



City of Madison

City of Madison
Madison, WI 53703
www.cityofmadison.com

Meeting Minutes - Approved TRANSIT AND PARKING COMMISSION

*PLEASE NOTE: This meeting can be viewed in a live webcast of Madison City Channel at
www.madisoncitychannel.com.*

Tuesday, June 8, 2010

5:00 PM

Room 260, Madison Municipal Building
215 Martin Luther King, Jr. Blvd.
(After 6 PM, use Doty St. entrance.)

Please note: Items are reported in Agenda order.

A. CALL TO ORDER/ROLL CALL

The meeting was called to order at 5:00 PM.

Present: 9 -

Gary L. Poulson; Susan M. Schmitz; Kenneth M. Streit; Margaret Bergamini; Chris Schmidt; Jed Sanborn; David E. Tolmie; Amanda F. White and Duane F. Hinz

Excused: 1 -

Brian L. Solomon

Please note: Streit arrived at 5:02, and Hinz arrived at 5:07, during Agenda Item D.1. Also, there is one vacancy on the Commission.

B. APPROVAL OF MINUTES

A motion was made by Schmitz, seconded by White, to Approve the Minutes of the May 11, 2010 meeting. The motion passed by voice vote/other.

C. PUBLIC APPEARANCES - None.

D. TRANSIT AND PARKING QUARTERLY REPORTS

D.1. [18746](#)

Parking: YTD Revenue & Expenditures through March, 2010, Occupancy and May Activity Reports - TPC 06.08.10

Parking Operations Manager Bill Knobloch made the following comments about the Quarterly report:

- On page 1, the percent of budget for revenues was slightly below 25%, reflecting soft revenues; notable among budgeted expenditures was the absence of the (\$580K) payment for debt service.
- On page 2, revenues through March were up 15% from 2009 (due to rate increase); among expenditures, payroll decreased 3% (reflecting good control of labor costs), and total expenditures were down by 33% due in large part to the absence of debt service.
- Interest on investment would not appear until the report in April, but with the rate at roughly 1.2% paid on reduced savings (from paying off the debt), this wouldn't amount to as much as anticipated.
- On page 3, March revenues were up 15% from last March; payroll expenses were down 5%, and total expenditures were down 4%.

- Looking at occupancies on pages 4-5, city lots and ramps were uniformly lower (by 4-6%) in Feb-Apr 2010 compared to the same months in 2009, with City Lots showing a drop from 90.7% to 74.6% in April, largely due to a drop at Brayton Lot from 96% to 83% in April.
- Occupancies decreased even though revenues increased (due to the rate increase).
- People who used to park in the ramps had probably shifted to alternate modes of transportation (bus, bike, walking, etc.).
- Also, there was plenty of competition in the private and other public sector parking ramps (such as UW's Grainger and Dane County ramps), who were advertising on the streets with sandwich boards, many near City facilities.
- Re: the Parking Analyst, 19 applications had been received and seven would be interviewed shortly.
- The server had been returned, and multi-space meters would be re-tested this week.
- New cameras had been installed at entrances/exits/POF machines at Overture.
- Plans were being made to start automation next year.

Knobeloch responded to questions, as follows:

- Cashiers were very concerned when informed of the conversion to fully automated facilities.
- Parking's 38 cashiers were currently the core of the system; but automation was the future for parking systems everywhere.
- The cashiered facilities would be phased out slowly over five years, and some employees would be re-trained and given time to relocate.
- Meetings had been set up with cashiers for late in June, trying to be sensitive to their needs.
- While most of the cashiers would probably prefer to stay in their current positions, virtually all cashiered functions (inc. those at banks) were becoming automated; it would be impossible to keep parking rates low and competitive without automating.
- ZEAG was the vendor for the payment machines.

Poulson congratulated Knobeloch on achieving CAPP certification.

Bergamini/Streit made a motion to receive the report. The motion passed by voice vote/other.

