



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

For additional project information: www.transport2020.net

Minutes

TRANSPORT 2020 IMPLEMENTATION TASK FORCE (ITF) MEETING

Wednesday, January 31, 2007

4:30 p.m.

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

-- **ROLL CALL**

ITF Members Present: Sandy Beaupre; Jim Berkenstadt; Michael Blaska; John DeLamater; Sup. Chuck Erickson; Kristine Euclide; Ald. Ken Golden; Steve Hiniker; Sup. Al Matano; Sup. Scott McDonell; LeAnna Wall (*for Joe Olson*); Dick Wagner.

ITF Members Absent: LaMarr Billups (*notified*); Jesse Kaysen (*notified*).

TAC/Staff Present: Rod Clark (Wisconsin Department of Transportation); Bob Pike (Madison Area MPO); Arun Rao (Wisconsin DOT); Bill Schaefer (Madison Area MPO); Tim Sobota (Madison Metro); David Trowbridge (Madison Planning and Development; *Transport 2020 Project Manager*).

Others Present: Fred Bartol (Dane Alliance for Rail Transit); Ken Kinney (HNTB); Kelly Lamb (HNTB); Ken Lucht (Wisconsin and Southern Railroad); Kimon Prousaloglou (Cambridge Systematics); Dan Tempesta (Cambridge Systematics); Katya Whiterabbit (42 Whispering Waters Circle, Monona); Royce Williams (ProRail).

1. REVIEW OF AGENDA

Sup. Scott McDonell welcomed Transport 2020 Implementation Task Force members to the meeting. There were no suggested modifications to the agenda.

2. APPROVAL OF MINUTES FROM DECEMBER 20, 2006 TASK FORCE MEETING

The Minutes for the 12-20-06 Transport 2020 Implementation Task Force meeting were unanimously approved, as submitted on a motion by Jim Berkenstadt/Dick Wagner.

3. OPPORTUNITY FOR PUBLIC COMMENT

There was one registrant for public comment, Katya Whiterabbit (42 Whispering Waters Circle, Monona). Ms. Whiterabbit presented an invention on behalf of her husband for a hybrid rail vehicle that she proposed the Implementation Task Force consider along with the other choices for vehicles for the Transport 2020 project. Some key benefits highlighted by Ms. Whiterabbit include: the vehicle is unobtrusive, has a low environmental impact, can drive on and off of the rails, and has a double-decker design for high passenger capacity.

4. RIDERSHIP FORECASTING UPDATE

Mr. Kimon Proussaloglou said that the ridership numbers are preliminary and more work will be done to refine them. Next, he stated that the market analysis has been finalized to support the travel demand forecasting effort. He went on to discuss the alternatives beginning with 2A. For all three alternatives the goal was to obtain the average weekday ridership, and no special generators were used. Examples of special generators include special events and airport passenger traffic. For alternative 2A a key characteristic is overlapping service between the hospitals and Union Corners, which is also true of Alternative 5. In alternative 3 there is no overlap. An ITF member asked for clarification on why overlap was not used. Mr. Kinney answered that it could be looked at during sensitivity analyses.

Mr. Proussaloglou said that the modeling mistakenly used the section of overlapping service from VA Hospital/UW to Union Corners in all alternatives. This will be rectified. The capital cost numbers were based on the single service and are correct.

Mr. Kinney said that the main purpose for looking at the cost estimates at this point is to get order-of-magnitude overall totals to address the question of financial feasibility, and the detailed cost numbers should not be interpreted as final.

Ald. Ken Golden said that Madison Metro bus system has devoted energy to figuring out ways to implement discounted fares and pass programs, and he asked what assumptions are made on how programs like this will impact rail ridership. Mr. Proussaloglou answered that a weighted average is used and the degree of impact can be seen in a sensitivity analysis.

For a typical commuter rail line like Metra, there is 60% drive access. In Madison the scale is smaller and the rail line is centered close to downtown, so a drive access percentage of 1 in 4 seems reasonable. Drive access increases in the future year analyzed (2030), which also makes sense because of the growth in Madison's suburbs. Ridership numbers included for 2A and 3 were comparable, and alternative 5 had higher ridership numbers due to better access and more stations as shown in Table 1 below.

