



## Meeting Summary

### TRANSPORT 2020: IMPLEMENTATION TASK FORCE (ITF) FINANCE AND GOVERNANCE SUBCOMMITTEE

Monday, June 28, 2004

6:30 pm

City-County Building, Courtroom 2E  
210 Martin Luther King, Jr. Boulevard  
Madison, WI

#### -- ROLL CALL

Subcommittee Present: Sandy Beaupre; Lori Kay (*for LaMarr Billups*); Ald. Ken Golden (*alternate*; 7:05); Ald. Warren Onken; Randy Romanski; Dick Wagner.

Subcommittee Absent: Michael Blaska (*notified*); George Nelson.

TAC/Staff Present: Rod Clark (WisDOT-Bureau of Transit and Local Roads); Doug Dalton (WisDOT-Bureau of Planning); Catherine Debo (Madison Metro); John Etzler (Madison Metro); Barbara Feeney (WisDOT-District 1); Jeanne Hoffman (City of Madison, Mayor's Office); Rob Kennedy (UW-Madison); Jerry Mandli (Dane County Highway and Transportation Dept.); Bob McDonald (Madison Area Metropolitan Planning Organization); Sharon Persich (Madison Metro); Bill Schaefer (Madison Area MPO); David Trowbridge (Madison Planning and Development; *Project Administrator for Transport 2020*).

Others Present: Jesse Kaysen (ITF Member); Bob Schaefer.

#### 1. REVIEW OF AGENDA/MODIFICATIONS (SUBCOMMITTEE CO-CHAIRS)

Finance and Governance Subcommittee Co-Chair Dick Wagner welcomed members to the meeting. There were no suggested modifications to the meeting agenda.

#### 2. APPROVAL OF FINANCE AND GOVERNANCE SUBCOMMITTEE MEETING SUMMARY (APRIL 26, 2004)

The Summary of the April 26, 2004 meeting of the Finance and Governance Subcommittee was unanimously approved, as submitted on a motion by Lori Kay/Ald. Warren Onken.

#### 3. OPPORTUNITY FOR PUBLIC COMMENT

There were no members of the public wishing to speak on future agenda items.

#### **4. OVERVIEW OF FUNDING SOURCES FOR PUBLIC TRANSIT SYSTEMS IN WISCONSIN**

Rod Clark (Director, WisDOT Bureau of Transit and Local Roads) provided an overview of potential federal and state funding sources for Transport 2020.

*(Note: A copy of Mr. Clark's slides can be obtained by request)*

Clark said that, in terms of federal funding sources, the Madison urban area could potentially use the Section 5309 funding (capital investment grants and loans), Section 5307 funds (urbanized area formula grants), the Job Access and Reverse Commute program and the CMAQ program (congestion mitigation/air quality). He said that Madison currently cannot use CMAQ funds because it is not an air quality non-attainment area.

He said that the only State funding source at this time is the S.85.20 Operating Assistance program. Clark said that Madison will get about \$15 million in FY 2004. He said that rail operating costs are currently eligible for this program, but Madison's share of statewide transit funding does not automatically grow if new costs are added.

Rob Kennedy said that it will be important to make contacts with the Governor's Office when a budget proposal is ready to move forward. Catherine Debo said that Milwaukee and Madison should work together to try to get a program started, and not view this as a competition between the cities.

#### **5. REVIEW OF TRANSIT FUNDING SOURCES IN THE SEATTLE, WA METROPOLITAN AREA**

Randy Romanski (Executive Assistant, Wisconsin DOT) provided an overview of public transit funding sources in the Seattle, WA metropolitan area. He said that Seattle has similar geographic constraints as Madison, but has much worse traffic congestion. He pointed out that the Seattle area utilizes many transportation modes, including many forms of bus, rail and ferry.

He then distributed a 5-page handout that summarized funding information from that region.

*(Note: A copy of Mr. Romanski's handout can be obtained by request)*

Romanski discussed Sound Transit (Central Puget Sound Regional Transit Authority), a regional transit agency with a network of express buses, commuter rail, light rail and transit facilities connecting communities in King, Pierce, and Snohomish counties in Washington. He said that, in 1993, the Washington State Legislature passed a law that allowed counties to create a single agency - *Sound Transit* - to develop some alternatives to meet the region's travel needs. The legislature charged the agency with planning, building and operating a high-capacity transportation (HCT) system for the region.

Romanski added that the law that created Sound Transit also authorized the agency to levy and collect voter-approved local option taxes to pay for building and operating an HCT system (these taxes could include an employer tax, a special motor vehicle excise tax on license plate tabs and a sales/use tax).

