



Minutes

TRANSPORT 2020 IMPLEMENTATION TASK FORCE (ITF) MEETING #7

Monday, November 29, 2004

6:30 pm

Madison Municipal Building, Room 300
215 Martin Luther King, Jr. Boulevard
Madison, WI

-- ROLL CALL

ITF Members Present: Sandy Beaupre; Jim Berkenstadt; LaMarr Billups; Michael Blaska; John DeLamater; Supv. Chuck Erickson; Kristine Euclide; Ald. Ken Golden; Jesse Kaysen; Supv. Scott McDonell; George Nelson; Rose Phetteplace; Randy Romanski; Dick Wagner.

ITF Members Absent: Ald. Warren Onken (*notified*).

TAC/Staff Present: Rod Clark (Wisconsin Department of Transportation, Bureau of Transit and Local Roads); Doug Dalton (WisDOT, Urban Planning); Catherine Debo (Madison Metro); Jeanne Hoffman (City of Madison, Mayor's Office); Rob Kennedy (UW-Madison); Elizabeth Kluesner (Dane County Executive's Office); Bob McDonald (Madison Area Metropolitan Planning Organization); Bob Pike (Madison Area MPO); Bill Schaefer (Madison Area MPO); David Trowbridge (Madison Planning and Development; *Project Administrator for Transport 2020*); Todd Violante (Dane County Planning and Development); Michael Waidelich (Madison Planning and Development).

Others Present: Fred Bartol (Dane Alliance for Rail Transit); Dave Cieslewicz (Mayor, City of Madison); Matt Hintze (HNTB); Ken Leonard; Ken Lucht (Wisconsin and Southern Railroad); Tom Lynch (Strand Associates); Al Matano (Dane County Supervisor, District 11); Bob Schaefer; Susan Schmitz (Downtown Madison, Inc.); Tony Smick; Bryant Walker Smith (Strand Associates); Charles Thimmesch.

1. REVIEW OF AGENDA

Ald. Ken Golden welcomed Transport 2020 Implementation Task Force members to Meeting #7. There were no suggested modifications to the meeting agenda, although the Task Force agreed to move some items if Mayor Cieslewicz was not in attendance at the time of his particular agenda item.

2. APPROVAL OF MINUTES FROM ITF MEETING #6 (SEPTEMBER 27, 2004)

The Minutes for Meeting #6 of the Transport 2020 Implementation Task Force were unanimously approved, as submitted on a motion by LaMarr Billups/Jim Berkenstadt.

3. OPPORTUNITY FOR PUBLIC COMMENT

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

4. UPDATE OF EFFORTS TO OBTAIN FEDERAL FUNDING FOR TRANSPORT 2020

David Trowbridge reported that the Wisconsin Congressional delegation received a \$500,000 federal earmark for Transport 2020. He said that this was part of the FY 2005 Appropriation, although the reauthorization of the multi-year TEA-21 bill has not yet been completed. Trowbridge said that this is good news, and noted that WisDOT has committed to match 50% of the cost of the PE/NEPA study. He said that the \$1,000,000 available for 2005 is much less than the estimated \$3-4 million for the entire study, but it allows Transport 2020 to get started. He said that the PE/NEPA project and consultant contract would need to be phased in a manner that allows for various components of the project to be conducted as funding becomes available.

5. TASK FORCE REVIEW AND DISCUSSION OF TRANSIT SYSTEM ALTERNATIVES TO ADVANCE TO NEPA

Ald. Golden asked that this agenda item be taken up until Mayor Cieslewicz's arrival. The Task Force agreed to that.

David Trowbridge said that the first public registrant on this subject is Fred Bartol. Bartol felt that the right transit tool should be used for the right job and that the two transit technologies being discussed do different things. He said that the DMU vehicles do commuter rail well and that the streetcars do circulation well. He didn't feel that a compromise would do either job well and that two technologies are warranted. Bartol felt that the long term vision should be re-affirmed and that this should inform the discussion of moving forward. He felt that the two alternatives should not be viewed as competing against one another.

