



**Preliminary Engineering/NEPA Analysis  
for the  
Dane County/Greater Madison Metropolitan Area**

For additional project information: [www.transport2020.net](http://www.transport2020.net)

## Minutes

**TRANSPORT 2020: IMPLEMENTATION TASK FORCE (ITF)  
FINANCE AND GOVERNANCE SUBCOMMITTEE/TECHNICAL  
ADVISORY COMMITTEE (TAC)**

**Tuesday, April 10, 2007**

**12:00 noon**

**Madison Municipal Building, Room 260**

**215 Martin Luther King, Jr. Boulevard**

**Madison, WI**

**-- ROLL CALL**

Members Present: Sandy Beaupre; Ald. Ken Golden; Lori Kay; Sup. Scott McDonell; Dick Wagner.

Members Absent: Michael Blaska (*notified*); Chris Klein; Sup. Al Matano (*notified*).

TAC/Staff Present: Chuck Kamp (Madison Metro); Elizabeth Kluesner (Dane County Executive's Office); Bob McDonald (Madison Area Metropolitan Planning Organization); David Trowbridge (Madison Planning and Development; *Transport 2020 Project Manager*); LeAnna Wall (WisDOT-Southwest Region).

Others Present: Margaret Bergamini (Associated Students of Madison); Laurie Hussey (Cambridge Systematics); Ken Kinney (HNTB); Bruce Miller (Madison Bus Advocates); Connie White (HNTB); Royce Williams (ProRail).

**1. INTRODUCTIONS**

Subcommittee members, agency staff, and the general public introduced themselves to one another.

**2. SUBCOMMITTEE DISCUSSION OF FINANCE AND GOVERNANCE ISSUES AFFECTING THE TRANSPORT 2020 PROJECT**

The group first discussed how the MPO dissolution and reconstitution would play into the project schedule. The governor has to act on the agreements and appointments need to be made. It is expected that the earliest this could be completed would be June or July. The MPO must approve the LPA as part of its long-range plan.

Laurie Hussey then made a presentation to the Subcommittee on the T2020 New Starts process.

The needed actions prior to the New Starts submittal include the governance and finance plans, which are shaping up. We need to document for the FTA what has been done to date. The project management plan will show how we manage the next phase, which will be preliminary engineering.

Hussey recapped the governance plan to establish a Regional Transportation Authority (RTA), with its jurisdiction to be Dane County. Dick Wagner wanted to emphasize that unlike many counties, Dane County has governed many regional services. There are precedents that have been negotiated over the years. Hussey agreed that this can be stressed. A Board of Directors would represent communities in Dane County on a proportional basis. At this point it is assumed that WSOR operate Transport 2020 service, with Metro as the managing agency.

Hussey stated that the finance plan would be to have the revenues administered by an RTA. A regional sales tax would be dedicated to Transport 2020 and other public transportation services or projects in rural Dane County. Transport 2020 finance plan would encompass the RTA and Metro. The plan will show Metro's finances as Metro must be able to finance their existing system as well. Hussey recommended that if an existing operator is named as an option, it gives FTA some level of comfort.

The project management plan at this point would briefly describe project readiness in terms of the "technical capability of project sponsor to implement and operate the project." The basic contents at PE approval include the proposed organizational structure. FTA is growing more concerned about the technical qualifications of people on the project team so that there are the right resources on the team. We need to state the roles and responsibilities at each stage of project development. At this stage the focus is on who will manage preliminary engineering. This plan would be updated throughout the project development.

A memorandum dated April 04, 2007 detailed the New Starts Submittal Checklist. Getting early submittals to FTA are key to a FY 2007 submittal. These include the Purpose and Need Statement, Definition of Alternatives, Evaluation of Alternatives, Transit Supportive Land Use Report, the ridership models and forecasting and the cost estimates.

There are a number of New Starts process changes including near term modifications proposed by FTA to be incorporated in revised New Starts process in May 2007. This includes:

- Elimination of operating efficiencies criterion
- Elimination of environmental benefits criterion
- Optional land use updates
- Optional annual submissions
- Key document review requirement, Five-tier rating scale
- New measures of transit dependent mobility improvements
- Changes to the evaluation of local financial commitment
- Consideration of innovative contracting
- Presentation of New Starts ratings in DEIS
- Consideration of congestion management strategies, "Make the Case," and economic development

Longer terms modifications to modeling assumptions could improve Transport 2020 results including the age of model validation data and additional user benefits for new transit mode in the region. These are

not a problem.

The next steps are the governance project development agreement, which must document the following:

- Confirmation of RTA approach and structure (management, board)
- Status of legislative actions
- Status of county actions
- Status of municipal/agency actions
- Operations approach, contracted service
- Roadmap of additional actions, with dates

We also need to document a finance project development agreement to include the confirmation of the dedicated regional sales tax approach and development of a finance plan to establish the needs and level of funding, including Metro. This will assume a 50% federal share. We need to determine the level of sales tax to meet established needs and the legal requirements for the sales tax. A preliminary schedule and plan for implementation needs to be established, and needs to forecast how the money accrues and how it will be used to pay off the project.

After Hussey's presentation, Wagner handed out copies of draft legislation that the Alliance of Cities is working on to allow for the creation of Regional Transportation Authorities. The WI Counties Association is also contributing to the effort. This indicates statewide support and is an example of progress that could be shown to the FTA. It will continue to be discussed over the next couple of months. The draft reads that it would be a locally based decision on how to create an RTA and make appointments. It allows up to a half percent sales tax. There is interest in RTAs in other areas of Wisconsin as well.

Ken Golden stated that FTA should be made aware of the fact that Dane County is unique in funding for ADA transit through Medicaid, whereby you can get a waiver and Metro is reimbursed by the cost of the ride – not just the cost of fare. The state has proposed changes however would eliminate the vouchers and Metro would as a result lose revenues of about \$2 million. This may be another reason to look at other funding sources.

Wagner stated that property tax and income tax is very high and sales tax very low here in comparison to other places, so property tax is not an option to look to for long term support.

Scott McDonell stated that our time line is tighter and there are other choices for adoption. Hussey suggested a memo from the subcommittee co-chairs to the FTA. But the concern would be that nothing has been voted on. It should first be run past the ITF then sent off to FTA.

It is desirable to have the written support of the LPA from the Cities and County. This needs to happen soon after the public information meeting. New council members should be given a briefing.

Wagner offered some statistics regarding the attendance at various sporting venues across campus. This information will be included in the existing conditions report and it may be allowed as evidence in the New Starts documents.

Ken Kinney reported that the FTA meeting in Chicago was positive and that they were satisfied with the purpose and need statement. Their meeting in Washington D.C. on ridership forecasting also went well.

McDonell reported that he met with Senator Kohl, Senator Feingold and Representative Baldwin. They agreed to hold a joint meeting with FTA after they receive the New Starts application; probably later this

summer.

Hussey shared encouragement that at this time there is a low number of projects in the preliminary engineering pipeline, only 14. Given this paired with record levels of funding through SAFETEA-LU, this project's timing is great.

### **3. SCHEDULING OF FUTURE SUBCOMMITTEE MEETINGS**

The next Finance and Governance Subcommittee will be held some time in May, after there is more to report on the State budget process.

Other Transport 2020 meetings currently scheduled include:

- Public Information Meeting  
- *Thursday, May 3, 5:00-8:00 p.m., Monona Terrace*
- Implementation Task Force  
- *Tuesday, May 10, 5:00 p.m., Room 300 MMB*

### **4. ADJOURNMENT**

The Finance and Governance Subcommittee adjourned its meeting at 12:45 p.m.