He also summarized King County Transit, a system of buses throughout Seattle and King County. He said that sources of operating funds for King County Metro Transit are (local taxes 70%, fares 22%, federal 3% and other 5%). Romanski said that the capital funds split for King County Metro Transit are federal 51% and local 49%.

In conclusion, he said that local taxes fund transit much more than other state or federal funding sources. He said that referenda are used often.

Dick Wagner asked what the experience had been with referenda in that area. Romanski said that it had taken many tries to pass the referendum to create the regional transit agency, going back to the 1960's. He said that the successful referendum included a rollback of a value-based vehicle registration program.

## **6. REVIEW/COMPARISON OF MADISON PEER TRANSIT SYSTEMS' GOVERNANCE AND FUNDING SOURCES**

Sharon Persich (Transit Planning and Scheduling Manager, Madison Metro) referred to a chart in the meeting materials that summarized Madison peer transit communities. She provided an overview of various financial and governance information pertaining to these peer communities. Dick Wagner thanked Persich for this information, as it provides the Subcommittee with a good source of financial background information.

Public registrant Bob Schaefer wished to point out that Madison Metro has a very low service area population, compared to the other peer communities. He felt that the amount of Madison Metro service is not proportional to other urban areas and that it could be made more efficient.

Catherine Debo (General Manager, Madison Metro) wished to respond to Bob Schaefer's remarks. She said that performance audits of Metro continually demonstrate that the service is efficient. She also said that Madison Metro has a high level of service but has four times as much ridership of similar sized communities, and that Madison has the highest per-capita ridership of similar sized places. Debo said that Metro's "peer" communities were much larger in population because of that fact.

## **7. PRESENTATION OF THE SOCIO-ECONOMIC BENEFITS OF TRANSIT IN WISCONSIN**

John Etzler (Finance Manager, Madison Metro) presented some slides that summarized a recent WisDOT study regarding the socio-economic benefits of public transit to Wisconsin communities.

*(Note: A copy of Mr. Etzler's slides can be obtained by request)*

Etzler pointed out some of the quantitative benefits of public transit to education, health care and retail services. He also showed the economic importance of transit to social service programs (such as welfare-to-work). Finally, he summarized some congestion mitigation benefits for the Madison and Milwaukee urbanized areas.

Bill Schaefer asked if travel time benefits were compiled in the analysis. Etzler said that it was one part of the mitigation assessment, in addition to traffic crashes and insurance costs.

Dick Wagner asked if the quantitative benefit information could be broken out for the Madison area only. Etzler said that it could, but would require more work by the consultant. Rod Clark noted that Milwaukee County Transit System recently entered into a ~\$70,000 subcontract to have this done for their urban area.

Public registrant Bob Schaefer pointed out that transit trips are a very small percentage of total trips taken on the transportation system. He said that the report points out the benefits of transit, but says nothing of the public costs of the service. He said that the public subsidy for Madison Metro is about \$28 million per year. Bob Schaefer said that the congestion mitigation benefits would be virtually non-negligible, based on the small amount of transit trips on the system.

Bill Schaefer said that the benefit information was not specific to any mode of transit and hoped that a rail-based benefits assessment could be used for Transport 2020. David Trowbridge said that this would need to be done, in order to help inform the public discussions of the merits of any recommended rail system here.

Subcommittee Co-Chair Dick Wagner thanked Etzler and the other presenters for this very good background information. He said that the transit benefit information, in particular, will need to be an important part of the public dialogue that takes place.

**8. OVERVIEW OF *DRAFT* TRANSPORT 2020 TASK FLOWCHART**

David Trowbridge summarized a four-page document that showed work tasks for the Transport 2020 Implementation Task Force and Subcommittees. He said that the next few months of work would lead to the development of a Request for Proposal (RFP) for the PE/NEPA study.

Trowbridge said that it is possible that work could begin on this study by Spring of 2005, if funding is secured. He pointed out that 50% of the PE/NEPA project cost (\$2 million of the estimated total cost of \$4 million) is committed by WisDOT. He said that the remainder is being requested as a federal earmark as part of the reauthorization of the federal TEA-21 transportation funding legislation.

Ald. Ken Golden said that the full Task Force may wish to discuss the potential location for a modern streetcar, as it pertains to financing issues as well (if development districts are to potentially be utilized to recapture costs).

**9. NEXT STEPS FOR FINANCE AND GOVERNANCE SUBCOMMITTEE**

The Subcommittee scheduled its next meeting for:

**- Monday, August 30<sup>th</sup>, 6:30 p.m., Room 300 Madison Municipal Building**

**10. ITEMS BY THE SUBCOMMITTEE CO-CHAIRS AND OTHER MEMBERS**

There were no items by the Co-Chairs or the other Subcommittee members.

**11. ADJOURNMENT**

The Subcommittee adjourned its meeting at 8:20 p.m.