



**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) MEETING #9

**Thursday, September 29, 2005**

**4:45 pm**

**Madison Municipal Building, Room 260  
215 Martin Luther King, Jr. Boulevard  
Madison, WI**

#### -- ROLL CALL

ITF Members Present: Sandy Beaupre; Jim Berkenstadt; Lori Kay (*for LaMarr Billups*); John DeLamater; Supv. Chuck Erickson; Kristine Euclide; Ald. Ken Golden; Jesse Kaysen; Chris Klein; Supv. Scott McDonell; Dick Wagner.

ITF Members Absent: Michael Blaska (*notified*); George Nelson; Ald. Warren Onken; Rose Phetteplace.

TAC/Staff Present: Russell Anderson (Wisconsin Department of Natural Resources); Rod Clark (Wisconsin Department of Transportation, Bureau of Transit and Local Roads); Catherine Debo (Madison Metro); Barbara Feeney (WisDOT – District 1); Elizabeth Kluesner (Dane County Executive's Office); Bob McDonald (Madison Area Metropolitan Planning Organization); David Trowbridge (Madison Planning and Development; *Transport 2020 Project Manager*).

Others Present: Fred Bartol (Dane Alliance for Rail Transit); Margaret Bergamini (Associated Students of Madison); Susan DeVos (PBMVC); Bill Gardner (Wisconsin and Southern Railroad); Matt Hintze (HNTB); Ken Kinney (HNTB); Ken Lucht (Wisconsin and Southern Railroad); Al Matano (Dane County Supervisor, District 11); Marshall Quade (HNTB); Bob Schaefer; David Waugh; Connie White (HNTB); Royce Williams.

#### 1. REVIEW OF AGENDA

Supv. Scott McDonell welcomed Transport 2020 Implementation Task Force members to Meeting #9. There were no suggested modifications to the meeting agenda.

#### 2. APPROVAL OF MINUTES FROM ITF MEETING #8 (FEBRUARY 28, 2005)

The Minutes for Meeting #8 of the Transport 2020 Implementation Task Force were unanimously approved, as submitted on a motion by Kristine Euclide/Jesse Kaysen.

**3. INTRODUCTION OF NEW TRANSPORT 2020 ITF MEMBER: CHRIS KLEIN**

Chris Klein was introduced as a new member of the Transport 2020 Implementation Task Force. He replaces Randy Romanski as the Governor's appointee.

**4. OPPORTUNITY FOR PUBLIC COMMENT**

David Trowbridge summarized some comments from Eric Goodman (1459 East Main Street, #221), because he was unable to attend the meeting. Goodman supports the commuter rail system proposed by Transport 2020 and would like to see it become a reality. He also believes that Bus Rapid Transit should be studied in other corridors, but does not want to see such efforts compete with the system currently being planned. He asked the committee for a more thorough discussion of possibilities in the reorientation of Madison Metro, to integrate with rail. He said that planning should look at the full range of trips, including those with outlying origins and destinations, not just the ones going in or out of downtown Madison. He said that trains will bring a significant improvement in mobility for residents of Dane County along the proposed corridor, but that there are still other high travel corridors where BRT, etc. - may be appropriate, and eventually all of them should be interconnected in a logical and efficient network.

Bob Schaefer said that cost effective projects are important, particularly those that relieve congestion. He said that Transport 2020 commuter rail does not relieve congestion, and in fact was projected to increase it. Schaefer said that public involvement in the project should be enhanced, noting that 3 minutes of comment are not sufficient for good public debate.

Royce Williams stressed the importance of finance and governance for transportation in this region. He said that it is very difficult to establish a new transit organization in Wisconsin, but that it is necessary. He felt that the urban area or MPO boundary should be used to establish a new transit organization.

There were no other registrants for public comment on this agenda item.

**5. FOLLOW-UP/UPDATE: WISCONSIN AND SOUTHERN RAILROAD (WSOR) COMMUTER RAIL PROPOSAL**

Bill Gardner (WSOR President) said that the railroad recently held an event for its 25-year anniversary, offering free rides to members of the public, from the Johnson Street Yards to Waunakee and back. He said that over 3,700 rides were provided and many were turned away. He said that this shows a tremendous interest in rail in this region.

Gardner said that he would propose to offer limited rides for residents (to football games or 1 week for commuters) in the near future. He said that he would pay some seed money to do this but would like a partner. He said that the high price of gas could create an opportunity for people to try a different mode. He said that if it is a success, regular service could possibly be started.

Jesse Kaysen asked about the capacity of the trains. Gardner said that about 450 passengers per 3-car train could be accommodated for each trip. In terms of a partnership, Gardner said that he would supply the vehicles, crew, and fuel but the insurance is a big issue for him. He hoped that a government entity could provide this.

Dick Wagner said that Madison Metro carries many riders to Badger games and that passenger fares cover the costs of the service. Wagner asked about Madison Metro's insurance arrangement. Catherine Debo said that Madison Metro participates in an insurance pool, with other state transit operators. Wagner asked if City and/or County risk management personnel could look into insurance for a limited

rail service. Co-Chair Scott McDonell said that a meeting would be scheduled to look into options for a demonstration service.

