



**City of Madison**  
**Meeting Minutes - Amended**  
**TRANSIT AND PARKING**  
**COMMISSION**

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

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Tuesday, June 12, 2007

5:00 PM

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

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Item D. was amended by changing sentences five and six in the summary of the statement made by Registrant Susan DeVos, to more accurately report her statement.

**A. CALL TO ORDER**

Durocher called the meeting to order at 5:09 PM.

**Present:** Brian L. Solomon, Robbie Webber, Jed Sanborn, Carl D. Durocher, Amanda F. White, Gary Poulson, Tim Wong, Sharon L. McCabe, Kevin L. Hoag and Kenneth M. Streit

**Excused:** Duane F. Hinz

Durocher welcomed newly appointed member, Gary Poulson, who had previously served on the Commission.

**B. ORGANIZATIONAL MEETING**

B.1. Election of Chair and Vice-Chair

Durocher asked for nominations for the position of Chair.

Wong made a motion to postpone the organizational meeting until July, because he felt that holding the meeting now would conflict with Section II, (C), (1) of the Rules and Procedures of the TPC, which says that the organizational meeting will be held on the first meeting date "following appointments." Since Hoag had not yet been officially re-appointed to the Commission, not all appointments had been made. Sanborn seconded the motion.

Poulson observed that vacancies occur throughout the year, Hoag could continue to serve, and he didn't necessarily see a reason to delay. In response to a question, Wong said the Rules did not specify as to which appointments: Alder, citizen, to the TPC, to other committees. He felt it would be cleaner to wait until Hoag's appointment was official and the Commission was fully re/appointed.

Durocher agreed with Poulson and said that he interpreted the rule to mean the period following Mayoral appointments in spring, and that the wording of the Rules was open to interpretation. He also noted that Hoag was an appointed member, and though his official reappointment hadn't yet occurred, the ordinances said that he could serve after his term expired, until otherwise notified. As Chair, Durocher said he would rule to proceed with the organizational meeting. He pointed out however that members could object to his ruling and vote to override it.

Wong objected to the ruling, and a voice vote was taken. The vote to override the

Chair's ruling failed, with Wong voting to override and remaining members voting not to override.

Sanborn/Poulson nominated Durocher for the position of Chair. Durocher asked three times for further nominations. None were made.

White/Solomon, moved to close nominations and take a vote. Durocher was elected TPC Chair by voice vote, with Wong abstaining.

Durocher asked for nominations for the position of TPC Vice-Chair. Webber/Hoag nominated Wong. Durocher asked three times for further nominations. None were made.

Poulson/Solomon moved to close nominations and take a vote. Wong was elected TPC Vice-Chair by voice vote.

**B.2. [06693](#)**

Approval of TPC Rules and Procedures, including regular meeting date/time (Current version attached) - TPC ag06.12.07

Wong/Poulson moved to amend Section II (C) (1) of the current version of the Rules and Procedures, to say that an organizational meeting will be held on the first regularly scheduled meeting date following all appointments (adding and specifying) "to the Commission".

Wong said that he interpreted this section to mean after all appointments to the Commission had been made, not purely to mean after the mayoral appointment period. After some further discussion, Solomon offered a friendly amendment to the motion, proposing that organizational meetings be held in July of each year.

The motion passed unanimously, to amend the Rules to say: "An organizational meeting will be held on the first regularly scheduled meeting in July, for the purpose of electing a chair and vice-chair...."

Webber/Solomon moved to keep the regular TPC meeting date on the second Tuesday of the month, (unless other dates must be chosen to avoid conflicts with budget meetings and holidays). The motion passed unanimously.

**B.3. Appointments to Subcommittees**

The following TPC recommendations and re/appointments were discussed and made, to fill open positions on sub/committees, councils and commissions. (Please note that some TPC members currently serve in these groups by virtue of Mayoral appointment and/or other affiliations, with terms determined by those appointments or affiliations.)

**ADA Transit Subcommittee:** No current openings, so no appointment was needed.

**Contracted Service Oversight Subcommittee:** Sanborn would continue to serve.

**Parking Council for People with Disabilities:** Durocher recommended that Hinz be reappointed to this subcommittee. With an additional TPC vacancy open, Durocher asked that anyone else interested in serving, should let him know.

Long-Range Transportation Planning Commission: Hoag would continue to serve. Webber suggested that Solomon could also join this group in an open alder position.

State Street Design Project Oversight Committee: Streit would continue to serve.

Joint Southeast Campus Area Committee: Hoag would continue to serve.

Long Range Metro Transit Planning Ad Hoc Committee: Both Wong and Poulson expressed interest in serving on this committee.

Parking Strategic Plan Ad Hoc Committee: Poulson agreed to serve as a regular member (replacing Golden, who did not run for re-election), and Solomon agreed to serve as an Alternate member (replacing White, who resigned.)

