



City of Madison
Meeting Minutes - Approved
LONG RANGE METRO TRANSIT
PLANNING AD HOC COMMITTEE

City of Madison
Madison, WI 53703
www.cityofmadison.com

Monday, July 23, 2007

5:00 PM Madison Public Library, 201 W Mifflin St, Room #202

Present: 8 - Durocher, Sanborn, De Vos, Opitz, Heifetz, Wilberg, Lunsway and Rhodes
Conway

Absent: 1 - Thomas

Excused: 3 - White, Clarke and Aulik

Staff: Chuck Kamp, Julie Maryott-Walsh, Ann Schroeder

Guests: Fred Bartol (Dane Alliance for Rail Transit), Mike Clarke (Citizen-at-large),
Royce Williams (Pro Rail, Madison Area Bus Advocates, Metropolitan Planning
Organization Citizens Advisory Committee)

1. Call to Order

The meeting was called to order at 5:07 PM.

2. Proper Meeting Notification

The meeting was properly noticed.

3. Public Comment

There was no public comment.

4. Approval of the Minutes - 6.25.07

Rhodes-Conway moved to accept the minutes as written; DeVos seconded. The motion carried.

5. Subcommittee Reports

Due to time constraints, the subcommittee reports were not given.

6. [06762](#)

SUBSTITUTE - Supporting the creation of a Regional Transportation Authority that enables the expansion of multi-modal public transit in the Madison metropolitan area and supporting State legislation that would enable the formation of Regional Transportation Authorities.

Attachments: [06762 Original Resolution](#)
[06762 Substitute Resolution](#)
[06762 July Registration Stmt.pdf](#)
[06762 Registration Stmt.pdf](#)
[06762 Second Substitute.pdf](#)
[06762 Comments.pdf](#)
[06762 Palm Admendment.pdf](#)
[06762 Registration Stmts.pdf](#)

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

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.

Absent: 1 - Thomas

Excused: 3 - White, Clarke and Aulik

Ayes: 5 - Opitz, Heifetz, Wilberg, Lunsway and Rhodes Conway

Noes: 1 - Sanborn

Abstentions: 2 - Durocher and De Vos

7. Midterm Report Draft

DeVos moved to accept the draft with clarifications by Committee members. Wilberg seconded. The motion passed by acclamation. Copies of the report will be available on the Metro Website, public libraries and to anyone who requests a copy from Metro.

Mike Clarke asked if it was clear what the RTA would be for - buses, commuter rail, etc. Rhodes-Conway explained that the funding provided through an RTA could be used for a number of things. She referred to the draft resolution that mentioned a variety of transit and transportation related uses.

Williams said he thinks the proposed RTA area is too large. It should be closer to the MPO area. If there were a county sales tax, it could be apportioned to each area by population. His understanding of an RTA is not what he is hearing discussed - something that would take over Metro. Talking about how the funding would be used is very premature. If an RTA is established, the RTA will be determining service levels and it will not be up to the city. He was concerned not to hear this in the discussion. He is a big supporter of an RTA, but it has to be done carefully and done right.

8. Public Participation Meetings

Opitz encouraged the members to attend public participation meetings in order to have a Committee presence there. Public meetings to get feedback are scheduled on August 6th, 8th and 9th as well as at the August 14th Transit and Parking Commission meeting.

9. Adjournment

The Committee lost quorum, and the meeting ended at 5:43 PM.