



City of Madison

City of Madison
Madison, WI 53703
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Meeting Minutes - Draft CONTRACTED SERVICE OVERSIGHT SUBCOMMITTEE

Thursday, March 9, 2017

12:00 PM

210 Martin Luther King, Jr. Blvd.
Room 108 (City County Building)

1. CALL TO ORDER / ROLL CALL

Present: Jackie Dahlke, Mick Howen, Margaret Bergamini, Mayor Steve Arnold

Guest: UW Peter Armstrong,

Staff: Drew Beck, Chuck Kamp, Ann Schroeder, Philip Gritzmacher, Wayne Block

The meeting was called to order at 12:04 PM.

Excused: 5 - Gary L. Poulson; Kenneth Golden; Renee Schwass; Ahnaray Bizjak and Mark M. Opitz

2. APPROVAL OF MINUTES

Arnold moved approval of the minutes; Bergamini seconded. Bergamini abstained. The motion passed by voice vote/other/.

3. PUBLIC COMMENT

There was no public comment.

4. DISCLOSURES AND RECUSALS

There were no disclosures or recusals.

5. 46409

Update on Transportation Ordinance Review Committee (TORC) - Chuck Kamp

Attachments: [Current Section 3.pdf](#)
[Expanded Drafter's Analysis.pdf](#)
[Version 1.pdf](#)

Kamp said the Transit and Parking Commission (TPC) asked that each TPC subcommittee be given a more formal opportunity to comment on the recommendations from the Transportation Ordinance Review Committee (TORC) and to do so in a manner that will allow the TPC to incorporate any additional comments at their May meeting. The packet included the draft, showing duties of the board and commission. Included was a change to also recommend that the Common Council establish a regional committee that has regular meetings and meets jointly with the board once per year.

Bergamini said she attended the last TORC meeting because earlier drafts had not included any group such as CSOS and she felt very strongly CSOS should continue. She made that argument to TORC, and they accepted that. The way she phrased it was this is working; just take the enabling language for this committee and port it over to the new ordinance, and keep the process of appointment the same. She didn't think the current draft reflects that intent. She would like the creation of CSOS to be in the ordinance and not something recommended to Council that doesn't start until after January 1st. Kamp said maybe these clarifications should be the CSOS feedback to the TPC.

Arnold said Dane County cities and villages met last night and Mark Opitz gave a summary about what is going on based on the last CSOS meeting. Arnold said he was thinking about the previous proposal. He's glad about the change. He's thinking about the possibility of him being on the Transportation Policy and Planning Board (TPPB) as a representative of the region. He has no idea of the issues facing any other partners. He thinks that would be unsuccessful. In thinking about the policy vs. operation dichotomy, that seems problematic. Operations would be more staffers and policy would be more elected officials. It seems like perhaps there would be people making policy who have no idea about operations and operations people who have to brief policy makers. That doesn't seem good either. Paragraph H provides for government entities. That is only a fraction of what CSOS does. Non-governmental agencies need representation. He agrees with Bergamini that CSOS should be codified in the ordinance. Staff will consolidate comments in a memo for member review so there can be a feedback to TPC for the May meeting.

Members preferred that CSOS members be referred to as contracting partners rather than governmental entities. Bergamini's other concern is requiring an elected official be the regional representative. Being flexible would help bridge policy and operations parts and allows the entity to choose their partner. Kamp asked if any contracting partners are private. Block said no. Arnold said maybe stay silent on whether the person has to be an elected official to not give anyone the idea. Epic is private, but Metro actually contracts with Verona.

Arnold said the purpose of this group is to make sure partners have a voice and make sure contracting is fair. It also serves to help coordinate transit service across the region. He wants the authorizing document to talk about fairness and representation for contracting partners.

7. 46411 Upcoming Service Change Overview - Drew Beck

Attachments: [2017 Proposed Service Changes.pdf](#)

Routes 2 and 28 – They will drop passengers off at the Job Center before they go to the NTP.

Route 11 – This is a safety issue. There will be a left turn on Badger Lane instead of Knob Hill Road.

Route 14 – Simplifying this route is contingent on a traffic signal going in at Colony and Gammon. This change will wait until the light is in if it's not by

August.

Route 33 – Simplifying this route by bypassing small, tight neighborhood streets.

Route 35 – This is not a staff recommendation, but there has been a request to serve a business area, including from SPI and Economic Development Office. We will see what feedback we get from the public and then decide. It significantly complicates the route.

Route 55 – This is Epic to the WTP. There are some on-time performance issues. It is 85% on time and people are missing afternoon transfers. This will be taken off Verona Road and have it go through neighborhoods with a concentration of Epic employees. It will also serve the Watts Road/High Point neighborhood. Routes 55 and 75 will interline at Epic. The Epic bus stop will be moved over toward where growth is happening on campus.

