



Dane County

Minutes - Final Unless Amended by Committee

Public Works & Transportation Transit Subcommittee

Monday, September 21, 2015

4:30 PM

1919 Alliant Energy Center Way, Madison WI

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A. Call To Order

Staff Present: Dave Trowbridge (City of Madison), Bill Schaefer (MPO) and Drew Beck (Metro Transit)

Public Present: Bruce Wilson (Madison Area Bus Advocates) and Don Ferber (Four Lakes Sierra Club)

Present 4 - KEN GOLDEN, ROBIN SCHMIDT, JERRY DERR, and STEVE HINIKER

Excused 6 - MATT VELDRAN, KYLE RICHMOND, DELORA NEWTON, CHUCK KAMP, CARL DUROCHER, and JON HOCHKAMMER

B. Consideration of Minutes

1. [2015 MIN-328](#) MINUTES FROM PUBLIC WORKS & TRANSPORTATION TRANSIT COMMITTEE-AUGUST 5, 2015

Attachments: [2015 MIN-328](#)

A motion was made by SCHMIDT, seconded by HINIKER, that the Minutes be approved. The motion carried by a voice vote.3-0 (Jerry DERR abstained)

C. Action Items

1. [2015 ACT-234](#) TRANSIT LISTENING SESSION REPORT

Attachments: [2015 ACT-234](#)

Supervisor Schmidt gave an overview of report as drafted and sought comments/asked for other needed clarifications to the report. One edit was suggested to specify "lack of Sunday transit service" in the section summarizing the Middleton area discussion.

A motion was made by HINIKER, seconded by DERR, that the Action Item be approved unanimously with edit on item 4 Middleton to say "lack of Sunday transit service." The motion carried by a voice vote. 4-0.

Discussion: Could Dane County help to provide services or capital assistances? Or does Dane County have funding resources to use toward this project?

Ken Golden facilitated a discussion on three areas, to further refine the information obtained during the transit listening sessions. The group did not discuss for the purpose of reaching consensus, but rather brought their individual expertise/perspective to the information already gathered from the listening sessions:

- The philosophical principals on the county role in transit*
- Specific transit needs the county could support*
- Funding sources the county could consider*

Philosophy/broader Vision discussion:

- Getting the public to know transportation funding is important but a big job;*
- Look at both long range and short range issues. Long range - a lot of planning going on in the city (Madison in Motion, etc.), and MPO is doing a long range transportation plan – County efforts need to mesh with the groups already working on these issues;*
- Continue to engage the communities from the listening session and beyond to confirm need and who is ready to get on board;*
- Be sure to have transit integrated with land use planning, etc;*
- Costs are being incurred now and we should quantify those so we can help balance out costs;*
- Funding is going to be an issue with communities, whatever is proposed needs to be fair and equitable system,*
- There is also a statewide discussion on funding transportation going on through the Transportation Development Association which will be addressing funding – can't continue to borrow for transportation infrastructure;*
- Need to separate out capital and operating funds/expenditures,*
- Don't leave Madison out of the picture just because Madison robustly funds transit already;*
- Need to address vulnerable populations - isolated, disabilities, under-represented;*
- County should be guided by environmental considerations - look for ways to accomplish vehicle trip reduction;*
- County needs to think of roads and transit together.*
- Certain fairness to having the county be the ideal overseer for all given the regional nature of transit/transportation;*
- Whatever the county does, it needs to fit in/dovetail with other efforts and not duplicate efforts;*
- Focus on transit, although transit does interact with roads - but this needs to strengthen the region - that's a major issue with the current system (cities vs cities, etc.);*
- We don't have the tools to do what's necessary in terms of coordinated/integrated regional transit;*
- Too much property tax money is being spent on roads and we are short changing communities for roads and transit.*
- Focus on transit but keep in mind about how it fits in with roads.*
- Funds collected for transit should not be funding roads, but should focus this on transit - fundamentally wrong to pay for roads when we pay a gas tax;*
- Transit is a resource issue – we're way past our ability to meet current needs, let alone future needs;*
- Need to be sure that communities that have already invested in transit aren't penalized for their investments;*
- Leveraging is important from state level important and want to leverage available funding;*
- incentivize local municipalities that work together;*
- This is really about shared values - economic opportunities, environment, this is*

important for many and how do our efforts play a role in these shared values and invest in the region and not competing for tax base and jobs;

