



City of Madison

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

Thursday, September 10, 2009

12:00 PM

215 Martin Luther King, Jr. Blvd.
Room LL-110 (Madison Municipal Building)

1. CALL TO ORDER / ROLL CALL

Staff: Chuck Kamp, Wayne Block, Ann Schroeder

Guest: Bill Schaefer

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

Present: 5 -

Andrew Potts; Bruce K. Sylvester; Mark M. Opitz; Margaret Bergamini and Jacquelyn M. Dahlke

Absent: 3 -

Jed Sanborn; Rick Rose and Rob Kennedy

Excused: 4 -

Rindert Kiemel, Jr.; Ahnaray Bizjak; Shawn M. Murphy and Mick Howen

2. APPROVAL OF MINUTES

Potts moved to approve the June 15, 2009 minutes as written; Sylvester seconded. The motion passed by voice vote/other.

3. PUBLIC COMMENT

There was no public comment.

[15890](#)

Update on RTA

Kamp said the Transit Development Plan (TDP) committee recently discussed the regional transit authority (RTA). On June 29th, the Governor signed a bill to allow some areas of the state to form an RTA, including Dane County. It specified that the Metropolitan Planning Organization (MPO) boundaries would also be the boundaries of the. There is no requirement in the legislation for a referendum. However, both the Mayor and the County Executive have committed to a referendum before the taxing element is implemented. This group had spent a lot of time updating partner contracts. Now staff is deeply involved in RTA discussions. A referendum could occur in the fall of 2010 and an RTA could be forming within the next five years. Opitz added that the

County Board can establish the RTA but cannot hold a referendum for a sub-area of the county for the funding source. It remains to be seen whether this advisory referendum will be in communities within the MPO boundary, but the County Board cannot do it. It would need to be done by an RTA board once it is established. It is possible that we could have an RTA without any funding if the funding referendum fails and is abided by, although just advisory. Bergamini said there needs to be some funding just for the board to function.

Opitz said there are lots of questions and there is a movement to have a meeting geared toward public officials and then another geared to the public with the person who authored the language. Bergamini questions whether property taxes can still be used for Metro or if a sales tax would replace that. Kamp said he has been asked to set up some phone conferences with other City staff with RTAs across the U.S. and find out how those RTAs were set up. Grand Rapids, for example, has a funding source for the RTA, but they also contract out with partners within the RTA for additional service. Kamp thinks it is envisioned that the sales tax will cover the full service, but that might not be the case.

Schaefer said the RTA boundary is wider than what is shown on the map because it is considered that any township or other municipality that is partially inside the boundary that the full municipality is in the boundary. Then the full municipality would be all subject to the sales tax as well as have service through the RTA. The RTA boundary won't be affected if the MPO boundary changes due to the census because the law says "as of this date." Areas outside of the boundary can opt into the RTA. It is clear in the legislation how this will work. Any community over 15,000 gets a seat at the table. When a community like Waunakee grows from 12,000 to 15,000, they automatically get a seat at the table. Bigger cities, like Madison, might want more representation based on size.

Kamp said Metro's interest is to have funding challenges addressed by the RTA. The RTA could be like in Chicago where it's a funding body only that supports Metra, CTA and Pace. There was talk of having the TDP group be the "RTA planning staff" to oversee planning (not politics). We don't know if that will happen. There is at least one other RTA bill out there for the southeastern portion of the state. Other areas of the state are interested to see if there could be a statewide application of the bill and allow any area of the state to form an RTA. That might have advantages like allowing areas to set up their own board structure rather than have it prescribed in the state legislation. It might be good to have a back up plan to address any weaknesses in the current bill.

[15891](#)

2010 Estimated Local Share Distribution

Attachments: [Partner Calculations.pdf](#)

Estimates were sent out to each organization late yesterday afternoon. The information included an estimate for 2009 and Metro's best knowledge about what the true price is to indicate whether partners should expect an invoice or a refund. Block distributed breakout charts for all partners for 2010 and a similar schedule for 2009 projections. Costs are coming in less than budgeted

and revenues are coming in less than budgeted. The total net deficit should be favorable for most partners. Most partners can expect a refund for 2009. Kamp said the drop in projection from 2009 and 2010 is due to a drop in fuel and the addition of stimulus funding. Even though some costs are going up, the result is a decrease in the net deficit.

4. [15884](#) Distribution of MillerCoors New Year's Eve Free Rides Funding

Block said part of the reduction in total system cost is “miscellaneous” – selling a bus, advertising, etc. This also includes \$10,000 from MillerCoors for free buses on New Year’s Eve, which in the past has been distributed to partners. However, none of the New Year’s Eve hours are charged to the partners. Madison absorbs all of those costs. Since the expense is being absorbed by Madison, the \$10,000 should not be allocated either. Sylvester moved to endorse the expenses and revenue associated with free rides be kept by Madison. Opitz seconded. Bergamini asked if it was handled any differently with the University. It isn’t. Sylvester asked whether Metro breaks even on this program. Block said it breaks even by pure costs, but it is losing money by looking at the fully burdened costs. Sylvester wondered about asking for more money. Kamp said perhaps down the road, but there have been some sensitive issues with, so Metro doesn’t want to pursue that at this time. The motion passed by voice vote/other.

