



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

**October 10, 2007**

Mr. Charles L. Kamp  
Transit General Manager  
Madison Metro Transit System  
1101 East Washington Avenue  
Madison, WI 53703

Re: FY 2007 Triennial Review  
Final Report

Dear Mr. Kamp:

This letter of findings completes the Federal Transit Administration's (FTA) triennial review of the City of Madison, as required by Chapter 53 of Title 49, United States Code, Section 5307. The enclosed report documents the review and incorporates the City's response to the draft report. Although less exacting than an audit, the triennial review is FTA's assessment of grantee compliance with Federal requirements determined by examining a sample of management and program implementation practices. As such, the triennial review is not intended as, nor does it constitute, a comprehensive and final review of compliance with grant requirements.

The report documents the 23 areas that were reviewed, with no deficiencies in 19 of the areas. After the site visit, the City addressed deficiencies in two areas, lobbying and planning/program of projects. Deficiencies remain in ADA and Drug and Alcohol program. Contingent upon our receipt of satisfactory responses to the corrective actions, the City remains eligible for Federal assistance. The deficiencies and corrective actions that must be taken to attain full compliance are detailed in the report.

We greatly appreciate your continued commitment to making public transportation America's mode of choice. Thank you for your personal contribution, cooperation and assistance during this triennial review since we realize that the review has involved effort, time and planning. If you need any technical assistance or have any questions, please do not hesitate to contact Lisa Joiner or me.

Sincerely,

Dominick J. Gatto, P.E.

Director, Office of Program Management and Oversight

Enclosure

***FINAL REPORT***

**FY2007 TRIENNIAL REVIEW**

**of the**

**City of Madison, Wisconsin  
Recipient ID 1910**

**Desk Review: March 14, 2007  
Site Visit: September 17-18, 2007**

**October 2007**

**Prepared for the  
Federal Transit Administration  
Region V  
Chicago, Illinois**

**by**

**Milligan & Company, LLC  
105 North 22<sup>nd</sup> Street  
Philadelphia PA 19103**

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## **I. TRIENNIAL REVIEW BACKGROUND**

The United States Code, chapter 53 of title 49, requires the Federal Transit Administration (FTA) of the United States Department of Transportation (USDOT) to perform reviews and evaluations of Urbanized Area Formula Grant activities at least every three years. This requirement is contained in 49 U.S.C. 5307(i).

- (2) At least once every three years, the Secretary shall review and evaluate completely the performance of a recipient in carrying out the recipient's program, specifically referring to compliance with statutory and administrative requirements and the extent to which actual program activities are consistent with the activities proposed under subsection (d) of this section and the planning process required under sections 5303-5306 of this title.
- (3) The Secretary may take appropriate action consistent with the review, audit and evaluation under this subsection, including making an appropriate adjustment in the amount of a grant or withdrawing the grant.

The Triennial Review includes a review of the grantee's compliance in 23 areas. The basic requirements for each of these areas are summarized below.

This report presents the findings from the Triennial Review of the City of Madison, Wisconsin. This review was performed in accordance with FTA procedures (published in FTA Order 9010.1B, April 5, 1993) and included preliminary reviews of documents on file at the Region V Office in Chicago, Illinois and on-site discussions and review of the procedures, practices, and records of the City as deemed necessary. The review concentrated primarily on procedures and practices employed during the past three years; however, coverage was extended to earlier periods as needed to assess the policies in place and the management of grants. During the visit, administrative and statutory requirements were discussed, documents were reviewed, and facilities were toured. Specific documents examined during the Triennial Review are available in FTA's and the City's files.

## **II. REVIEW PROCESS**

The desk review was conducted in the Region V Office on March 14, 2007. Following the desk review, an agenda package was sent to the City advising it of the site visit and indicating additional information that would be needed and issues that would be discussed.

The site visit to the City occurred on September 17-18, 2007. The individuals participating in the review are listed in Section VII of this report.