- *Groups are working with the state DOT about transportation funding – it's a resource issue and how to share those resources;*
- *MPO funds can't be used for operating, only for capital;*
- *County would need a process for setting priorities*

Specific transit needs the county could support

- *Park and Ride facilities*
 - Facilitating longer distance travel - park and ride facilities, parking lots, garages*
 - Ensure park and ride facilities are in area where there is already existing bus service*
 - Need to intercept commuters and incentivize ridership – park and ride facilities can help with this;*
 - Support further evaluation of park and ride facilities;*
 - DOT has park and ride ideas for them funding along a state route. Work with DOT on those locations;*
 - Park and ride needs to have express service associated with it;*
 - Prioritize funding working with Metro transit;*
 - Owl Creek neighborhood is good example of where you could put a park and ride to serve Stoughton/McFarland; increased ridership could justify greater service to this area of lower income/more transit dependent residents.*
 - *Support capital projects in concert with Metro because borrowing for capital projects is not constrained by levy limits*
 - *Support a cooperative governance approach to transit with the county taking the lead*
 - County could fund a metro area transit forum*
 - Vet regional discussion*
 - Educate public on transit/transportation costs*
 - Bring local community leaders together to identify transit project/discuss transit needs;*
 - Have shared governance;*
 - Create integrated transit system with the county a part of it*
 - *Establish cost-share funds as incentives for municipalities and others to support regional transit*
 - Shared ride taxi - study to see role it might play for some areas and populations;*
 - County buy vans with direct service to parking stressed areas;*
 - County established Vanpool, modeled after the program run by state; County could provide free parking; ridership fees pay for cost of vehicles;*
 - *Need to focus on where the demand is now for various projects, where there is community support for - use data and build support;*
 - Partnerships with businesses/support millennial workforce*
 - Partnerships with businesses/support non-traditional workers*
 - *Bus storage and maintenance - the county could provide capital funds for the Metro bus garage if grant doesn't come through;*
 - *Health care is one driver of transit needs – especially for the elderly*
 - partnerships and transit focused on meeting senior needs;*
 - Incentivize businesses and retirement centers where planning or have mass transit;*
 - *County could use AEC campus as park and ride and partner with Metro for a circulator route between the AEC campus and downtown/UW campus;*
 - *The county could join with Metro and pay a percentage of expanded service anywhere (with-in and outside of Madison), in a way that lets communities gradually get fully vetted in transit (reduce the initial costs but with assurance that partnership would continue with declining percentage over a number of years to help municipalities phase in expanded transit.*

Funding sources the county could consider:

- *County could set aside capitol funds for transit, similar to the SMART fund for Sustainability, that would be competitively awarded to capitol transit projects*
- *Take a small, fixed % of county road budget (currently \$5 million) and specify those funds be used for transit-related capital projects – then increase the road budget back to the \$5 million – holding harmless the road budget;*
- *Longer term - Use the increased increment of county revenues along BRT route calculated and devote to transit*
- *Future funding/state authority needed: local sales tax option, local optional gas tax*
- *Vehicle Registration Fee – if kept modest and dedicated to transit/transportation projects and sunset with state RTA authority*

Caution: Don't tax ourselves locally to solve the state's transportation problem - ok if done as an offset, but the state needs to honor their commitment to road infrastructure throughout the state

- *Ken Golden referred to the paper he wrote when the transit subcommittee was first formed (attached but not discussed in detail by the subcommittee during this meeting).*

D. Presentations

E. Reports to Committee

F. Future Meeting Items and Dates

G. Public Comment on Items not on the Agenda

H. Such Other Business as Allowed by Law

I. Adjourn

Minutes respectfully submitted by Robin SCHMIDT

A motion was made by HINIKER, seconded by DERR, that the information discussed above by the Transit Subcommittee be forward with the Final Transit Listening Session Report to the Public Works Highway and Transportation committee at their October 6, 2015 meeting be approved. The motion carried by a voice vote unanimously.4-0.