5. [15885](#) Membership Renewals

Attachments: [Current CSOS roster.pdf](#)

Members with expiring terms will submit the appropriate letter to renew. Shawn Murphy, Verona’s alternate, is not with Verona anymore. They will wait until that position is filled in 2010 to appoint a replacement.

6. [15886](#) 2010 Meeting Schedule

Attachments: [2010 CSOS Tentative Meeting Schedule.pdf](#)

The group decided to keep the same day and time for 2010. The second Thursday of every other month at Noon.

7. [15887](#) Route Productivity - July 2009

Attachments: [Route Productivity July09.pdf](#)

Year-to-date ridership is up 3.3%. Productivity is up. Passenger revenues projected to be up 19% are only up 10 or 11 %. We’ve seen quite a shift in ridership revenue to monthly passes. Due to restrictions, there is much less MATC pass usage in the summer. Metro is analyzing these statistics. Sylvester asked as ridership on the Verona route increases, if they see

decreased cost. Yes. It is somewhat unique for Verona because they don't share routes with anyone because it is a complete Verona route.

We are burning less fuel due to hybrids and also new buses that are more efficient. There is also some savings due to frozen positions. Bergamini said for 2010 we are able to apply some stimulus money for operating costs. That is correct – up to 10% or about \$950,000. We don't know if that will be available in 2011.

8. [08290](#)

Reports of Member Communities/Institutions

Kamp invited all members to the October 1, 2009 Bus Rapid Transit/Transit Oriented Development seminar co-sponsored by Metro. Metro is hoping to get approval to update the farebox system. We want to work to make fully integratable and start the discussion here to involve technical people from our partners to see if we can do it. This will be on future agendas.

Middleton (Opitz) – They have a TIGER grant application for stimulus funding for a proposed parking structure at the Junction of Highways 12 and 14. The idea is to have a transfer point and have dedicated bus service to other transfer points, campus and downtown. They want plug in car parking, solar panels, and a bike path over the bridge. It is also on the rail corridor in the advent of commuter rail. It will be an intermodal transit facility. The Wisconsin Department of Transportation (WisDOT) has endorsed the project, as well as the MPO, the County Board, Mayor Cieslewicz and a federal and state legislative delegation. They will find out by January or early February if they win the grant. They have some competition as WisDOT and Fitchburg are also submitting projects.

MATC (Dahlke) – Student leaders at MATC are trying to deal with funding issues in terms of keeping the bus pass program afloat. Ridership is up. More students are accessing their passes. Although it remains to be seen if they will use them. MATC has to wait for the numbers to come in. For all of the students who pay for the bus pass, many don't use it. What do we do for them? They are talking regionally – an RTA or some other benefit. They opened a West side campus across from WestTowne. Some students have classes in all three locations – downtown, West and Truax. There is talk of having a shuttle between campuses. Dahlke said she would like the students to spend time enhancing what they have instead of putting a band aid on it. They have ride share come in to talk to people about trying that program. Only 85 people associated with MATC use RideShare. That is very small.

MPO (Schaefer) – The TDP expanded their group. It now includes Ahnaray Bizjak from Fitchburg, Bruce Sylvester from Verona, and planners from other communities. He can do a presentation when they get further along in the process. Contact him if you want more information.

Fitchburg (Potts) – Fish Hatchery is open, helping to relieve congestion. They are looking at putting an interchange on Highway 14 at what WisDOT considers Lacy Road. That would be part of a larger transit oriented development plan. They would like to find a way to use the interchange, Metro and future rail together there. They are also submitting an application for another development further down on Lacy Road. Route 59 began weeks ago

with weekend service.

Verona (Sylvester) - He is getting inquiries about shared taxi rides. Kamp said both Stoughton and Sun Prairie have shared ride taxis. WisDOT is primarily in charge of funding and contracting. It would be state funding; he could talk to Dave Lowe. Schaefer said he would also give Sylvester some contacts.

UW (Bergamini) – Passes have been distributed. They might have a record semester for student passes. They would love to see Route 59 on get Star Cinemas to sponsor a bus to service the 9:30 shows so people can get back after the late movie. UW had an initial public meeting about the reconstruction of the Charter Street power plant. It's on the rail corridor. There is talk about developing it as a biodiesel plant, which would impact rail and the bike path. They are doing an environmental impact statement.

9. ADJOURNMENT

The meeting adjourned at 1:24 PM.