



**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

Wednesday, March 14, 2007

5:00 p.m.

Madison Municipal Building, Room LL-110  
215 Martin Luther King, Jr. Boulevard  
Madison, WI

#### -- ROLL CALL

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

ITF Members Absent: Jim Berkenstadt (*notified*); Chris Klein (*notified*).

TAC/Staff Present: Jeanne Hoffman (Mayor's Office); Sharon Persich (Madison Metro); Bob Pike (Madison Area MPO); Bill Schaefer (Madison Area MPO); David Trowbridge (Madison Planning and Development; *Transport 2020 Project Manager*).

Others Present: Mike Cechvala; Ken Kinney (HNTB); Bob Schaefer; Connie White (HNTB).

#### 1. REVIEW OF AGENDA

Ald. Ken Golden welcomed Transport 2020 Implementation Task Force members to the meeting. There were no suggested modifications to the agenda.

#### 2. APPROVAL OF MINUTES FROM JANUARY 31, 2007 TASK FORCE MEETING

The Minutes for the 1-31-07 Transport 2020 Implementation Task Force meeting were unanimously approved, as submitted on a motion by Kristine Euclide/Michael Blaska.

#### 3. OPPORTUNITY FOR PUBLIC COMMENT

There were no registrants for public comment on this agenda item. Bob Schaefer will speak after agenda item 5.

4. **CITY OF MADISON RESOLUTION ID 05547, “REQUIRING A BINDING REFERENDUM, IN A FORM TO BE APPROVED BY THE CITY ATTORNEY, PRIOR TO THE EXPENDITURE OF CITY FUNDS TO CONSTRUCT A STREETCAR OR COMMUTER RAIL SYSTEM IN THE CITY OF MADISON”: TASK FORCE DISCUSSION AND CONSIDERATION OF RESOLUTION**

Ald. Ken Golden/Jesse Kaysen submitted a motion to recommend adoption of Resolution ID 05547, with the following amendments to the title and body of the resolution (*added text shown in underline, deletions shown as ~~strikethrough~~*):

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**..Title**

Requiring a Binding Referendum, in a Form to Be Approved by the City Attorney, Prior to Expenditure of City Property Tax Funds to Construct a Streetcar ~~or Commuter Rail~~ System in the City of Madison.

**..Body**

(5<sup>th</sup> WHEREAS Clause) the City of Madison has a history of using referenda to give voters a direct say on decisions involving major investments, such as Monona Terrace ~~and the Goodman Pool~~; and

(6<sup>th</sup> WHEREAS Clause) ~~Dane County also may consider a county-wide referendum on construction of a commuter rail system or streetcar system or both within Madison and other parts of Dane County;~~

NOW, THEREFORE, BE IT RESOLVED, that when these reports are complete and include recommendations for proceeding with a streetcar system, the Mayor and the relevant City committees will evaluate them with a view toward establishing an integrated response to the challenges of mobility in a growing region; and

BE IT FURTHER RESOLVED, that prior to the City spending any City property tax funds to construct a streetcar ~~or commuter rail~~ system ~~in part~~ within the City of Madison, a binding referendum on such spending, in a form to be approved by the City Attorney, must be approved in a City election.

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Ald. Golden felt that these changes reflect his general opposition to using referenda for public works projects, and using a referendum only with a proposed increase in property taxes. Golden said that this would allow room tax or TIF to potentially be used, without having to go to referendum. Sup. Al Matano agreed, noting that a City-only referendum (on commuter rail) would complicate Dane County efforts, should the County wish to hold a referendum on Transport 2020 implementation.

Kristine Euclide said that it is premature to suggest a referendum, noting that the reports for the two projects (including information about costs, benefits, impacts, financing strategies, etc.) have not yet been completed. She also said that the resolution is silent on referendum timing and includes other language ambiguities.

Michael Blaska said that he supported the suggested changes to the resolution text, but was uncomfortable with Transport 2020 (a multi-level governmental entity) recommending that the City of Madison hold a referendum.

Michael Blaska/Ald. Ken Golden then submitted a motion (as a substitute to the Golden/Kaysen motion):

“The Transport 2020 Implementation Task Force considered Resolution ID 05547 and suggested the following amendments - detailed below - be made to the resolution. These amendments are hereby submitted to the LRTPC, Common Council and all other City of Madison boards and commissions to which this resolution was referred for their consideration. Since these amendments remove the Transport 2020 project from the resolution, the Implementation Task Force has no reason to recommend either the adoption or non-adoption of the resolution, and subject to the inclusion of the amendments, declines to make any recommendation on the resolution as its formal report. The specific rationale for this, agreed to by the Transport 2020 Implementation Task Force, is that Transport 2020 is an entity created under the authority of a number of units of government which extend beyond Madison’s corporate borders. As such, it would be inappropriate for this Task Force to offer a recommendation on a City referendum which is seen as an internal matter of City business.”