Table 1: Average Ridership by Alternative

	2030 Forecast - Average Weekly Boardings
Alternative 2A	7,600
Alternative 3	7,300
Alternative 5	8,500

Jim Berkenstadt asked if the airport traffic was considered in these ridership numbers. Mr. Proussaloglou answered that the model considers the traffic generated by airport employees but not airport passengers because the FTA is interested in typical weekday traffic estimates and has a separate category for special generators that can show a significant benefit to the system. He also stated that there are not very many good models accounting for airport traffic that can be used as a guide for Madison's

model.

An ITF member asked how it would be possible to gain information on special generators. Mr. Proussaloglou responded that it would be important to work with the airport authority and also look at market shares for airports throughout the country.

Ald. Ken Golden asked if there will be further discussion about airports as special generators. Mr. Proussaloglou said that it is important to consider the impact of the airport traffic and continued that a way to get a good idea of the trips generated by the airport would be to take a non-biased survey of airport passengers. Questions that would be asked would have to do with their origin, destination, and mode of travel to and from the airport.

Steve Hiniker asked what other types of special generators will be considered. Mr. Proussaloglou answered that sports events like football and basketball will be considered along with the Overture Center events and Concerts on the Square. He agreed that the definition of special events will need refining. He also commented that patient trips near the VA Hospital are considered in the model and that events that occur on a regular basis like the Farmers' Market can be included in the model, but currently is not used.

5. COSTS, BENEFITS AND IMPACTS OF TRANSPORT 2020 ALTERNATIVES

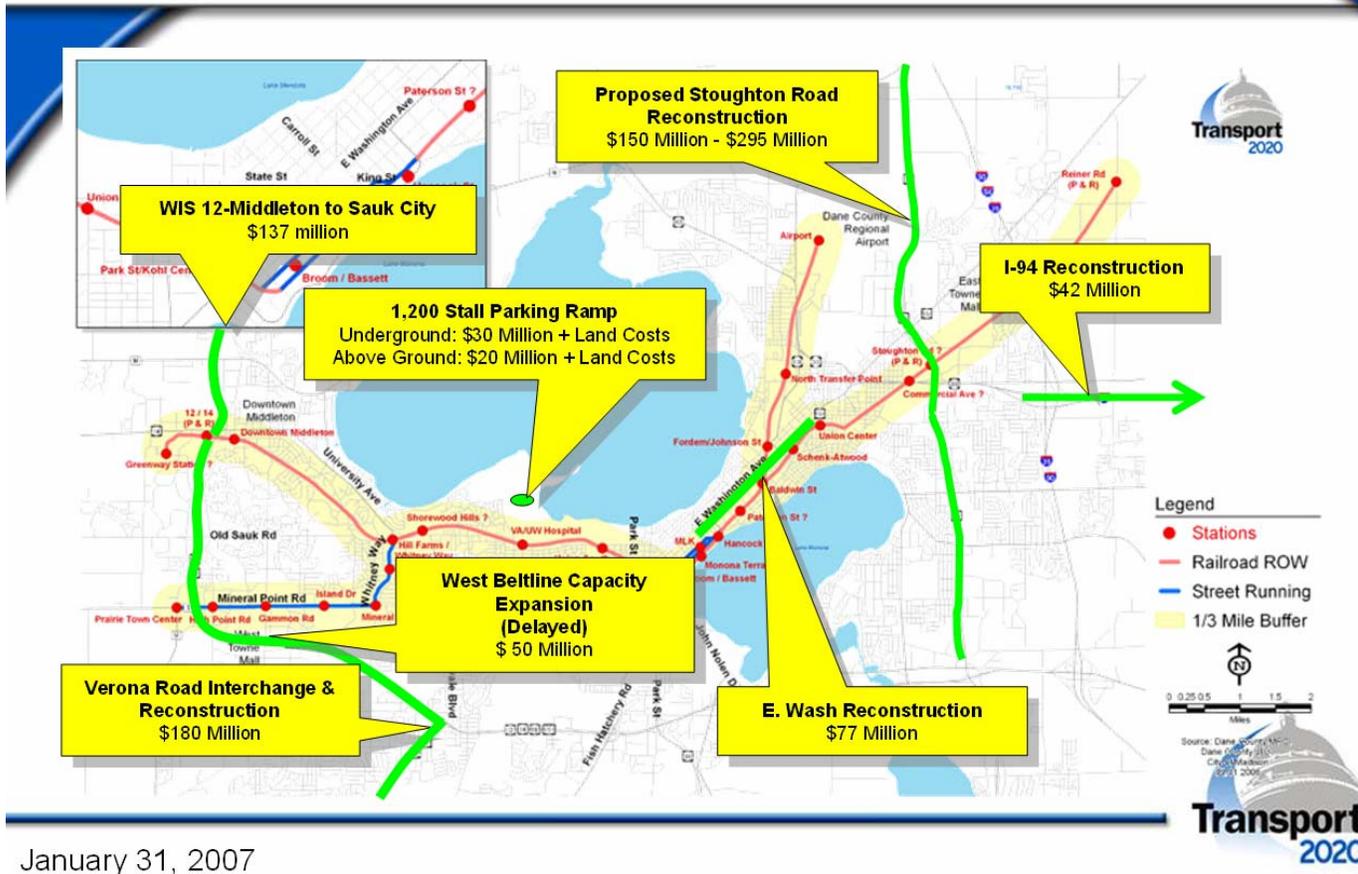
Mr. Ken Kinney outlined benefits of investing in build alternatives and also talked about potential impacts. A specific benefit highlighted potential development and redevelopment. Ald. Golden also wanted to take into account in the growth of Madison, not only suburban sprawl but also the Research Park II expansion and the Pioneer Neighborhood Plan because these projects will most likely be constructed by 2030 and merit inclusion in alternative 5 since the ridership potential generated by these developments is important. When Mr. Kinney pointed out the benefit of improved freight rail operations LeAnna Wall asked how it would be improved. Mr. Kinney answered that the improvements in freight operations would be due to increased speed and capacity and that they would be marginal improvements over existing operations. An ITF member added that with increased speed, the trains would clear intersections more quickly, which could have very positive benefits for emergency vehicles. LeAnna Wall suggested sharing facilities with high-speed rail would be another benefit.