At the entrance conference, the purpose of the Triennial Review and the review process were discussed. During the site visit, urbanized area formula grant program administrative and

statutory requirements were discussed and documents were reviewed. The City's transit facilities were toured to provide an overview of activities related to FTA-funded projects. A sample of FTA-funded vehicles was inspected.

On completion of the review, an exit conference was held with City staff to discuss findings, corrective actions, and schedules. This information is summarized in the table in Section V of this report. Subsequent to the site visit, a draft copy of this report was provided to the City.

### **III. DESCRIPTION OF THE GRANTEE**

The City of Madison provides transit service within the cities of Madison, Fitchburg, Middleton, and Verona Hills; Town of Madison; Village of Shorewood Hills; and the University of Wisconsin at Madison (UW) campus. The service area population is approximately 237,000.

The fixed-route service network, known as Metro, comprises 52 regular routes, four UW campus routes, and four school trippers. Most regular bus routes radiate from the isthmus separating lakes Mendota, Monona, and Wingra on which the state capitol, central business district, and University are located to serve the rest of the City and surrounding communities. Most downtown buses operate on the State Street transit mall. To facilitate transfers to cross-town routes and serve outlying portions of the service area, buses meet at five transfer points located in the eastern, northeastern, western, northwestern, and southern parts of the service area. Buses on regular routes operate weekdays from 5:00 a.m. until 12:30 a.m., Saturdays from 6:00 a.m. until 11:30 p.m., and Sundays from 7:00 a.m. until 10:00 p.m. When UW is in session, campus service, which is funded by the University, operates weekdays until 2:00 a.m., Saturdays until 3:30 a.m., and Sundays until 2:00 a.m.

ADA complementary paratransit service, known as Metro+Plus, operates the same days and hours as regular fixed-route service. A portion of this service is operated in-house and the remainder is contracted to four operators. The City accepts the reservations, preparing the schedules for directly-operated service and some of the contractors and giving the reservations to others for them to schedule. During off hours, riders may contact the contractors directly for certain trips.

The base fare for fixed-route services is \$1.50. Elderly persons, persons with disabilities, and Medicare cardholders pay \$0.75. Youths (five-17, high school students) pay \$1.00. Children age five and under ride free. UW and the student council pay for the rides of staff and students. The fare for ADA complementary paratransit service is \$3.00 during peak hours and \$2.00 during off-peak hours.

The fixed-route bus fleet consists of 199 40-foot transit coaches. The peak requirement is 165 buses. The City has a paratransit fleet of 18 buses.

Transit operates from a single administration and operations facility in downtown Madison.

The City's National Transit Database Report for FY 2006 provided the following financial and operating statistics for its fixed route and paratransit service:

	<b>Fixed Route</b>	<b>Paratransit</b>
Unlinked Passengers	12,034,468	272,173
Revenue Hours	365,547	110,671
Operating Expenses	\$35,143,898	\$4,139,454

During the review period, the City purchased fixed-route buses as part of an on-going program to replace 15 buses a year; purchased a fare collection system upgrade that allows for the use of magnetically encoded passes; purchased Siemens intelligent transportation system (ITS) equipment, including automatic vehicle locators, annunciators, passenger counters, electronic destination signs, software and other items; and leased land and improved a site in the proximity to the North Transfer Point for use as a park-and-ride lot.

The City is preparing a bus procurement to continue its program of replacing buses at the rate of 15 a year. It will continue to purchase ITS equipment, including passenger counters, electronic destination signs, software and other items as funding allows. The City plans to lease and improve land in the proximity of the East Transfer Point for use as a park-and-ride lot. It is conducting an alternatives analysis for commuter rail from Middleton through Madison to Sun Prairie.

Over the next several years, the City plans to purchase or lease land and a facility for an expansion and remodel of the transit headquarters building. If land and buildings are found and some activities are moved, the current building will be remodeled or expanded. The City plans to purchase security cameras for all transit vehicles to ensure safety for customers and staff.

