



City of Madison

City of Madison
Madison, WI 53703
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Master

File Number: 43726

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File Type: Resolution

Status: Items Referred

Version: 1

Reference:

Controlling Body: LONG RANGE
TRANSPORTATION
PLANNING
COMMITTEE

File Created Date : 12/26/2016

File Name: Establishing Goals for Regional Transit Authority
Legislation.

Final Action:

Title: Establishing Goals for Regional Transit Authority Legislation .

Notes:

Sponsors: Paul R. Soglin, Michael E. Verveer, Larry Palm and
Ledell Zellers

Effective Date:

Attachments:

Author: Nick Zavos, Deputy Mayor

Enactment Number:

Entered by: lveldran@cityofmadison.com

Hearing Date:

Published Date:

Approval History

Version	Date	Approver	Action
1	12/27/2016	Travis J. Martin	Approve

History of Legislative File

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Mayor's Office	12/26/2016	Referred for Introduction				
	Action Text:		This Resolution was Referred for Introduction				
	Notes:		Common Council Organizational Committee, Transit & Parking Commission				
1	COMMON COUNCIL	01/03/2017	Refer	COMMON COUNCIL ORGANIZATIONAL COMMITTEE			Pass
	Action Text:		A motion was made by Verveer, seconded by Rummel, to Refer to the COMMON COUNCIL ORGANIZATIONAL COMMITTEE. The motion passed by voice vote/other.				
	Notes:		Additional referral to Transit and Parking Commission				

1	COMMON COUNCIL ORGANIZATIONAL COMMITTEE	01/03/2017	Refer	TRANSIT AND PARKING COMMISSION	02/08/2017	
	Action Text: This Resolution was Refer to the TRANSIT AND PARKING COMMISSION					
	Notes:					
1	COMMON COUNCIL	01/17/2017	Add Referral(s)			Pass
	Action Text: A motion was made by Rummel, seconded by DeMarb, to Add a Referral to the Long Range Transportation Planning Committee. The motion passed by voice vote/other.					
	Notes:					
1	COMMON COUNCIL	01/17/2017	Refer	LONG RANGE TRANSPORTATION PLANNING COMMITTEE	01/26/2017	
	Action Text: This Resolution was Refer to the LONG RANGE TRANSPORTATION PLANNING COMMITTEE					
	Notes:					
1	LONG RANGE TRANSPORTATION PLANNING COMMITTEE	01/26/2017	Return to Lead with the Following Recommendation(s)	COMMON COUNCIL ORGANIZATIONAL COMMITTEE		Pass
	Action Text: Ken Golden/Susan DeVos submitted a motion to make minor amendments to one of the BIFR clauses (p. 3 of the resolution), as indicated below, and further recommend adoption of Resolution ID 43726. That motion passed unanimously.					
	<p>“BE IT FURTHER RESOLVED, that given the history and criticisms of RTAs, the authorizing legislation should have following basic parameters</p> <ul style="list-style-type: none"> • An representative RTA could be formed by two or more municipal governing bodies passing resolutions in support • A referendum would need to be adopted by a majority of voters in each municipality forming, or seeking to join the RTA • The amount of the sales tax would need to be authorized in the referendum, but could not exceed 0.5% • The governing board would be comprised of elected officials, representative of the communities within the RTA area; and 					
	Notes:					
1	COMMON COUNCIL ORGANIZATIONAL COMMITTEE	02/07/2017				
1	TRANSIT AND PARKING COMMISSION	02/08/2017	Return to Lead with the Following Recommendation(s)	COMMON COUNCIL ORGANIZATIONAL COMMITTEE		Pass

- Action Text:** Governmental Relations Officer Nick Zavos from the Mayor's Office discussed the resolution, and answered questions.
- The goal of the resolution was to start talking about specifics of what RTA legislation would look like, to go on record with some parameters, to start talking to other communities, to start the conversation internally.
 - The Mayor had brought up this issue at a recent meeting of Dane County Cities and Villages Assn. Once the resolution was adopted, the City could start to go to other communities to show them what we put together as a beginning point, and discuss it with them and get more details worked out.
 - We would send the res to such communities as Verona, Fitchburg, Middleton, to invite their engagement and input.
 - As far as taking the issue to the State Legislature, the Mayor had started conversations with the Speaker. This would give him something to discuss. Transportation and transit funding would be a big issue in the State budget.
 - It wasn't likely anything would be enacted anytime soon at the State level. But over the next couple years, it would be good to have some of the details worked out before it became a possibility.
 - As for how Transit assets would be integrated into a multi-jurisdictional RTA, it was probably premature to start that discussion. But a couple possibilities might be that the RTA could contract with the existing system, or that the existing system could be subsumed in it.