Mr. Kinney also talked briefly about the environmental impact statement and that it will be started later in the year. He commented that a focus of the EIS will be noise and explained that there will be increased noise because of the number of trains but that there will be quiet zones where whistle blowing will be kept to a minimum.

Mr. Kinney showed an exhibit that listed costs for other major Madison-area projects and is shown below in Exhibit 1. An ITF member requested that a cost/mile comparison be included as well. In the following slides Mr. Kinney presented the total cost estimates for each alternative and said that details would be discussed at a meeting in February. Ms. Wall asked about the capital cost calculation and whether or not a track structure consistent with high speed rail was used in the estimate. Mr. Kinney replied that a track structure for high speed rail was not taken into account in the estimate.

How Does this Investment Compare with Other Dane County Transportation Projects?

Draft



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Exhibit 1: Madison-Area Project Cost Comparison

While discussing the operation and maintenance costs, Mr. Kinney commented that between each alternative, the costs associated with operation and maintenance would probably not be a major differentiator in LPA selection. John DeLamater asked how alternative 2A.1 was different from 2A and Mr. Kinney answered that 2A.1 is estimated by cutting the service in half from the service offered in alternative 2A.

Mr. Kinney also talked about fare box recovery after a question was posed by an ITF member about the difference between fare box recovery for rail and the current bus system. Mr. Kinney defined fare box recovery as the percent of operating cost that comes from the fare box revenue. An ITF member asked if there is an FTA guideline for fare box recovery or a number to aim for, and Mr. Kinney responded that there currently is no guideline to meet.

Kristine Euclide also requested that the expected life of the investment be added to the cost comparisons.

The last slide of the presentation dealt with annual non-federal financial requirements for all the

alternatives. Mr. Kinney explained that the \$2 million in fare revenue is a very preliminary and rough estimate. An ITF member asked if the fare revenue for alternative 5 would be higher than the others and Mr. Kinney answered that it would be but these numbers are simply rough estimates. The slide also showed the 2005 property tax contribution to Madison Metro and Ald. Ken Golden commented that there are a lot of other sources of revenue that are not shown and it would be good to show all of the current sources of operating funds for Madison Metro. That will be done.

6. IMPLEMENTATION TASK FORCE AND SUBCOMMITTEE SCHEDULE/NEXT STEPS

The next Transport 2020 meeting was scheduled for:

- Transit Operations Subcommittee/Technical Advisory Committee
- *Wednesday, February 21 (approx. 5:00 pm, exact time and location TBA)*

7. INFORMATION AND ANNOUNCEMENTS BY TASK FORCE MEMBERS

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

8. ADJOURNMENT

The Committee adjourned at 5:45 p.m.

These minutes represent the writer's interpretation of discussion and resolution of key points. Please contact Caron Kloster of HNTB (414/359-2300) to discuss questions, modifications or corrections.