That motion carried unanimously.

## **5. PRELIMINARY CAPITAL COSTS OF TRANSPORT 2020 BUILD ALTERNATIVES**

Ken Kinney stated that HNTB will provide the Task Force with a complete set of plans for all alternatives when they are complete.

Kinney showed examples of small and large park and ride facilities noting that the ridership forecasts will tell what size lots are required for Transport 2020. They are not planning to add parking at the airport as part of this project. The airport has their own plans to add parking. HNTB will review parking at the airport. The long term parking lot is near the tracks. Kinney added that airports have the ability to use federal funds for improvements that are for the airport’s use.

The transit planning workshop resulted in some changes to the plans over what was last presented to the ITF. Additional changes can and will be made later, but they need to describe parking for the ridership forecasts and conceptual engineering to determine the feasibility and costs for the New Starts application. The details are yet to be set. Kinney presented the following changes:

- At the Middleton US 12/14 station location, the platform was moved to north and located closer to Deming Way and existing bus stops. Connecting pedestrian walkways were also added.
- At the Midvale Blvd. station, sidewalks were added. The bus stops noted on the plans around the University Avenue/Midvale Blvd. intersection will remain and be coordinated with Metro.
- At Union South, the double track segments were shortened without affecting operational requirements.
- At the Union Corners station, Kinney noted that the curved track will require curved platforms, but that this is not an issue in terms of design and has been done on other projects.
- At the Reiner Road park and ride station, the actual size of the lot may change but again, that is not critical at this point. The facilities will be located on the southeast corner of the property, providing connecting pedestrian walkways. Bus access will be included.
- At the North Transfer Point station, the station will be moved north and additional park and ride facilities will be defined and connecting pedestrian walkways provided.

Kinney then reviewed the elements of the preliminary capital costs for each alternative reminding that the margin of error is large at this time and noting the differentiators. Alternative 2a and 3 will cost about

the same. Alternative 5 trackage cost is high. Kinney was asked to separate the cost of the Isthmus piece from the Whitney Way/Mineral Point piece. There was discussion about the cost of electrifying Alternative 2a. This would add \$30 million to the cost and there is not the option of this in the rail corridor since WSOR has stated they would not allow it.

Kinney stated that the Task Force should keep in mind that when the time comes to make a decision on the vehicles, the choices will be greater than they are today.

Kinney stated that cost effectiveness is an element of New Starts and that 2a and 3 are on the edge of cost feasibility. It is unlikely that Alternative 5 would make the hurdle.

Jesse Kaysen reported that the Transit Operations Subcommittee, at its 2-21-07 meeting, recommended removing Alternative 5 from further engineering. She said that the Subcommittee felt, based on the consultant team's recommendation, that Alternative 5 was too costly and would not successfully advance through the federal New Starts process (at least not in a Phase 1 application). David Trowbridge pointed out that the Subcommittee also agreed that street-running capabilities (possibly using a hybrid diesel-electric DMU vehicle) still be considered and planned for, so that future extensions of the system could possibly use street rights-of-way.

Ald. Ken Golden asked that the cost breakouts be more refined, so that the Task Force can better explain why Alternative 5 was dropped (such as separating the costs included in electrification and signals).

Jesse Kaysen/Ald. Ken Golden then submitted a motion "to remove Alternative 5 from further detailed engineering and evaluation, as part of the Phase 1 submittal in the New Starts Application". That motion carried unanimously.

There was one registrant for public comment on this agenda item, Bob Schaefer. He asked whether the Greenway Center station has been dropped from further consideration. He stated that a bus alternative needs to remain in the mix as something to compare to. Ridership in the January meeting minutes should be *weekday* rather than *weekly* (typo). It doesn't seem right that cost is lower than the original LPA while ridership has increased by over 50%. Rather than paring it down to meet FTA requirements the task force should be looking at what the Madison area requires for a system. By replacing buses it improves the overall project at a lower cost. When the public are brought in, Schaefer recommends that they be informed that this is Phase 1 and be given a ballpark estimate on the cost of the future full system.

## **6. UPDATE: TRANSPORT 2020 PROJECT TIMELINE/NEXT STEPS**

Ken Kinney noted that the following Transport 2020 meetings are currently scheduled:

### Implementation Task Force

- Tuesday, April 10, 5:00 p.m., Room 260 MMB
- Thursday, May 10, 5:00 p.m., Room 300 MMB

### Finance and Governance Subcommittee/Technical Advisory Committee

- Tuesday, April 10, 12:00 noon, Room 260 MMB

### Transport 2020 Public Informational Meeting

- Thursday, May 3, 4:00-8:00 p.m. (*approx.*), Monona Terrace

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 5:50 p.m.

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