Golden remarked that the biggest defect in the first RTA was that among the resources being committed, the City's portion was 80% and the local shares were 20%; but RTA membership was almost reversed, with Madison at <30%. After talking to former RTA members, he thought the inclusion of the word "representative" would be critical to protect Madison from that kind of mistake. At the time, some felt it was more important to get the RTA than to get it right. Not interested in arguing that point, he thought it was something the City should consider since this was a City res.

Zavos said that the issue of representation was raised at the LRTPC, which recommended that the fourth bullet point be changed to read, "The governing board would be comprised of elected officials representative of participating communities within the RTA area." He further noted that CCOC had also recommended a similar change to the fourth bullet, as well as to add the word "representative" in the first bullet point, to say "A representative RTA could be formed by two or more municipal governing bodies." CCOC also changed the word "beginning" in the last BE IT FINALLY RESOLVED clause, to say that the city is committed to "continuing" discussions (with community leaders and others shown there).

Golden/Kovich made a motion to recommend adoption of the resolution as amended by LRTPC and CCOC. Members then discussed the resolution.

- (Golden) The last Whereas clause should be deleted; we knew the situation was challenging; we didn't need to say it. Due to the taxing authority, the majority of the RTA members should be elected officials. But some sort of citizen participation should be included, perhaps in the form of an advisory committee. Also, the RTA structure (an operating entity) should be defined esp. in relation to the MPO (a planning entity) so that the decision-making could be easily understood.
- (Kemble) The CCOC amended the fourth bullet be changed to add the words "and representatives" after "elected officials". This was an opening statement, a starting point for discussions with the state and local communities.
- (Bergamini) She was concerned about the res, based on earlier attempts with Transport 2020 and an RTA, where an error was made: a lack of true consultation, compromise and communication among the communities involved. To have this come out as a City res and to have it come as a surprise to CSOS, comprised of partner communities was disappointing. These communities had committed time and money and worked cooperatively with Metro Transit. To not include them in the shaping of this res, which said some very specific things, was disturbing.
- While concerned about Madison's assets, an RTA couldn't be built without acting like a region (vs. taking what was passed by one jurisdiction to others and saying this is what we want to do, what do you think?) Language in the proposal was very specific. The funding mechanism suggested was a sales tax, but that was not the only way to fund an RTA (vs. a wheel tax, or something else). This was fine as a draft, but the partners should be at the table with us while this was being shaped.
[Please note: Ahrens left at this point in the meeting, at 6:04 PM.]
- Also, the legal definition of "municipal governing bodies" wouldn't include the County. While this

might be what we want, is that what was intended here?

- It was good that the Mayor and staff were trying to get the process moving again, but we needed to do it in a collaborative fashion, and to make sure such people as the Mayor of Fitchburg knew it was coming.

On behalf of and at the request of Ahrens, Golden presented Ahrens' amendment to the third bullet point, to strike the words "amount" and "would need to", to instead say the "level" of the sales tax "should" be authorized in the referendum. Golden/Zellers made a motion to adopt this amendment. The motion passed by voice vote/other.

When asked about conversations with other communities, Zavos said that along with mentioning the resolution to the members of the Cities and Villages Assn., he had chatted personally with Mayor Arnold. However, the idea was more the opposite; that to have such conversations, the City needed to have a place to start, a formal document to say where it wanted to begin. Kamp noted that due to scheduling they had been unable to bring the resolution to CSOS earlier, but that it would be on an upcoming agenda. Any informal discussions he had had, were clouded by the many discussions over the years with all their partners, which they would continue, esp. at CSOS.

Re: the political climate and whether certain provisions of the res might be feasible under the current administration, Zavos said that in part they were a recognition of that. For example, by calling for exclusively elected officials, a level of citizen expertise was cut out. But for State Rep. Vos, this was a very important premise, that if public money was being spent, it should be elected officials making those decisions. This was the first time the issue of sales tax vs. other types of taxes had come up; so he couldn't speak to that.

