



**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, August 29, 2007

5:00 p.m.

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

-- **ROLL CALL**

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

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

TAC/Staff Present: Russ Anderson (Wisconsin DNR); Rebecca Cnare (City of Madison, Mayor's Office); Ann Gullickson (Madison Metro); Elizabeth Kluesner (Dane County Executive's Office); Greg Petersen (Dane County Highway and Transportation Department); Bob McDonald (Madison Area Metropolitan Planning Organization); Bob Pike (Madison Area MPO); Arun Rao (Wisconsin Department of Transportation); Bill Schaefer (Madison Area MPO); David Trowbridge (City of Madison, Planning Division; *Transport 2020 Project Manager*).

Others Present: Fred Bartol (Dane Alliance for Rail Transit); Ken Kinney (HNTB); Caron Kloser (HNTB); Chris Kopp (Cambridge Systematics); Ken Lucht (Wisconsin and Southern Railroad); Patrick McDonnell (Tenney-Lapham Neighborhood Association); Hans Noeldner; Royce Williams (Pro-Rail); Bruce Wilson (Madison Area Bus Advocates).

1. REVIEW OF AGENDA/MODIFICATIONS

Chair Scott McDonell asked if members had any suggested changes to the agenda. No modifications were made to the agenda.

2. APPROVAL OF MINUTES FROM JULY 18, 2007 TASK FORCE MEETING

The Minutes for the 7-18-07 Transport 2020 Implementation Task Force meeting were unanimously approved, as submitted on a motion by Jesse Kaysen/Sup. Chuck Erickson.

3. OPPORTUNITY FOR PUBLIC COMMENT

Royce Williams commented that bus rapid transit and finance and governance are the remaining outstanding issues to resolve to move Transport 2020 forward. He is pleased to see that the sales tax allocation for investments in transit and other transportation originated with the County, but it will still be a tough sell county-wide. Governance still needs much attention to avoid failure seen in other parts of the country.

4. UPDATE ON PROGRESS TO SUBMIT TRANSPORT 2020 FTA NEW STARTS APPLICATION

Scott McDonell reported that after further conversations with FTA, there are some additional issues to discuss prior to submittal of the application. The FTA acknowledged the significant progress made on finance and governance. But there are new recently released rules that must be accounted for in the application. David Trowbridge, Ken Kinney and representatives from Cambridge Systematics will meet with FTA staff on October 4 to review additional materials to be submitted. The application is still moving forward and we fully expect it to be submitted in the current funding cycle. Some of the issues to discuss are rail preference considerations in the model and discussion of the baseline alternative.

Chris Kopp reported more detail on the financial plan. The financial plan assumes that preliminary engineering starts in 2008, with a Full Funding Grant Agreement in 2011. A sales tax would be implemented in 2011. The first full year of operation would be 2014. Thus, the financial analysis extrapolates out through 2033 (20 years beyond opening year) to determine adequacy of cash flows. Chris explained that the cash flow analysis is based on the capital and operating/maintenance costs that are inflated to year of expenditure dollars, and the available funds from local and federal sources. No state funds are assumed in the analysis, but there is currently an unfunded WisDOT program for commuter rail development.

Over the 20-year analysis, there are sufficient funds for construction and operation of the locally preferred alternative under a "base scenario." However, there is a short term funding deficit during preliminary engineering because sales tax revenues would not be available.

Chris further explained additional sensitivity analyses were conducted to determine impacts to cash flow and debt beyond the "base case." That is, what happens if some assumptions change which could increase local costs, such as increased construction costs, reduced ridership or reduced federal funding. The analysis concluded that higher construction costs could affect the ability of the RTA to fund construction with the new sales tax and federal funds alone. If this were to occur, the RTA could request state participation under the Commuter Rail Development Program.

The group enquired about the ability to account for special events ridership and fares; the analysis does not take revenue from special events riders into consideration. There were also questions about the focus FTA places on the worst case scenario. Chris responded that it is best to show how well local sponsors can address the worst case scenario.

In response to a question about how the lack of enabling legislation for an RTA will affect the application rating, Chris responded that the FTA will consider status but will give credit for progress. It is not uncommon to go into PE without funding in place. The evaluation criteria get more rigorous as we go into final design. Sponsors can bond for PE funds, but a funding source must be in place.

The financial analysis shows that a sales tax of one-third to one-half percent would be sufficient for funding. The group had comments on the draft Project Management Plan which will be provided to the consultant team.

5. TRANSPORT 2020 PROJECT TIMELINE/NEXT STEPS

David Trowbridge noted that the next Transport 2020 ITF will be scheduled in October, after his meeting with FTA. The October meeting may be the last meeting for the ITF under the current phase of the study until PE is initiated.

6. INFORMATION AND ANNOUNCEMENTS BY TASK FORCE MEMBERS

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

7. 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 Kloster of HNTB (414/359-2300) to discuss questions, modifications or corrections.