#### **IV. RESULTS OF THE REVIEW**

The Triennial Review focused on the City's compliance in 23 areas. This section provides a discussion of the basic requirements and findings in each area. No deficiencies were found with the FTA requirements in 19 of the areas. Deficiencies were found in lobbying, planning/program of projects, ADA, and drug and alcohol program. After the site visit, the City addressed the deficiencies in lobbying and planning/program of projects. Deficiencies remain in ADA and drug and alcohol program.

##### **1. Legal**

**Basic Requirement:** The grantee must be eligible and authorized under state and local law to request, receive, and dispense FTA funds and to execute and administer FTA funded

projects. The authority to take all necessary action and responsibility on behalf of the grantee must be properly delegated and executed.

Findings: During this Triennial Review of the City, no deficiencies were found with the FTA requirements for legal.

## 2. Financial

Basic Requirement: The grantee must demonstrate the ability to match and manage FTA grant funds, to cover cost overruns, to cover operating deficits through long-term stable and reliable sources of revenue, to maintain and operate federally funded facilities and equipment, and to conduct an annual independent organization-wide audit in accordance with the provisions of OMB C A-133.

Findings: During this Triennial Review of the City, no deficiencies were found with the FTA requirements for financial.

## 3. Technical

Basic Requirement: The grantee must be able to implement the Urbanized Area Formula Grant Program of Projects in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices.

Findings: During this Triennial Review of the City, no deficiencies were found with the FTA requirements for technical.

## 4. Satisfactory Continuing Control

Basic Requirement: The grantee must maintain control over real property, facilities and equipment and ensure that they are used in transit service.

Findings: During this Triennial Review of the City, no deficiencies were found with the FTA requirements for satisfactory continuing control.

## 5. Maintenance

Basic Requirement: The grantee must keep federally funded equipment and facilities in good operating order.

Findings: During this Triennial Review of the City, no deficiencies were found with the FTA requirements for maintenance.

## 6. Procurement

Basic Requirement: FTA grantees will use their own procurement procedures that reflect applicable state and local laws and regulations, provided that the process ensures competitive procurement and that the procedures conform to applicable federal law including 49 CFR Part 18, specifically Section 18.36 and FTA C 4220.1E, "Third Party Contracting Requirements." Grantees will maintain a contract administration system that ensures that contractors perform in accordance with terms, conditions, and specifications of their contracts or purchase orders.

Findings: During this Triennial Review of the City, no deficiencies were found with the FTA requirements for procurement.

## 7. Disadvantaged Business Enterprise (DBE)

Basic Requirement: The grantee must comply with the policy of USDOT that DBEs, as defined in 49 CFR Part 26, are ensured nondiscrimination in the award and administration of USDOT-assisted contracts. Grantees also must create a level playing field on which DBEs can compete fairly for USDOT-assisted contracts; ensure that only firms that fully meet eligibility standards are permitted to participate as DBEs; help remove barriers to the participation of DBEs; and assist the development of firms that can compete successfully in the marketplace outside the DBE program.

Findings: During this Triennial Review of the City, no deficiencies were found with the FTA requirements for DBE.

## 8. Buy America

Basic Requirement: Per Buy America law, federal funds may not be obligated unless steel, iron, and manufactured products used in FTA-funded projects are produced in the United States, unless FTA has granted a waiver, or the product is subject to a general waiver. Rolling stock must have a 60 percent domestic content and final assembly must take place in the United States.

Findings: During this Triennial Review of the City, no deficiencies were found with the FTA requirements for Buy America.