Randy Romanski expressed concern that the Task Force not stray too far from the Locally-Preferred Alternative (LPA), or else it will jeopardize years of work.

Bob Schaefer said that the materials in the packet refer to the LPA as the Full System Vision. He said that costs were not included in that alternative. He said that pieces of the full system were not fully analyzed in the first Transport 2020 report. He also felt that the Summary Report left out critical information and that this needs to be made public. He also felt that the commuter rail option would create negative impacts on auto travel. Schaefer urged further evaluation of the systems being considered.

David Trowbridge explained some of the materials in the packet. He pointed out that numerous criteria were used to arrive at the LPA in Transport 2020 and that the Task Force might find these useful in deciding which system alternatives would be compared against the LPA in the PE/NEPA study. He also clarified that, for federal and local consensus purposes, the LPA is the commuter rail segment between Middleton and East Towne (with some express and local bus improvements).

Ald. Ken Golden said that it may be useful to go through the original criteria and see if there were any major changes in the Task Force's views. Dick Wagner said that the land use goals are still very important. He recalled the 1970 Dane County Land Use Plan that recommended that 90% of development should occur within urban service areas, and that this community has largely been

achieving that goal. Wagner said that there has also been land use planning occurring in a rail-oriented manner throughout various communities the County and that this should be continued.

Ald. Ken Golden said that growth is occurring outside of the transit corridor and that this growth needs to be connected to the primary transit corridor, perhaps with bus service. He felt that this objective needs further clarification. Dick Wagner agreed that the entire system needs to be fully connected to the transit service and that the objective could reflect that concept better. Catherine Debo said that many outlying Dane County communities, such as Verona and Sun Prairie, have been discussing ideas to initiate transit service and that there is a strong desire to obtain better transit service. She said that park-and-ride lots are also becoming a more important part of the transit system.

Ald. Golden then asked the Task Force to table this agenda item, and allow Mayor Cieslewicz to make some remarks. The Task Force agreed.

6. OVERVIEW OF APPROACH FOR PLANNING AND PUBLIC INPUT FOR FUTURE STREETCAR SYSTEM

Madison Mayor Dave Cieslewicz handed out a suggested process for moving both transit alternatives forward. He said that Transport 2020 should continue looking at the LPA and the Dane Train as a commuter rail alternative, but that there need not be a street-running component to them. He said that the City would continue to be a partner in Transport 2020.

Mayor Cieslewicz also said that, early next year, he would like to appoint a City committee to looking at a streetcar system, initially in Madison. He also proposed that this streetcar system not be funded regionally, but that the local share of the project be funded by the City of Madison (with some federal funds hopefully in place). He also felt that this committee should be appointed by himself, but that Transport 2020 members should be part of that committee (to ensure coordination). George Nelson asked if it could be a subcommittee of Transport 2020. Cieslewicz said that it could.

Mayor Cieslewicz said that the process could be wrapped up in a year or so. He also hoped that the federal Small Starts program could be used for such a system and that Transport 2020 should continue to apply for federal New Starts funding.

Michael Blaska asked if the City of Madison could support the regional effort. Mayor Cieslewicz said that the City of Madison taxpayers pay about ½ of Dane County taxes and he felt that specific City of Madison resources should go to the streetcar.

Randy Romanski asked about Transport 2020 and streetcar applications for federal funding, and whether or not the two approaches were compatible. Mayor Cieslewicz replied that it is unclear if both systems could be federally-funded simultaneously, but that it is important that both systems begin to move forward.

Kristine Euclide asked about a Transport subcommittee arrangement for evaluating streetcars, noting that the subcommittees now in place report to the full Task Force. She said that the Mayor appointing the entire committee may not work within the current subcommittee model. Mayor Cieslewicz said that he would consider any arrangement that is workable, but that if a streetcar is running entirely in the City, and is paid for entirely by the City, that he would not see the need to turn over any control of the committee to another entity.

