

I. The financial capability and responsibility of the applicant.

See attached confidential financial statements [On file at TE Office]

Business References

Crystal Martin Madison Metro 1101 E. Washington Ave. Madison, WI 53703 (608) 267-8654	Renee Bremer Madison Metropolitan School District 471 1 Pflaum Rd. Madison, WI 53704 (608) 663-5287	John VanDerMerwe Monona Grove School District 5301 Monona Dr Monona WI, 53716 (608) 221-7660
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2. The applicant's prior experience in operating public passenger services.

Badger Bus Lines, Inc. (BBL) was formed in 1920 with the purpose of transporting passengers between Monroe and Madison, Wisconsin. In 1930, BBL was the first to begin transporting Regular Education students for the Madison Metropolitan School District. Today, along with continuing this service, BBL provides the majority of the Special Education transportation services for the Madison Metropolitan School District and Regular Education transportation services for the Monona Grove School District. In 1946, a new sister company (Badger Coaches, Inc.) was formed which transports passengers between Madison and Milwaukee along with providing deluxe motor coach charter services. Finally, in 2006, BBL was awarded the first of two new contracts with Madison Metro transporting developmentally disabled adults. BBL currently employs just fewer than 200 employees in the Madison area.

3. The level and quality of service provided by the applicant in the past in areas in which it has operated.

We invite you to call upon anyone or all of the above listed references. We are confident that they will speak highly about BBL and our ability to operate at a high level of quality.

BBL has excelled in every aspect of business it has undertaken. First, BBL's long-lasting relationship with the Madison Metropolitan School District is a testament in of itself. For nearly 80 years, BBL has provided continued service, has met established requirements, and has been described as a quality transportation service provider. A true indication of a company's ability to operate at a high level and provide quality service can be recognized in a company's ability to not only adapt when necessary, but to continue successfully growing while operating at an extremely high level of quality service. BBL has continued to adapt and grow throughout the years. Much of this is documented above. However, BBL's ability to diversify, establish new long-lasting contracts, and maintain such a high standard of excellence while ascertaining longevity in the transportation industry is a true indication that BBL sets the bar high and truly is quality.

BBL is quite certain that all of the above references will support that which is stated above. Madison Metro has gone on record as being extremely pleased with BBL and the level of quality service BBL provides for the Metro and Long Term Assignment customers. The Madison Metropolitan School District Transportation office has once again gone on record this year by indicating that "this year's school start up was a success, and although we always have challenges, you and your staff have once again risen to the challenge and excelled". The Monona Grove School District has been equally pleased with the level of service BBL provides for them.

4. The experience and competence of the applicant's drivers.

BBL's drivers are carefully selected and must meet pre-employment criteria to be selected and remain employed. Careful attention is placed on previous work history to determine whether or not applicable experience applies. Drivers are interviewed vigilantly to ascertain, to the best of our ability, whether or not a match exists. The driving positions are carefully explained and applicant drivers are questioned in an attempt to assure that only the most qualified and competent applicants are selected for a position.

Once an applicant has been selected, a pre-employment drug screen is administered. Then, the drivers are placed in a random drug screen pool that is administered by an outside party in accordance with regulatory guidelines. All drivers are subject to random testing as well as reasonable suspicion testing. Furthermore, a motor vehicle records check is requested and received to insure that the drivers are eligible to drive for BBL and have an acceptable safe driving record.

General Policy and Procedural Training is conducted prior to actual driver training to insure that all applicants are fully knowledgeable of applicable policies and procedures. Then, the applicant receives "in vehicle" training to insure that they are fully capable of operating the equipment. Finally, the applicants receive several days (or as long as it is deemed necessary) of "on the job training with an actual driver/trainer. The applicant is not released from training until it is believed they have all the tools, knowledge and ability necessary to be completely successful. Once, they are released from training and on the job, they are carefully watched and mentored to insure continued success.

5. The applicant's prior record of compliance with applicable regulatory laws, ordinances and rules. This includes records of complaints and enforcement actions against drivers and vehicle owners.

On September 18, 2007, BBL had an FTA audit with Madison Metro's auditor (Dan Wagner from Milligan & Company, LLC). It went well, there were no findings, and he only had positive things to say. On March 9, 2007, we were visited by Ann Gullickson, the Transit Service Manager for Metro Transit, for a Drug and Alcohol Program review. Again, the audit went very well and there were no findings requiring any corrections or improvements. In the past year and more, we've had visits, inspections, and audits from Metro and they have all gone very well. Again, we encourage you to contact our reference at Metro for their assessment regarding our compliance with applicable regulatory laws, ordinances and rules. We are confident that your findings will mirror those indicated above.

6. The applicant's prior record of service complaints.

See attached document A - Record of Complaints and Actions Taken. [On file at TE Office]

7. The age and condition of the vehicles proposed to be licensed by the applicant. [On file at TE Office]

See attached document B - Fleet Listing. [On file at TE Office]

8. The applicant's safety record, including records of accident experience and record of employee safety training.

First, we investigate every reported accident. A report is documented and provided to our insurance provider as well as being maintained in our system. In addition, pictures are taken and statements are placed on file whenever possible. We also maintain an ongoing annual report that is used as a quick reference and is updated as the insurance provider findings are established. Communication is made with the driver immediately and as the process evolves.

Past driver meetings have occurred on a monthly basis or on an as needed basis and all company incidents are shared in general terms with regard to who was involved and in specific detail with regard to what happened and how it could have been prevented. Multiple trade magazines and the internet are researched so that pertinent and valuable information and examples can also be communicated with the drivers during meetings and classroom training sessions.

Accident determinations are passed along to the driver and a decision is made on a case by case basis with regard to suspensions or employment terminations. We have suspended \* drivers for short and long periods of time depending on the nature of the incident and we have terminated employment due to multiple preventable accidents. Typically, along with upper management, the owners will partake in this process and the best interest and safety of all concerned is at the forefront of any applicable decisions made.

Some of our training is reactive in nature. However, we do extensive proactive training with drivers as they are brought on board or reassigned to new work. If we believe remedial training is needed, we will have a driver undergo training that includes defensive driver training.

See attached document C -Annual Accident Reports (2006-2007) [On file at TE Office]