## 9. Suspension/Debarment

Basic Requirement: To prevent fraud, waste, and abuse in federal transactions, persons or entities, which by defined events or behavior, potentially threaten the integrity of federally administered programs are excluded from participating in FTA-assisted programs. FTA grantees are required to ensure to the best of their knowledge and belief that none of the grantee's "principals" (as defined in the governing regulation 49 CFR Part 29), subrecipients, and third-



party contractors and subcontractors is debarred, suspended, ineligible or voluntarily excluded from participation in federally assisted transactions. Grantees are required to review the Excluded Parties Listing System (<http://epls.arnet.gov/>) before entering into any third party contracts.

Findings: During this Triennial Review of the City, no deficiencies were found with the FTA requirements for suspension/debarment.

## **10. Lobbying**

Basic Requirement: Recipients of federal grants and contracts exceeding \$100,000 must certify compliance with Restrictions on Lobbying before they can receive funds. In addition, grantees are required to impose the lobbying restriction provisions on their contractors.

Findings: During this Triennial Review of the City, a deficiency was found with the FTA requirements for lobbying.

The City uses non-Federal funds for lobbying. At the time of the site visit, it had not filed a lobbying activities disclosure form (standard form LLL) with the FTA regional office. After the site visit, the City filed the standard form LLL with the FTA regional office and developed procedures to follow up with the Office of the Mayor on a quarterly basis to ensure that, in quarters in which there is a material change in lobbying activity, the City files an updated standard form LLL with the FTA regional office. The deficiency is closed.

## **11. Planning/Program of Projects**

Basic Requirement: The grantee must participate in the transportation planning process in accordance with FTA requirements, Metropolitan Statewide Planning Final Rule, and Management Systems Interim Final Rule (Transportation Planning Regulations [TPR]), as revised.

Findings: During this Triennial Review of the City, a deficiency was found with the FTA requirements for planning/program of projects.

The City relies on the MPO public involvement process for the transportation improvement program (TIP) to meet Section 5307 public involvement requirements for the program of projects. During the review period, the public notices for the TIP did not state that the public involvement activities and the time established for public review and comment for the TIP will be used to satisfy Section 5307 program of projects public involvement requirements.

After the site visit, the MPO agreed to include the following language in the notice that goes out to local officials and others regarding the draft TIP, the notice regarding the draft TIP that goes out to private transportation providers (with the attached list of transit projects), and the legal notice for the public hearing on the TIP: "The MPO's public involvement process

associated with development of the TIP is used by Metro Transit to satisfy the public participation requirements for development of the Program of Projects required under the Federal Transit Administration's Section 5307 Urbanized Area Formula Program." This deficiency is closed. To confirm that the language has been included in the next public notice, FTA asks the City to submit a copy of the next published MPO public notice to the FTA regional office.

## 12. Title VI

Basic Requirement: The grantee must ensure that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participating in, or denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance. The grantee must ensure that federally supported transit service and related benefits are distributed in an equitable manner.

Findings: During this Triennial Review of the City, no deficiencies were found with the FTA requirements for Title VI.

## 13. Public Comment Process for Fare and Service Changes

Basic Requirement: The grantee must have a locally developed process to solicit and consider public comment before raising a fare or carrying out a major reduction of transportation.

Findings: During this Triennial Review of the City, no deficiencies were found with the FTA requirements for public comment process for fare and service changes.

## 14. Half Fare

Basic Requirement: Grantees must ensure that elderly persons and persons with disabilities, or an individual presenting a Medicare card, will be charged during non-peak hours for transportation using or involving a facility or equipment of a project financed under Section 5307 not more than 50 percent of the peak hour fare.

Findings: During this Triennial Review of the City, no deficiencies were found with the FTA requirements for half fare.

## 15. ADA

Basic Requirement: Titles II and III of the Americans with Disabilities Act of 1990 provide that no entity shall discriminate against an individual with a disability in connection with the provision of transportation service. The law sets forth specific requirements for vehicle and facility accessibility and the provision of complementary paratransit service.

Findings: During this Triennial Review of the City, deficiencies were found with the FTA requirements for ADA.