Kristine Euclide asked about the speed of the trains. Gardner said that they would travel about 30 mph, operating between Middleton and downtown Madison. Gardner said that a one-week demonstration could be done with the current rail infrastructure, but that grade crossing protection would be needed for regular service. John DeLamater said that a Badger train from Milton was very successful, and that it took some “getting the word out” to establish it. Gardner agreed, noting that advertising would greatly help the situation. He said that he could have the service in place in less than 30 days.

Jesse Kaysen said that this demonstration could be a way to generate public interest in the Transport 2020 project. Bill Gardner said that the equipment is nice enough to put forward a good image of what the service could be.

## **6. REPORT OF THE IMPLEMENTATION TASK FORCE CONSULTANT REVIEW AND SELECTION SUBCOMMITTEE**

### **- Note: Subcommittee Recommendation to Contract with HNTB, et al. to complete Transport 2020 DEIS/FEIS/PE Document**

Scott McDonell said that the Consultant Review and Selection Subcommittee has been working with HNTB to make some changes to the project team, the work plan and the budget and have come to an agreement on how to proceed. He said that the Subcommittee is recommending entering into a contract with HNTB to start the project.

David Trowbridge introduced the HNTB team members and asked them to go through some slides summarizing their work plan, key deliverables and project timeline/budget. HNTB Project Manager Ken Kinney then went through his slide presentation. He pointed out that the project contract would be structured in a way that recognized key project deliverables/milestones. He said that, for the \$2.5 million total amount budgeted, the HNTB team was committed to completing a New Starts Application to FTA (as Phase 1). After approval from FTA to move forward, the HNTB team would deliver a final EIS (Phase 2). He pointed out that the screening of alternatives will be very important in keeping the project on schedule. Connie White (HNTB) agreed, noting that timely decision making is often more of a challenge than the technical aspects of these types of projects. Matt Hintze (HTNB) then summarized the public participation strategy and demonstrated some of the public outreach tools to be used.

Jim Berkenstadt asked if ridership data from a demonstration project could be used in Transport 2020. Ken Kinney said that those numbers could be used as an input to the forecasts. Ald. Ken Golden said that the subcommittees may be useful in addressing some issues in the work plan. Kristine Euclide said that it will be helpful to keep the alternatives narrow in scope as we move forward, and asked HNTB to feel free to suggest any structural or administrative changes to assist with that.

The Implementation Task Force then unanimously recommended contracting with HNTB for the Transport 2020 DEIS/FEIS/PE project, on a motion submitted by John DeLamater/Jim Berkenstadt. Ken Kinney thanked the Task Force for their recommendation and looked forward to working with members.

## **7. UPDATE OF FEDERAL TRANSPORTATION BILL DEVELOPMENTS/TRANSPORT 2020 FUNDING ISSUES**

David Trowbridge reported that the Transport 2020 project received another earmark for \$750,000 in the FY 2005 Federal Appropriations Bill, bringing the total amount of funds committed to the project to \$2.5 million. He said that more will be needed to completely finish preliminary engineering, but he said that the amount now budgeted will be sufficient to complete the FTA New Starts Application and final Environmental Impact Statement.

Trowbridge also pointed out that the new 6-year transportation bill includes a “Small Starts” transit capital program, which is aimed at projects requesting \$75 million or less federal funds and total project

cost of less than \$250 million. He said that the Madison Streetcar project is also listed in the bill, which will allow that project to request funding for follow-up planning and engineering studies in future appropriations bills.

#### **8. REPORT OF MADISON STREETCAR STUDY COMMITTEE ACTIVITIES**

David Trowbridge reported that the Streetcar Committee met for the second time and approved the release of an RFP for its preliminary feasibility study. He said that proposals are due on October 27 and he anticipated work beginning on that study after the first of the year.

#### **9. IMPLEMENTATION TASK FORCE AND SUBCOMMITTEE SCHEDULE/NEXT STEPS**

David Trowbridge noted that the Transport 2020 Implementation Task Force would not need to meet until after the first of the year, due to the need for the consultant team to develop some background information and a draft "purpose and need" document. He anticipated a February 2006 meeting, to be scheduled later. He said that shortly thereafter, the Task Force would need to meet to review preliminary alternatives to be screened out or moved forward for further analysis - likely to be discussed at a March or April meeting.

Trowbridge also pointed out that the Transport 2020 Management Team would meet more frequently, probably bi-weekly, when the consultant team is in town. He said that the purpose of these meetings is to provide the Management Team progress reports and give the consultant team general guidance. All Task Force members and agency staff are welcome to attend these meetings, which are scheduled over the noon hour for convenience.

#### **10. INFORMATION AND ANNOUNCEMENTS BY TASK FORCE MEMBERS**

There were no announcements or information provided by Task Force members.

#### **11. ADJOURNMENT**

The Committee adjourned its meeting at 6:05 p.m.