D.2. [18729](#)

Metro YTD Performance Indicator Reports, & Ridership-Revenue Report, April 2009 thru March 2010 - TPC 06.08.10

Metro General Manager Chuck Kamp discussed Metro's Quarterly reports as follows:

- Though YTD ridership (thru April) was down slightly system-wide -0.4%; without the Route 80's, it was up 3.8%.
- With ridership down by 130K on Route 80 alone, Metro would be looking at how those drivers were counting riders; would check to see if cameras could help with this.
- Productivity overall was down 4%, but without the Route 80's, it was down -0.3%; this was expected because about 4% new service had been added in August.
- Route 6 had seen two scheduling service improvements over the past couple of years, to ease the schedule for drivers and make it more reliable for riders; the route became Route 67, providing one-seat service for students to the west side branch of MATC; its ridership was up 7.9%, which was encouraging.

- Also after some scheduling improvements, ridership on combined Routes 5, 13, 18 was up 7.8% -- also encouraging.
- Ridership on Routes 3 & 4 was down 3-4%, but Route 10 probably played into this by picking up riders on these routes.
- YTD passenger revenue at \$21,672 and total revenues at \$6,954 were ahead of budget; and total expenditures were \$56.9K under budget; good overall.
- Though over budget YTD, with a new locked-in price of \$1.98/gal., fuel costs would come down steadily over the rest of the year.
- While OT was over budget through March, it was under 2009 levels; with salaries/wages underbudget by \$142K under, the two items balanced in a healthy way and started the year off on the right mark.
- Comparing the first three months of 2010 to 2009, revenues were up \$240K YTD, with cash/ticket/pass revenues up \$80K, and unlimited ride pass revenues up \$165K (driven mostly by unlimited ride rate increase from \$1.00 to \$1.15).
- Ridership in these months was up 58K overall, with the biggest increase in the area of unlimited ride passes; and in terms of fixed route ridership % change, cash riders were down 23.6%, but unlimited pass rides were up 10.2%.
- Looking at Apr '09 through Mar '10 (pure year of the new fares), total fixed route rides were down slightly at -0.3%, but total fixed route revenue was up 10%.
- Re: Operating Statistics through March, revenue hours YTD were up 4% due to service improvements; vehicle accidents were down significantly in all categories, from 71 to 43; inspections were on schedule.
- Paratransit cost/trip were down due to lower fuel costs; total trips YTD were very much the same; cancellations were down (perhaps weather-related); and on-time performance of all service providers was above 90%.
- Under Customer Feedback, total inputs were at their lowest in four years; total comments re: Fixed Routes were down, and since Compliments stayed even for '09 and '10, it was complaints that had dropped (by 13%); inputs re: Paratransit had dropped back to 2008 levels, indicating that things settled down once a new vendor had completely transitioned.
- Nearly all buses had cameras, which were being used to review any safety-related issues (such as running a red light), and to coach drivers.

White/Schmitz made a motion to receive the report. The motion passed by voice vote/other.

E. NEW BUSINESS ITEMS

- E.1. [18565](#) 2nd SUBSTITUTE - Accepting the 2010 Madison Public Market (MPM) Site Analysis for locating a Madison Public Market and the Economic Contribution of the Proposed Madison Public Market to the Regional Economy Reports (collective "the Reports"), and the Recommendation that the Government East Parking Ramp be selected as the preferred site for the development of a Madison Public Market, amending the 2010 Adopted PCED Capital Budget to provide for the creation of a new project entitled "Public Market," and authorizing the Mayor and City Clerk to enter into an agreement with Common Wealth Development, Inc., to provide \$100,000 in funds to proceed with the preparation of documents and materials for the preliminary architectural and engineering services; management of budget, fundraising, and outreach; market operations; and updates to tenant leasing reports.