The City's public information materials incorrectly state that the number of guests that may accompany an ADA complementary paratransit rider is limited to two. The policy is correctly stated in Policy No. 2-2 Paratransit Eligibility Standards. After the site visit, the City proposed language to include in future public information materials that complies with ADA requirements. FTA will close the deficiency once the website and public materials with the proposed language are submitted to the regional office.

Policy No. 2-2 Paratransit Eligibility Standards states that visitors are eligible for 21 days of service instead of 21 days over a year's period. Both the policy and the publication "ADA Categories, Eligibility Standards, & Reciprocity" only discuss eligibility for visitors who have been determined to be eligible by other transit systems. Persons who provide documentation of a disability that prevents them from using fixed-route service or self-certify that they are unable to use fixed-route service are also eligible as visitors under the ADA. After the site visit, the City proposed language to include in the policy and public information materials that complies with ADA requirements. FTA will close the deficiency once the revised policy and public information materials are submitted to the regional office.

Corrective Actions and Schedule: By January 18, 2008, the City must revise all public information materials and internal policies to comply with ADA complementary paratransit requirements concerning companions and visitors. The City must submit a copy of the revised materials and policies to the FTA regional office.

## 16. Charter Bus

Basic Requirement: Grantees are prohibited from using federally funded equipment and facilities to provide charter service except on an incidental basis and when one or more of applicable exceptions for urban areas set forth in the charter service regulation at 49 CFR 604.9 (b) applies.

Findings: During this Triennial Review of the City, no deficiencies were found with the FTA requirements for charter bus.

## 17. School Bus

Basic Requirement: Grantees are prohibited from providing exclusive school bus service unless the grantee qualifies under specified exceptions. In no case can federally funded equipment or facilities be used.

Findings: During this Triennial Review of the City, no deficiencies were found with the FTA requirements for school bus.

## 18. National Transit Database (NTD)

Basic Requirement: The grantee must collect, record, and report financial and non-financial data in accordance with the Uniform System of Accounts (USOA) and updated with the *National Transit Database (NTD) Reporting Manual* as required by 49 USC 5335(a).

Findings: During this Triennial Review of the City, no deficiencies were found with the FTA requirements for NTD.

## 19. Safety and Security

Basic Requirement: Any recipient of Urbanized Area Formula Grant Program funds must annually certify that it is spending one percent of such funds for transit security projects or that such expenditures for security systems are not necessary.

Under the safety authority provisions in the federal transit laws, the Secretary has the authority to investigate the operations of the grantee for any conditions that appear to create a serious hazard of death or injury especially to patrons of the transit service. However, FTA has no specific requirements for transit safety. States are required to oversee the safety of rail fixed guideway systems through a designated oversight agency. Under security, FTA has adopted the "Top 20 Security Program Action Items for Transit Agencies." The action items are measures recommended by FTA for immediate consideration and implementation by transit agencies to improve both security and emergency preparedness.

Findings: During this Triennial Review of the City, no deficiencies were found with the FTA requirements for safety and security.

FTA advises the City to develop a system safety program plan for transit services.

## 20. Drug-Free Workplace

Basic Requirement: Grantees are required to maintain a drug-free workplace for all employees and to have an ongoing drug-free awareness program.

Findings: During this Triennial Review of the City, no deficiencies were found with the FTA requirements for drug-free workplace.

## 21. Drug and Alcohol Program

Basic Requirement: Grantees receiving FTA funds under Capital Grant, Urbanized Area Formula Grant, or Non-Urbanized Area Formula Grant Programs must have a drug and alcohol testing program in place for all safety-sensitive employees.

Findings: During this Triennial Review of the City, deficiencies were found with the FTA requirements for drug and alcohol program.

