had two concerns: the reference to commuter rail and the timing of the referendum in the spring when voter turnout is low. R. Schmidt questioned why the referendum was countywide rather than just the RTA jurisdictional area. C. Schmidt asked why bus service wasn't specifically mentioned. Bruskewitz responded that she thought it was important the public understand that commuter rail is going to be part of the mix of services. She said she proposed a countywide referendum because the MPO area will be increased in the future to include De Forest and Oregon and most people shop in the MPO area. Kamp asked Bruskewitz whether the referendum might not be premature because of the need to develop the service and financial scenarios. Bruskewitz answered that she thought the public needed an opportunity to be heard and the referendum would get people talking about the issue publicly rather than in private meetings.

Bruskewitz said she understood the difficult position MPO staff is in, but that the Board as elected officials needed to assert itself. Matano suggested he write a letter with MPO staff's assistance to the appointing bodies offering assistance by MPO staff and the Board in facilitating the formation of the RTA and on the referendum. Harwood suggested the letter specifically ask for MPO staff and Board representation in the discussions. He also said he thought the focus of the discussion about the RTA needed to be changed from a mandate to creating an organization that will facilitate provision of improved transit services in the region both in the short term and long term.

Moved by Harwood, seconded by Skidmore, to send a letter to the appointing authorities asking that the Board and staff be represented in discussions on the RTA.

R. Schmidt suggested a friendly amendment to the motion to have the letter say the MPO will facilitate setting up a meeting to have the discussions on the RTA and the role of the MPO in the process. She said this would be stronger. Bruskewitz added she didn't want to put staff in an awkward

situation. She thought the tone of the letter should note that the issue is complicated and that the MPO is the right organization to help get discussions started.

Matano asked Piraino if she wanted to comment on the discussion. Piraino said she had met with Kamp to discuss the RTA and the appropriate role of the MPO. She has a meeting planned with McDonald. At this point, she is just gathering information. The process has been very chaotic up to this point and there has not been any intention to exclude the MPO. She said she would report to the Mayor on the Board's discussion. The persons involved in this issue are just now starting to move forward and identify all the questions that need to be answered involving creation of the RTA and the referendum. Matano asked Royce Williams if he had any further comments, and Williams said he wished that the persons involved in this would talk to some of the advocacy groups who have put in a lot of time and effort on the issue.

Motion to send a letter to the appointing authorities reflecting these comments carried. Matano said he would write a letter and share the draft with the Board for consideration at the next meeting.

11. Status Report by TPB Board Members on Projects Potentially Involving the TPB:

- **Transport 2020 Implementation Task Force**

No update.

- **USH 51 (USH 12/18 to I 90/94/39) Corridor Study**

McDonald said WisDOT has slowed work on the study because it qualifies as a major study, but it hasn't been legislatively enumerated.

- **USH 51 (McFarland to Stoughton)**

McDonald said there isn't any additional news. The consultants are in the process of responding to questions and comments raised at the recent public meetings.

- **North Mendota Parkway Implementation Oversight Committee**

Bruskewitz said the next meeting is scheduled for September 2. Opitz noted the meeting is the same night as the MPO Board meeting and he asked the Chair to have the meetings located closer together and/or move the time of the NMP meeting.

12. Discussion of Future Work Items:

- **2009-2013 Transit Development Plan (TDP)**

McDonald said staff would be developing some service scenarios to provide information for the RTA discussion.

- **2010 Unified Planning Work Program**

McDonald said staff is in the process of drafting the document now. A review meeting with FWHA and WisDOT staff is scheduled for September. Staff will present the draft document to the Board at the October meeting with action anticipated at the November meeting.

- **Congestion Management Plan**

McDonald said this will need to be completed within one year from the date of the Federal Certification Review report.

13. Announcements and Schedule of Future Meetings

The next meeting is September 2, 2009 at Madison Water Utility, 119 E. Olin., Room A-B.

Bruskewitz mentioned that the Dane County Department of Human Services and Metro Transit were acquiring a computer software program for the county's mobility management project.

14. Adjournment

Moved by Opitz, seconded by Harwood, to adjourn. Motion carried.