Planning and Community and Economic Development Director Mark Olinger discussed the proposal to locate a public market above the new Government East (GE) underground parking facility, and requesting \$100K for preparation

of preliminary materials related to same:

- Public markets offered a way to introduce fresh, local foods, and provided economic opportunities.
- Review of several dozen sites for a year-round public market began in 2005-6, following which Brayton Lot was recommended in 2008.
- Reasons for this: Brayton Lot was a development-ready site, located on E. Washington, where people would like to see re-development; its proximity to two major market segments -- office workers during the day and residents at night, so it wouldn't sit vacant for a large period of the day; and its location on land largely controlled by the City (Parking Utility).
- Subsequently, the Mayor and Alder Gruber requested that three more sites be analyzed: the Don Miller or Mautz site, Union Corners and Gov East.
- The resulting site analysis found that while Brayton still looked good, the imminent rebuilding of Gov East, which possessed attributes similar to Brayton, afforded a better timeline to establish a public market sooner.
- The recent selection of downtown for the high-speed rail station along with an enlarged Gov East and possible hotel at MMB, further supported this recommendation.
- Historically, most public markets had some sort of public ownership; cities either owned the market outright and ran it, or owned the real estate with a long-term lease to an operator; cities also helped with capital campaigns to raise funds for their markets.
- The sense was that public markets could not support a huge amount of debt service; they really needed most of their capital infrastructure paid upfront, through grants, capital campaigns, fund-raising, etc.
- There was a range of possibilities re: how the market would be built and who would own it; but some sort of City involvement in this process would be needed.
- The City would not operate the market; a separate organization would run it on a day-to-day basis; this could be Commonwealth Development, who was contracted for first two phases and who had some experience in running incubators; but this would be determined later.
- The market would cost approx. \$9 million; square footage had been scaled down from 67K at Brayton to 45K at Gov East -- a good size, like North Market in Columbus, OH, which had a million visitors/year.
- The funding attached to the report would go towards architectural and engineering services to look at how to knit together the market, underground parking, potential hotel, additional city space, air rights development; and updates to plans re: tenant/leasing, marketing, outreach, fundraising, and programming.

Olinger responded to questions as follows:

- The site was located in TID #25.
- The \$100K would support the next phase of planning, with other phases to follow.
- Meshing the market with other plans for office space, rail station, bike center, multi-modal facilities, air rights, etc., would require coordinated effort.
- The Mayor had created teams to look at high-speed rail related to the corridor, station location, and potential redevelopment of MMB and GE blocks; and an RFP for master planning services was being drafted.
- Looking at MMB and GE and how iterations could occur in either block, most would agree that there was a good synergy of uses; however, specific requirements would need to be met re: access, service deliveries, minimum ceiling heights, HVAC, etc.

- This preliminary planning would feed into the larger planning effort regarding how the different pieces might fit into the two blocks, and how phasing might occur (with trains arriving in 2012).
- The \$100K to develop workable plans for tenant leasing, operation and maintenance, and fundraising would help bolster confidence; esp. to quickly see if it was feasible to raise the \$9 million needed to build a market, by assessing the depth of interest locally and regionally and testing this against the realities of fundraising.
- These plans would help prepare for development in this area and answer a lot of questions before construction began.
- In terms of notifying departments of the proposal, the idea for a public market at Gov East had been mentioned at a standing staff meeting on high-speed rail; and hard copies of the report had been distributed to agencies.
- When asked what distinguished this from the many other ideas floated for Gov East, Olinger said that the state-of-the-art for new parking structures in most cities was to install first-floor retail; the public market would be just that.
- With developments along the King and Pinckney blocks and block 89, downtown spaces were filling in (as hoped); redevelopment at GE would further enhance the downtown streetscape and marketplace, and would build on the Wed. and Sat. Farmers Markets and could include a Winter Farmers Market, which was looking for a home.
- This would play well upon the visitor business at Monona Terrace, and other uses in/around the Square.
- This wouldn't change current plans for the large, underground plate for parking that could go down 3-4½ levels; topography was likely to remain the same, depending on placement of parking entrances/exits, dumpsters, etc.
- In terms of public financing, an operating assumption would be to keep the Parking Utility whole; funding could come from sources other than the City or City Parking Utility (for example, \$500K HUD funding might be available).
- Recognizing the urgent need to move ahead with Gov East, everyone hoped to reach a decision about the proposal quickly, with the item scheduled to be back at Council on July 6th.