Golden/Bergamini made a motion to delete the last Whereas, related to RTA legislation being politically challenging. Besides the reasons he previously stated, based on Bergamini's comments about other communities and the language about the city (alone) pushing forward, Golden felt the clause wasn't necessary and didn't belong in the res. The motion passed by voice vote/other.

Poulson called for a vote on the main motion, as amended by LRTPC, CCOC and TPC. Recalling historical discussions about funding mechanisms for an RTA, Bergamini said there were complications with collecting a sales tax, which was currently done through counties. At that time, the question arose how this would work if the boundaries of an RTA weren't coterminous with the County. She wasn't sure a sales tax was a position that the City should commit itself to. Kovich said the City needed this to move RTA discussion forward; it was a starting point, not the final product.

The main motion made by Golden, seconded by Kovich, to Return to Lead with the Following Recommendation(s) to the COMMON COUNCIL ORGANIZATIONAL COMMITTEE included: Recommend approval of the resolution as previously amended by LRTPC and CCOC; and as further amended by the TPC to 1) delete the final Whereas clause related to the RTA legislation being politically challenging, and (2) change the third bullet point to say, "The 'level' of the sales tax 'should' be authorized in the referendum, but could not exceed 0.5%." The motion passed by the following vote:

Notes: Golden/Kovich made a motion to Return to Lead with a recommendation to approve the resolution as previously amended by LRTPC and CCOC, and as further amended by the TPC as follows: To delete the final Whereas clause related to the RTA legislation being politically challenging; and to change the third bullet point to say, "The ~~amount~~ level of the sales tax ~~would need to~~ should be authorized in the referendum, but could not exceed 0.5%."

The motion carried by the following vote:

Ayes: 6 Ledell Zellers; Rebecca Kemble; Ann E. Kovich; Kenneth Golden;
Michael M. Johnson and Kenneth M. Streit
Noes: 1 Margaret Bergamini
Excused: 3 David E. Tolmie; Wayne Bigelow and David Ahrens
Non Voting: 1 Gary L. Poulson

Text of Legislative File 43726

Fiscal Note

No appropriation required.

Title

Establishing Goals for Regional Transit Authority Legislation .

Body

WHEREAS, south central Wisconsin is becoming an integrated urban economy that is larger, more private-sector driven, and more geographically dispersed; and in this era of change, the Madison region needs a modern, efficient, regional, transportation system that is focused on connecting more people to jobs.

WHEREAS Madison's transit ridership is near all-time highs, and per-capita ridership is in the top 15 in the nation, outperforming cities with far larger population such as Miami, FL(5.5 million), San Diego, CA (2.9 million), and the Twin Cities (2.6 million); and

WHEREAS, transit services in Wisconsin are regional in their service area, yet each is owned by a single municipality (Milwaukee's transit system is owned by a county, although by a legal definition might also be considered a municipality); and

WHEREAS, to be effective and efficient transit systems should have regional governance , budgeting, operations, and planning; and

WHEREAS, regional transportation authorities (RTA) could provide a regional focus, create predictable and stable funding, and relieve pressure on property taxpayers, and

WHEREAS, state law must authorize a process and establish standards for the creation of an RTA, but the decision whether to actually form an RTA and how much funding it would need would be made by the local residents; and

WHEREAS, though enacting RTA legislation in Wisconsin is politically challenging , it is imperative that the city continue to push forward.

THEREFORE BE IT RESOLVED, that the details of RTA legislation should be flexible enough to adapt to local needs; and

BE IT FURTHER RESOLVED that given the history and criticisms of RTAs, the authorizing legislation should have following basic parameters

- An RTA could be formed by two or more municipal governing bodies passing resolutions in support
- A referendum would need to be adopted by a majority of voters in each municipality forming, or seeking to join the RTA
- The amount of the sales tax would need to be authorized in the referendum, but could not exceed 0.5%
- The governing board would be comprised of elected officials; and

BE IT FINALLY RESOLVED, that the city of Madison is committed to beginning discussions with community leaders, business and other local governments about advocating for RTA legislation .