This Triennial Review examined drug and alcohol policies of the City, Badger Cab, and Badger Bus Lines. The City's drug and alcohol policy does not state that employees performing safety-sensitive duties are required to submit to drug and alcohol testing as a condition of employment in accordance with 40 CFR Part 655 and does not list all refusals to tests. Badger Cab's policy is modeled after the City's policy and is missing the same required elements. Badger Bus Lines has a Federal Motor Carrier Safety Administration (FMCSA) drug and alcohol policy, not an FTA drug and alcohol policy.

The City does not monitor its substance abuse professional (SAP), its collection site, or the oversight procedures of its paratransit contractors.

Corrective Actions and Schedule: By February 18, 2008, the City will implement the following corrective actions:

1. Amend the City's FTA drug and alcohol policy to include the missing items. Work with Badger Cab and Badger Bus Lines to develop FTA-compliant policies. Submit a copy of the amended policies to the FTA regional office.
2. Develop and implement procedures to monitor the SAP and collection site and to ensure that the paratransit contractors monitor their drug and alcohol vendors. Submit a copy of the procedures to the FTA regional office.

## **22. Equal Employment Opportunity (EEO)**

Basic Requirement: The grantee must ensure that no person in the United States shall, on the ground of race, color, creed, national origin, sex, age, or disability be excluded from participating in, denied the benefits of, or be subject to discrimination in employment under any project, program or activity receiving federal financial assistance from the federal transit laws.

Findings: During this Triennial Review of the City, no deficiencies were found with the FTA requirements for EEO.

## **23. ITS Architecture**

Basic Requirement: Intelligent Transportation Systems (ITS) projects funded by the Highway Trust Fund and the Mass Transit Account must conform to the National ITS Architecture, as well as to U. S. Department of Transportation (DOT) adopted ITS standards.

Findings: During this Triennial Review of the City, no deficiencies were found with the FTA requirements for ITS architecture.

## V. SUMMARY OF FINDINGS AND CORRECTIVE ACTIONS

Review Area	Finding	Deficiency	Corrective Action	Response Days/Date	Date Closed
1. Legal	ND				
2. Financial	ND				
3. Technical	ND				
4. Satisfactory Continuing Control	ND				
5. Maintenance	ND				
6. Procurement	ND				
7. Disadvantaged Business Enterprise	ND				
8. Buy America	ND				
9. Suspension/ Debarment	ND				
10. Lobbying	D	03-Grantee did not submit standard form LLL/ quarterly update	File a standard form LLL with the FTA regional office. Develop, implement, and submit to the FTA regional office procedures to file an updated standard form LLL for quarters in which a material change in lobbying activities occurs.	1/18/08	9/24/07
11. Planning/POP	D	04-Public notice deficiencies	Either work with the MPO to incorporate the required language in the public notice for the TIP and submit a copy of the proposed new language to the FTA regional office or inform the FTA regional office that the City will follow its own public participation procedures. If the City decides to rely on the MPO process, submit a copy of the next published MPO public notice to the FTA regional office.	1/18/08	9/18/07
12. Title VI	ND				
13. Public Comment for Fare and Service Changes	ND				
14. Half Fare	ND				

Review Area	Finding	Deficiency	Corrective Action	Response Days/Date	Date Closed
15. ADA	D	04-ADA complementary paratransit service deficiencies	Revise all public information materials and internal policies to comply with ADA complementary paratransit requirements concerning companions and visitors. Submit a copy of the revised materials and policies to the FTA regional office.	1/18/08	
16. Charter Bus	ND				
17. School Bus	ND				
18. National Transit Database	ND				
19. Safety and Security	ND AC	01-No safety policy/plan	FTA advises the City to develop a system safety program plan for transit services.		
20. Drug-Free Workplace	ND				
21. Drug and Alcohol Program	D	02-Drug and alcohol policy lacking required elements	Amend the City's FTA drug and alcohol policy to include the missing items. Work with Badger Cab and Badger Bus Lines to develop FTA-compliant policies. Submit a copy of the amended policies to the FTA regional office.	2/18/08	
		09-Drug and/or alcohol program vendors not properly monitored	Develop and implement procedures to monitor the SAP and collection site and to ensure that the paratransit contractors monitor their drug and alcohol vendors. Submit a copy of the procedures to the FTA regional office.	2/18/08	
22. Equal Employment Opportunity	ND				
23. ITS Architecture	ND				