A motion was made by Schmitz, seconded by Hinz, to accept the Site Analysis and Return to Lead with the Recommendation for Approval of the resolution.

Commenting that the market may be a worthy project, Bergamini was concerned about moving so fast, esp. in view of the many other uses that had been discussed for this very valuable real estate. For example, the group hadn't been updated on discussions with Marcus Corp. While she didn't object to the substance of the report, she did object to receiving the proposal only a few days earlier and being expected to release additional money to move ahead with planning on a project that had a rather predetermined end. Bergamini, seconded by Sanborn, made a substitute motion to refer the item to the July meeting.

Bergamini noted that the exact location for the station hadn't yet been decided; and more study was needed for a multi-modal facility and traffic flows in the area. She wanted some of these questions resolved before deciding if the public market would be the highest and best use of this site. Olinger confirmed that planning options for the site included more than just a market. Olinger also mentioned federal TIGER 2 grants for transportation improvement projects, which might be available for planning to look at how all the different components would fit together. Uses at MMB and GE could include a hotel,

multi-modal facility, offices, residential, with the intent being to develop the two blocks to the maximum extent feasible, to give the best return on investment. Bergamini pointed out that the resolution selected Gov East for a market and pre-selected Commonwealth Development as the consultant.

At 6:00 PM, discussion on this item was interrupted in order to move to Item F.1., the public hearing. Discussion of this item resumed at 6:35 PM.

Schmitz remarked that a complex project like this had lots of moving parts, which were unlikely to be decided within a month. She was comfortable approving the resolution right away. When asked whether he had been involved in planning related to the resolution, Knobloch said he was involved in discussions about a market at Brayton Lot and here, and was regularly involved in train discussions. He thought development at Gov East at grade level and above was likely. Noting that the Parking Utility owned Gov East and the City owned MMB, Knobloch said that original cost estimates were based on building 820 stalls underground; but project plans had become much bigger. Parking was not in a position (with reserves and borrowing capacity) to finance these expanded plans, or to help fund the market.

Hinz did not support referral of the item because he did not see what new info would be available in a month to change what was being proposed. Olinger agreed that there were a lot of planning pieces to put together related to the rail station and development of the area. The proposal would provide some of the planning info needed to help move the process along. He said that Planning staff would be happy to return over the next few months to keep the group informed.

District 6 Alder Marsha Rummel spoke before the group. She said that she hoped the proposal wouldn't be referred for a month, because nothing would really change by then. After years of discussing different proposals for the parcel and things being kept on hold, she thought this idea created the potential for incredible synergy between Gov East, the public market, and the entry way to the new train station. While not the only possible use for this site and not yet having all the answers, Rummel nonetheless thought the proposal represented an exciting opportunity; visitors arriving from the train station could egress to a public market where they could get decent food from Wisconsin.

Bergamini withdrew her substitute, without objection from other members. A vote was taken on the original motion recommending approval, which passed by voice vote/other.

E.2. [18593](#)

Authorizing the Mayor and the City Clerk to enter into an agreement with Bridgestone Americas Tire Operations, LLC for provision of leasing tires to Metro Transit for a five-year period beginning on July 1, 2010.

Kamp asked approval to award the contract. Metro had had good experience with Bridgestone in terms of service and product; and being one of the eligible capitalized maintenance costs, would be 80% federal funded. A motion was made by Streit, seconded by Schmidt, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by voice vote/other.

E.3. [18721](#)

Metro: Draft recommendations for enforcement of stroller policy, prepared for public hearing at the July meeting.

Kamp provided a brief overview of Metro's stroller policy:

- Metro was hoping to get clarification over the coming months re: enforcing its policy.
- The policy raised significant issues on many sides, generally balancing between safety and accessibility. Staff was leaning towards the safety side, but recognized that various matters had to be considered.
- If given approval for a public hearing in July, Metro would seek input from non-profit agencies and others.
- With a trial implementation period, the process was expected to take several months.