Knobeloch said he would proceed to set up the first meeting of the Parking Strategic Plan Committee. The Recording Secretary said she would report the appointments and recommendations to the Mayor's office.

Durocher explained the need to form an ad hoc committee: The police had denied a taxi permit, which now was being appealed to the TPC. Durocher, Sanborn and Streit agreed to serve on this ad hoc committee. Keith Pollock of Traffic Engineering would be notified of this.

**C. APPROVAL OF MINUTES - 5/8/07 Meeting**

Sanborn, seconded by McCabe, moved to accept the Minutes of the 5/8/07 meeting. The motion carried unanimously.

**D. PUBLIC COMMENT**

Registrant Susan DeVos, 610 N. Midvale, 53705, asked the TPC to revisit its advertising policy on buses. She was concerned that (current) gaming ads on bus wraps could give a negative impression of transit in the city, and that Metro needed to give positive statements of who they are. While she understood the need for revenue from ads, she thought some limitations could be set. She also acknowledged that there is a free speech issue in setting advertising policy. She cited the example of WERN, where the HoChunk could talk about entertainment but not gambling, speculating that WERN had probably sought legal advice. DeVos felt that the TPC should review the issue of ad content in a discussion of the Metro advertising policy, and strongly suggested that an alder on the TPC or Metro itself consult the City Attorney's office about the legality of having the HoChunk advertise entertainment rather than gambling on the bus wraps. In response to a question, DeVos said she was interested in having a discussion about the content of ad wraps, not about the use of wraps themselves.

Registrant, Cathy Casper, 2114 Red Arrow Trail, 53711, had three concerns.

- She expressed her continuing concern about parking in bus stops, and requested that Metro employees be trained to deal with the problem and to issue tickets. She gave a couple of examples: People were parking and placing garbage in the Route 19 bus stop in front of the Historical Society on the Square; and the Route 18 bus stop at Jenewein/Red Arrow was recently parked shut, due to an event held there. She said that buses often drove right past these blocked stops, and it wasn't good for riders to have to flag down buses in the street. She

felt that bigger and better signage was needed, esp. for out-of-towners.

- She discussed the need to prevent (foot and back) injuries to drivers, with better-maintained seats and better access to equipment.
- She mentioned continuing concerns about the violence on buses (esp. Route 6), unruly crowds of kids at transfer points, lack of cameras on some buses, and differences among bus drivers re: enforcing rules; and felt that nighttime buses were unsafe.

In response to questions from members about painting curbs, Knobloch said that Traffic Engineering had stopped painting yellow "No Parking" lines at most city bus stops, because they were covered up by leaves and snow for much of the year; and the practice had been stopped to save money. He added that at most bus stops, the "No Parking" symbol at the bottom of the Metro signs was now the only indication of a "No Parking" zone, which some people recognized and others ignored. Members suggested that TE could be contacted to consider painting yellow lines at select high-volume bus stops where parkers had become a problem. [NOTE: The contact in Traffic Engineering for this issue is Mark Winter, who can be reached at 266-4761.]

## E. TRANSIT AND PARKING REPORTS

E.1. [06694](#) Parking: April 2007 Revenue and May Activity Report - TPC ag06.12.07

Knobloch highlighted the following items:

- YTD revenue through April increased by 14% over 2006 (reflecting rate increases).
- April revenue was a little lower than estimated (by 2.1%), but YTD budget estimates for revenue were right on, at + .9.
- Trial of multi-space pay-and-display meters at E. Main and S. Pinckney was scheduled to start the following week.
- One month of revenue experience at first trial sites for pay-by-space multi-space meters: revenue is up by 6% on Henry Street, and 16% on W. Main Street. On Henry, revenue in the whole area went up by 6% (probably a seasonal fluctuation). But on W. Main, meter revenues went up by 16%, while rest of that area actually went down a little; which would probably indicate that people are attracted to these meters that accept credit cards.
- Responding to a past question about the decline of sales for residential parking permits: After some research into parking enforcement as a factor, there wasn't any relationship between citation rates and compliance rates. Also, UW enrollment was going up, and yet permits were going down, possibly due to the increased use of scooters on campus. Plus residents in new buildings (esp. near campus) now cannot get permits, if their building is on the excluded list (passed around) due to a conditional use. Both of these developments were likely factors in the decline of permits.
- Actual YTD revenues vs. budget: Cap Square meters were 47% above budget; and Monroe Street meters near Trader Joe's were 84% above budget (despite meters increases of 43%).
- YTD revenues 2007 vs. 2006: For ramps, GE was up 28% and Overture was down 3% (in spite of having the lowest rates); for off-street meters, Brayton Lot was up 18% (with 15¢ increase) and Buckeye was down 2.42% (with 10¢ increase); for on-street meters, Cap Square meters was up 40% (with 25¢ increase) and Monroe was up by 108% (with 15¢ increase).
- April occupancy in cashiered ramps had decreased, 2006 vs. 2007: Cap

Square North 69% vs. 56%; Gov East 95% to 87%; Overture 58% to 52%; State St Campus 90% (too high) to 78% (too low); State St Capitol 68% to 62%.