Findings: ND = No Deficiencies; D = Deficient; AC = Advisory Comment; NA = Not Applicable; NR = Not Reviewed

**VI. TRANSIT SECURITY EXPENDITURES**

Does the grantee expend one percent or more of its Section 5307 Urbanized Area Formula Grant funds for transit security? Yes X No     

If no, why does the grantee consider such expenditure unnecessary (check all that apply):

- No deficiency found from a threat and vulnerability assessment
- FTA Top 20 Security Action Items met or exceeded
- Other:

Security Funding	FTA Section 5307 Funds (in Dollars)		
	FY 2004	FY 2005	FY 2006
Total amount of 5307 Funds expended	\$8,473,581	\$6,952,496	\$7,032,416
Amount of 5307 Funds expended on security	\$0	\$0	\$77,339
Percent of 5307 Funds expended on security	0.0%	0.0%	1.1%
<b>Infrastructure/Capital Improvement Security Projects:</b>			
Lighting, Fencing & Perimeter Control			
CCTV and Surveillance Technology			\$77,339
Communications Systems			
Security Planning*			
Drills & Tabletop Exercises*			
Employee Security Training*			
Other Security-Related Infrastructure & Capital Improvements (please list):			
<b>Operating/Personnel Expenditures (can only be used by agencies in areas with populations UNDER 200,000):</b>			
Contracted Security Force			
In-house Security Force			
Other Security-Related Operating Expenditures (please list): staff time			

\* SAFETEA-LU amended the definition of a capital project to include:  
 - projects to refine and develop security and emergency response plans;  
 - the conduct of emergency response drills with public transportation agencies and local first response agencies; and  
 - security training for public transportation employees.



**VII. ATTENDEES**

<b>Name</b>	<b>Title/Organization</b>	<b>Phone Number</b>	<b>E-mail Address</b>
<b><i>City of Madison</i></b>			
Norman Davis	Affirmative Action/Contract Compliance Officer	608-267-1142	ndavis@cityofmadison.com
Jim Drengson	Transit Maintenance Manager	608-266-4739	jdrengson@cityofmadison.com
John Etzler	Finance Manager	608-267-8766	jetzler@cityofmadison.com
David Eveland	IS Coordinator	608-267-8757	develand@cityofmadison.com
James Fink	Building and Grounds Supervisor	608-267-4951	jfink@cityofmadison.com
Ann Gullickson	Transit Service Manager	608-267-8780	agullickson@cityofmadison.com
Charles Kamp	General Manager	608-266-4904	cdebo@cityofmadison.com
Crystal Martin	Paratransit Manager	608-267-8654	cmartin@cityofmadison.com
Julie Maryott-Walsh	Marketing/Customer Service	608-266-5921	jmaryott-walsh@cityofmadison.com
Karen L. Meudt	Grants Accountant	608-267-8772	kmeudt@cityofmadison.com
Andrew Probst	Transit Accountant	608-261-9366	aprobst@cityofmadison.com
Mick Rusch	Marketing Specialist	608-266-6532	mrusch@cityofmadison.com
<b><i>Badger Bus Lines</i></b>			
Jason Fenske	Assistance Operations Manager	608-2229883	Jason@badgerbus.com
Mick Howen	Operations Manager	608-222-9803	mick@badgerbus.com
<b><i>FTA</i></b>			
Derek Davis	Transportation Program Specialist, FTA	312-353-2874	derek.davis@dot.gov
<b><i>Reviewer</i></b>			
Dan Wagner	Reviewer, Milligan & Company, LLC	703-532-7629	dwagner@milligancpa.com