Route 56 – There is a left turn onto McKee without a traffic light that is problematic. Metro will move that left to an area where there is a light. Metro will also move to Carnwood to make peak and off peak service the same.

Route 57 – Metro is moving this from Piping Rock to Hammersly.

Route 59 – This is a Fitchburg route serving the Dunn's Marsh neighborhood and Orchard Pointe. Metro is changing it to serve more directly between some neighborhoods and the city center. It cuts some service to Dunn's Marsh. However, that is covered by the Route 18 although it is a longer ride. This will open a little paratransit eligibility for the senior development in East Cheryl. TCC has approved this. Arnold said the update is that he was at the Jamestown Neighborhood Association and that Alder said she would like it to continue to go through Belmar. Historically there have been complaints about the system going through Belmar. Arnold supported the staff recommendation and feels it will get lots of other support. Fitchburg will be having a public hearing.

Bergamini said TPC discussed this change a bit due to the equity and coverage issues in the Red Arrow/Allied Drive area. They expect to have some opposition to this at public hearing. Staff can explain the area will still be served by Route 18 with increased frequency. Arnold said the equity argument supports this change. East of Verona Road has very good service, but not so much West of Verona Road. This dramatically broadens the accessible destinations, particularly to employers. The increased service would open new opportunities in the city for transit rich neighborhoods to access Fitchburg city services.

Routes 72 and 73 – Metro will start and end these routes at the same place all the time rather than have them different peak and off peak. There is no routing change.

There are a few more minor changes as well as adding some stops.

There will be a public hearing in April. The TPC will make decisions in May, and changes will be implemented in August.

46419 Summary of Transportaton Master Plan Changes Affecting Transit - Drew Beck

Attachments: [Madison in Motion priority recomendations.pdf](#)

Bus Rapid Transit will help address capacity issues. The city is going through a Small Starts Process and will keep BRT going even though no full funding is available for a number of years. Some commuter rail funding was held over to help with BRT

Transit Pass Accessibility – Metro is willing to expand the low income pass program, but it takes an alder to request that. In the next couple of years to look at other pass types for low income besides 31-day passes.

Transit financing – This is related to the lack of a regional transit authority (RTA) to look for some regional entity and other funding mechanisms such as a wheel tax so regional transit can move forward.

Metro is continuing to pursue a satellite bus facility. The city has applied for grant funding twice. A bus garage is a necessity before we can start BRT or other projects.

8. 46412 Ridership Reports

Attachments: [Fixed Summary Jan2017.pdf](#)
[Monthly Ridership Jan2017.pdf](#)
[Route Productivity Jan2017.pdf](#)
[Route Performance Jan2017.pdf](#)
[Para Indicators Jan2017.pdf](#)
[Para Summary Jan2017.pdf](#)

There were no questions on ridership reports.

9. 08290 Reports of Member Communities/Institutions

UW ASM (Bergamini) - In the state budget, the governor proposed having ASM be a voluntary rather than mandatory fee. The university and student governments around the state do not support that. There are active lobbying efforts going on. There would be a lot of unintended consequences. The policy is interpreted differently on different campuses. For example, Green Bay finances their men's basketball program through this fee. The University hopes those arguments will be persuasive. The Legislative Audit Bureau has been asked to do a summary, and they are working with WURTA on this. Kamp said WURTA talked to legislators yesterday. Legislators said they had been hearing from student organizations around the state.

Bus pass distribution went well. Demand continues. Seventy percent of the student body picked up passes.

Madison College (Dahlke) – Madison College has now established a college transportation committee. They are a group of administrators, faculty, staff and students. Dahlke is a member. In 2013 the college put together a

transportation demand management plan that then sat on a shelf for the most part. The new committee is tasked with revising that plan. She hopes they will just make minor updates to that original plan. They have realized they need a transportation coordinator.

Fitchburg (Arnold) – The Council passed \$56,000 to go out for RFP for a network transportation company for a ride share program that is meant to be a cheaper and more flexible/high tech way of providing transit. The city will subsidize this. Rides will cost users \$2 between bus stops, \$1 from or to a bus stop or \$6 not involving a bus stop. There will be no paratransit advantage, possible redlining to time and place, not accessible to people without smart phones or credit cards. It is administratively complex. Now there is a budget amendment for \$5,000 to pay a consultant to help put the RFP together and to promote the program. Arnold knows the consultant, and they will highlight problematic issues and call them out in the RFP. Cab companies should be able to bid. The Mayor and alders elected will have an influence.

MMSD (Howen) – They are still working on a start time project for middle schools. Nothing will change for this school year.

MPO (Gritzmacher) – The MPO is finishing up the regional transportation planning process. There is a draft on the website. They are accepting comments through 3/22/17. The hope adoption happens at the next board meeting the first Wednesday in April.

10. ADJOURNMENT

The meeting was adjourned.