- Evergreen Lot (near Trader Joe's) was producing \$700/month, now at \$1,638/month, equal to \$2.85/meter/day (vs. on-street meters on Monroe Street at \$1.87/day or meters in Schenk's Corners area at \$0.69.)
- 3-month occupancy for Total City Streets, Lots and Ramps, 2006 vs. 2007: Feb 79% vs. 73%; March 78% vs. 77%; April 78% vs. 74%, reflecting slow decline in occupancy.

**Member and staff comments:**

- The cost of transaction fees for credit cards in multi-space meters will need to be added to cost of operating those meters and will affect the break-even point.
- Because the Route 89-Ramp Shuttle had not yet completed its trial period, Knobloch said that action on this route would have to wait until a final report could be prepared for TPC to make its recommendations. As a result, Route 89 had to be separated from the other proposed route changes scheduled for action on the Agenda.
- Three different committees had recommended that the posts of any discontinued parking meters be converted to bike racks, esp. in downtown areas where racks are needed; but the City first needed to have a larger discussion about who gets to use these public rights of way (ex: sidewalk cafes, bicyclists, etc.), and to set priorities about this.

Wong, seconded by McCabe, moved to accept the report. The motion passed unanimously.

**E.2. [06695](#)**

Metro: YTD Performance Indicator Reports and Update on Temporary Art in Capitol Square Shelters in July - TPC ag06.12.07

Karin Wolf from Planning, and Melanie Keyhoss, an artist, described a project to install and exhibit "temporary art" in the Capitol Square Shelters in July, before the start of their scheduled demolition on July 29th.

- The Madison Arts Commission had given Keyhoss a Blink Grant to coordinate, which would make money available to seven artists, based on a juried selection process completed by mid-June.
- Guidelines were created (i.e., to maintain visibility, two-dimensional art only, appropriate to all audiences), which would be given to artists, who would install their art on July 1st. A community tour was planned for July 14th.
- Examples of some of the art were shown to members. Keyhoss said that public art projects like this have been shown to increase civic pride and reduce graffiti, and hopefully this project would lead to others like it in the future.
- Postcards would be mailed to area businesses and be distributed in public places, and a website had been established, to announce and explain the project.

Members expressed the hope that shelter materials (esp. the brick) could be kept intact so as to be re-used/recycled.

Kamp then highlighted the following items in the Metro monthly reports.

**Regarding Fixed Route Operating Statistics:**

- Service levels (measured by hours and miles) for April 2006 vs. April 2007 were very comparable.
- Number of total passengers in the month of April '06 vs. '07 was down by 32,500 rides due to spring break; whereas March '07 was up considerably compared to March '06, when the '06 spring break fell. YTD was up by 138,838 =

+3%. (Also shown in historical comparisons of 1997-2007.)

- Accidents in the month were up a little bit, but training had been scheduled for the summer, with goal of re-training a third of the drivers each year in such areas as accident prevention and security.
- Scheduled inspections/maintenance programs were on track.

Other comments by Kamp:

- System-wide route performance (total ridership) was up 3.1%.
- Productivity was also up 3% (36 rides/bus/hour in '06 vs. 37.10 rides/bus/hour in '07).
- Without campus circulators (Routes 80-85), performance held about even (down slightly by 0.2%), but productivity was up slightly (by 1.2%).
- Route 80 was the highest performer, with 97rides/bus/hour; and Route 85 was second highest, with 84 rides/bus/hour.

Looking at Fixed Route Performance Indicators, Kamp noted the following:

- Metro has 28% of its budget covered by local revenue compared to peers who received 9% from local revenue.
- Peers are determined by service levels, not by population (i.e., Minneapolis is a peer).
- State funding has dropped from 44% to 38-39% over 5 years, but was still higher than peers.
- Operating cost/revenue hour not a true comparison to peers, since peer numbers had not been updated to reflect higher fuel costs; yet Metro showed a much lower operating cost/passenger trip than its peers (25% lower than peers over 4-5 years).
- In terms of Operations (trips/revenue hour), Metro was doing much better than its peers.
- Metro had formed an internal group to look at customer complaints (re: service and security); and would continue to monitor accident issues.