Poulson called registrants forward to speak, as follows:

1) Cathy Casper, 2114 Red Arrow Trail, 53711, thought the policy needed a lot more work. Drivers did not enforce the policy consistently. Strollers did present a safety problem. Drivers did not fold up the front seats to help park strollers out the way. With groceries and child, how could a rider fold up a stroller? She wondered what would happen to riders with little grocery carts or luggage, or to riders with strollers trying to get to job training. The policy would need to be better defined, or each driver would enforce the policy differently.

2) Robbie Webber, 2613 Stevens Street, 53711, said she understood the goal was to ensure safety and provide easy access for riders to get on/off and move in the aisles. However, she thought Metro and the TPC needed to create a mechanism to allow riders to bring on "wheeled accessories" -- strollers, shopping carts, and luggage -- in order to encourage people to use transit. As bus use increased, buses needed to accommodate shoppers and families. Webber suggested that perhaps the space behind the back door could have either no seats or tip-up seats, and passengers could be asked to move there, and stand or sit next to their items. She had also noticed that more Campus buses had fewer seats, which might be an option also.

Kamp remarked that Metro was trying different seating configurations on some buses, to see how this would work for riders with carry-ons. Registrant comments reflected the same concerns raised by staff, who were divided on the issue. Kamp had sent a video to the Chair showing what happens when a bus is involved in a serious accident, and a passenger in the aisle is not holding onto a railing and a parent is not holding onto a child. The video dramatically demonstrated the safety issues, and why Metro wanted to address them. Should a decision be made to strictly enforce the rules, Metro realized its responsibility to train staff extensively to support this. Metro also realized that it would have to do outreach to encourage riders to use smaller strollers and carts, etc. That said, Kamp admitted that the issue presented a struggle for staff, which was why Metro wanted to hear from groups and individuals on how best to do this.

Streit/Hinz made a motion to hold a public hearing on the stroller policy at the July meeting. The motion passed by voice vote/other. Streit asked Kamp to provide info about other systems and how they were dealing with the issue. Kamp clarified that Metro was not expecting the Commission to take action on the issue at the July meeting; staff would need to review all the comments, and develop a new proposal for the August meeting. Having already completed Items F.1 and F.2., the meeting proceeded to Item G. and the remainder of the agenda.

F. 6:00 PM - PUBLIC HEARING: To hear public comment on Green Cab of Madison, Inc. initial application for a taxicab operating license

F.1. [18681](#)

Public Hearing on Green Cab of Madison, Inc. initial application for a taxicab operating license.

Poulson remarked that the Commission's action on this item would be advisory to the Council, and asked Keith Pollock, TE Transportation Analyst, to present the City Traffic Engineer's report and recommendations on Green Cab of Madison's (GCM) license application.

Pollock highlighted the following items from the report:

- GCM would be a zone taxi providing shared-ride service citywide 24-7.
- GCM would have 10 Prius hybrid taxis and a 12-passenger van in the first year, and add 10 more hybrid taxis in the second year.
- Having listed their budget for start-up, GCM would be self-financing the entire project.
- The applicants had operated a towing company for 35 years, as well as a salvage yard/parts store, with existing resources that nicely linked to the new business, i.e., vehicle maintenance, dispatch center, expertise in the areas of safety, customer service and administration.
- Sheriff Mahoney and others described the Schmidt family as ethical and professional, having high expectations for themselves and employees, exceptional compliance with regulations related to their various operations, and an excellent record for handling service complaints.
- With regard to safety, GCM had developed some standard operating procedures for handling accidents, would be purchasing software to help report accidents, and would be providing safety training to its drivers.
- After speaking to references and the family, it was clear that the applicants had the necessary knowledge and experience, and had taken the application seriously investing a lot of time in it.