Ald. Ken Golden asked if Transport 2020 members could have slots on this streetcar committee. Cieslewicz said that this would be possible. George Nelson asked if coordination of the two systems was important to his efforts. Mayor Cieslewicz said that this indeed was important and that constant communication between the two committees would need to be ensured. Nelson said that putting aside several years of work on the regional system is not a good idea. Cieslewicz said that he did not want to set aside Transport 2020, but simply wished to advance another piece of the overall vision. Nelson also agreed that it will be difficult to get federal funds for any type of system in Madison, but hoped that a streetcar could be evaluated under Transport 2020.

Supv. Scott McDonnell expressed concerns about having two consultants working on separate options. Mayor Dave Cieslewicz said that Transport 2020 does not have enough funding for the LPA and that adequate resources for streetcars would likely not be available within that. He also said that the City has about \$300,000 of its own to use in evaluating streetcars. Supv. McDonnell felt that managing two consultants will be a challenge. Cieslewicz said that there would be coordination among the two committees and that this would be the best way to move forward.

Michael Blaska felt that two separate committees was moving in the wrong direction. He also felt that implementing one rail system is doable but a challenge - and that pursuing two systems would essentially kill both options. He felt that a regional option was the best to pursue at this time and that streetcars would be nice, but should be pursued in future phases.

Mayor Cieslewicz said that the two systems are focused on different purposes, noting that the commuter rail options is about commuter mobility and the streetcars are more about economic and infill development (and improving City circulation).

Kristine Euclide felt that Transport 2020 should consider both options or the public will view the two as competing systems. Ald. Golden said that competition among the two systems for federal funds should be considered as well. He also felt that coordination among the committees would also be very important and that there is a need for both types of systems. Ald. Golden hoped that we could come up with a process to address the need for both systems to move forward.

LaMarr Billups said that the UW is the largest employer in Dane County. He said that the University has needs for both types of rail systems – one to move people from longer distances to the UW Campus and another to provide good circulation within the Campus and the downtown area. He also felt that the University often manages several complex consultant contracts (with numerous consultants) and that this would be workable. He felt that the two systems should be blended together and could work well together. He said that he recently visited San Diego where two systems work very well together.

Dick Wagner said that we seem to be trying to end a debate but that we are not yet ready do end it. He said that, in the past, debates of this nature come down to the very end and that all of the opportunities to move two technologies forward have not yet been developed and discussed. Wagner also felt that getting a federal award for New Start and a Small Start project was beyond his comprehension, and that this community should pursue the option that gives us the better odds for success.

Ald. Ken Golden suggested obtaining suggestions from Task Force members on what type of processes could be developed that allow the two options to move forward. Ald. Golden said that the Management Team should meet and review the alternatives the Task Force develops. The Task Force agreed to forward their suggestions to David Trowbridge. Mayor Cieslewicz said that he planned to introduce a resolution to the Common Council on December 14th, and hoped to get Task Force suggestions by then.

Jim Berkenstadt asked Mayor Cieslewicz if County Executive Falk has had a chance to weigh in on his idea to advance streetcars. Cieslewicz said that some discussions have taken place but that no agreements have been reached on a process for both technologies to advance.

The Task Force agreed not to return to agenda item 6.

7. **IMPLEMENTATION TASK FORCE AND SUBCOMMITTEE SCHEDULE/NEXT STEPS**

David Trowbridge noted the next Transport 2020 Implementation Task Force and other Transport 2020 meetings:

- **Management Team**
- **Friday, December 10th, 12:00 noon, Room LL-110 Madison Municipal Building**

- **Implementation Task Force**

- Monday, January 31st, 6:00 p.m., Room 260 Madison Municipal Building

David Trowbridge also that he was working to schedule a Transport 2020 Finance and Governance Subcommittee meeting in January.

8. INFORMATION AND ANNOUNCEMENTS BY TASK FORCE MEMBERS

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

9. ADJOURNMENT

The Committee adjourned its meeting at 7:40 p.m.