As a result, Traffic Engineering recommended approval of the application. Pollock also mentioned that Julia Kerr had signed onto the resolution as a sponsor. All registered in support of the application, the applicants spoke before the group, as follows:

1) Attorney Michael Christopher, 2 East Mifflin Street, 53703, who represented the company, said that full compliance with all the criteria in the ordinances had been demonstrated. So often the need for economic stimulus and sustainable development came from the public sector. Quoting GCM's Mission Statement on page 3 of the Business Plan, Christopher said that GCM was the quintessential family-run business, willing to put up some serious money to give green jobs to 35-40 people, which would serve as a constant reminder that doing the environmentally right thing was not just a fad but needed to be incorporated into our lives.

2) John Schmidt, 1366 Judd Road, Oregon, 53575, provided some background. He said his family had been in the towing business for a very long time. His grandfather had been one of the founders of Badger Cab and the family had wanted to get back into the cab business for a while. With his brother Mike's 10-year experience operating a limo service, they had some familiarity with the public transportation sector. They already used software to run a 24-7 dispatch center for the towing business, as they would for a taxi service. They were really excited about the company, having taken two years to think about

how to develop it right. Their first goal was to "go green" using hybrid cars, and put some people to work doing it.

3) Jodie Schmidt, 1366 Judd Road, Oregon, 53575, said that she would be in charge of the dispatch center. They had looked closely at vendors for taxi dispatch software, which needed to be sophisticated in capability but user-friendly for learning. They had found internet-based package that would be easy to integrate with the current dispatch center on the Schmidt side. Committed to running a 24-7 operation year-round, they wanted software that was extremely reliable and accountable that, with GPS in the cars, could calculate the fares for zones and ride-sharing and had credit-card capability. She was a big believer in automation, yet wanted things kept simple. For safety reasons, they wanted to limit what the drivers had to do. To prevent texting and reading while driving, no info could be transmitted while the car was moving. Everything needed to be "push button" friendly and simple. Each car would be equipped with a "panic" button, in case of a driver/passenger emergency. Clean, safe, green was their philosophy. Certified mechanics would check cabs in/out every time they hit the road to make sure everything was operational. They wanted things to be done a certain way, to reflect what they wanted Green Cab to represent. Jodie thanked TE staff for their support with info, maps and the recommendation.

4) Amanda Schmidt, 2265 Sugar River Road, Verona, 53593, described the company's marketing strategy. The general message would be to "go green". They wanted to encourage commuters to leave their car at home once/week and ride-share. They wanted to work with local businesses to encourage them to take the green initiative. They wanted to expand the taxicab market, rather than divide it. Using traditional media, they would be spending \$75K for the initial kick-off. Being a soft roll-out, they would start with ten Priuses, adding another ten when the 2011 Priuses became available.

Schmitz thanked the Schmidts for coming forward with this great idea. Schmitz said that Downtown Madison Inc. was very focused on creating a safe, nighttime economy in the downtown, and had conducted an extensive survey titled "Transport-ainment". They found that folks from outlying areas wanted to come downtown to eat and drink, and have a safe way to get home, esp. between 12-2 AM. DMI had found there really wasn't a good way for them to get home; cab service was very expensive and wasn't very good at that time. Jodie Schmidt said they had thought about this, and felt it important to provide a ride home to people no matter what time of day. Because fares would be based on zones, rides to outlying areas would cost more; but rates would not change because of time of day.

Christopher mentioned that the cabs would have bike racks, making them multi-modal and expanding cab service to the bike community. White congratulated the family on their new business venture, and was pleased to hear about the bike racks. In response to White, John Schmidt said they really didn't have data on what their volume would be initially with ten cars. With a soft roll-out, they hoped to grow the company slowly; but if they met huge demand, they would speed up purchase of the other cabs. The dispatch center was set up to handle as many as six dispatchers and could easily handle greater volume. In response to other questions, Schmidt said that if Union Cab stopped being the accessible option, they would purchase a handicapped accessible vehicle. The company planned to perform strict but

legal background checks on their drivers.

Registrants who wished to speak were invited to come forward. Registered in support of the application, Carl Durocher, 1441 Williamson Street, 53703, talked about the political history behind the cab licensing process. Ordinances had been rewritten 18 years ago, so applicants would simply have to demonstrate business viability and not public need/convenience. Over the years, several applications had been submitted that hadn't proceeded beyond the TPC because the applicant did not offer 24-7 service or cover the entire city. As a result, no new licenses were approved, and the applicant initiated an anti-trust suit claiming that a cab cartel was blocking new cab companies from entering the market. Durocher was happy that the current application looked viable and appeared headed for approval, which would help put the old conspiracy claim to rest.

Rosemary Lee, 111 W. Wilson, #108, 53703, spoke in support of the application. As a young commercial automobile underwriter, Lee was assigned to the account of Norbert Schmidt, the founder of the Schmidt auto-related businesses, who was honest and precise in his business practices. Lee had always been impressed with the Schmidt family, and felt that GCM would provide a much-needed second shared ride-zone cab company in Madison. More cabs needed to be available late at night on Fridays and Saturdays. Lee had also heard complaints that drivers of the current cab companies were not interested in taking riders to outlying areas late at night. The new company would provide competition and hopefully keep taxi rates from increasing.

Submitting written registration in support of the application were Michael Schmidt and Kristine Schmidt, 1621 Beld Street, 53713, and John Dolan, 2813 Paunack Avenue, 53711.

Poulson stated for the record that Kurt Schneider of Badger Cab had called to express his support for the application and to welcome the Schmidts into the transit business.

Bergamini wondered about the availability of the accessible services on a 24-7 basis; she was under the impression that Union Cab was pretty booked. She asked Pollock if the Schmidt's contract with Union would provide sufficient accessible service to meet the requirements. Pollock said that originally the ordinance required each taxi company to offer accessible service or contract with another company. But after the companies said this would create too much of a financial burden, this was changed so the requirement wouldn't apply if it was determined that the need was met, based on a five-year study just being completed by Traffic Engineering. Pollock said that though not yet finalized, the study would show that the need was being met; and as a result, this requirement would sunset.

F.2. [18631](#)

Relating to Green Cab of Madison's Taxicab Operator License Application.

A motion was made by Schmidt, seconded by Schmitz, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by voice vote/other.

**G. REPORTS OF OTHER COMMITTEES - for information only
(Most recent meeting minutes attached, if available)**

07828

ADA Transit Subcommittee
Contracted Service Oversight Subcommittee
Parking Council for People with Disabilities
Long-Range Transportation Planning Commission
State Street Design Project Oversight Committee
Joint Southeast Campus Area Committee
Ad Hoc Committee to Develop Parking Strategic Plan
Low Income Bus Pass Program Committee
Madison Area Transportation Planning Board (MPO)

No action was needed on these items.

H. REPORTS FROM THE CHAIR

H.1. Update on Metro Contract Negotiations

A motion was made by Sanborn, seconded by Hinz, to Convene into Closed Session. Sanborn cited Sec. 19.85(1)(e), Wis. Stats. and a roll call vote was taken. The motion passed by the following vote:

Excused: 1 -

Brian L. Solomon

Ayes: 8 -

Susan M. Schmitz; Kenneth M. Streit; Margaret Bergamini; Chris Schmidt;
Jed Sanborn; David E. Tolmie; Amanda F. White and Duane F. Hinz

Non Voting: 1 -

Gary L. Poulson

I. ANNOUNCEMENTS AND FUTURE AGENDA ITEMS

I.1. General announcements by Chair (Verbal announcements, for information only)

Poulson announced that Metro was going to hold a ceremony to recognize safety achievement on Wednesday, June 9th at 11 AM, in the Drivers Room at Metro's 1101 E. Washington facility.

I.2. Commission member items for future agendas

When asked, Bergamini said that she and staff would review the elasticity report (re: revenue/ridership since last April), and compare predictions made at the time of the 2009 rate increase to the actual numbers.

ADJOURNMENT

A motion was made by Tolmie, seconded by Hinz, to come out of Closed Session and Adjourn at 7:37 PM. The motion passed by voice vote/other.