Regarding Paratransit, Kamp pointed out the following:

- YTD ridership was up by 7%;
- YTD no-shows are up by 7%, but as a ratio, were comparable to last year;
- Passengers accidents for April were down, though up YTD (due to bad weather earlier in the year);
- Inspections for in-service vehicles were on track;
- Historical monthly comparison consistently showed 2007 ridership higher than all previous years (with small exception of April 2005);
- Performance indicators: Comparing paratransit to fixed, cost per trip was \$27.28 vs. \$2.74 (useful info when looking at low density areas where service might be provided); paratransit operational statistics were similar to last year, expect for 7% increase in ridership; and trip and service info for the various paratransit providers was noted.

In response to questions, Kamp said that Metro would be working to reduce accidents by 15-20% this year, to get more in line with accident rates of peers. He added that complaints were broken into categories, to show complaints that drivers could control and those they couldn't. Durocher noted that the cost per ride had gone down for paratranist between 2006 and 2007, which showed that paratransit - a costly but necessary service -- was being operated efficiently.

Poulson, seconded by Sanborn, moved to accept the report. The motion passed unanimously.

F. OLD BUSINESS ITEMS

F.1. [06697](#) Parking: DaneTrak Survey Results and Recommendations - TPC ag06.12.07

Knobeloch summarized information contained in the report about the Survey, which had been directed towards prospective customers (rather than current customers), in order to learn why parking occupancy was going down and what could be done to improve the parking experience. Four hundred Dane county residents, 18 years and older, were interviewed by phone. Questions focused on why people came downtown and what contributed to a quality experience downtown, and on issues related to their parking experience.

Knobeloch reviewed the charts and pointed out the following:

- Chart 1, Factors re: Quality Experience Downtown - Street lighting was #1 factor, restaurants/dining was #2 factor, and available parking was #3 factor. Answers showed that visitors are coming at night, they are interested in security and ramps need to be well lit, and there's been a shift in interest towards entertainment venues.
- Chart 2, Specific Reasons to Drive Downtown -Top three reasons were entertainment, dining, and recreation, which represented a shift away from the historical customer base, employees and students/staff. (Members pointed out that the questions were aimed at people who drove downtown, rather than those who used other transportation. Also, certain questions would have a high-volume repetition, and would skew answers towards entertainment vs. employment.)
- Chart 3-5, Driving Downtown More/Less - People were driving downtown more for recreation/entertainment. But for those coming less, they had probably found the same things closer to home (ex. coffee shops). Other reasons for driving downtown less: traffic congestion and feeling that the downtown was for younger persons. Street construction was not a huge factor.
- Chart 6, Where People Park - City ramps, Dane County ramp, metered parking, free on-street parking and at businesses.
- Chart 7-9, Quantity, Cost and Convenience of Parking - Regarding adequate available parking, 65% of the respondents said yes, 36% said no; regarding cost, 77% felt it was reasonable; regarding convenience, 84% felt the location of parking was good.
- Chart 10, Things to do to Improve Parking Situation - Half the respondents felt that the City needed to build more parking ramps. Knobeloch commented on the need to change this untrue perception that there is a lack of parking.

Knobeloch discussed the similarities between the current survey and a 1993 parking survey conducted also by Kroupa. In 1993, parking availability, security and signage (probably referring to way-signing inside the ramps) were considered most important; and 50% of respondents thought the image of downtown had declined. The biggest downtown attraction in 1993 was shopping, followed by entertainment (which was reversed now). Parking and traffic congestion were considered the biggest obstacles to visiting downtown in 1993.

Knobeloch talked about staff recommendations:

- To test new lighting techniques in order to improve lighting and save energy (fluorescent lights vs. sodium);
- To create marketing plan to change perceptions about parking availability (using Channel 12 resources);

- To reduce traffic congestion around parking facilities;
- To conduct a similar, more modest follow-up survey in a year to see if perceptions had changed.

Other comments from members and staff:

- With entertainment the #1 reason for coming downtown, maybe nighttime service on Metro core routes would be a good idea.
- DMI and BID would be involved in developing the marketing plan.
- Perception of a parking shortage was not valid, even for peak periods. This included big nighttime events, when ramp occupancy was actually quite low. However, long lines into ramps might affect perceptions. Also, if people came downtown only for big events, they might perceive parking to be more of an issue. Overall, the Art Fair weekend and similar big events were really the only times when parking availability might present an issue.
- The new marketing video would describe attractions like the Monona Terrace and Overture Center, as well as boutiques and restaurants.
- Respondents seemed to contradict themselves, when they said that there wasn't enough parking, but yet they felt parking was conveniently located.
- It was recommended that packet be included at the first meeting of PSP.

Webber, seconded by McCabe, moved to accept report. The motion passed unanimously.

F.2. [06703](#)

TPC Action on Proposed Metro Transit Service Changes to be implemented on Sunday, Sept. 2, 2007 - TPC ag06.12.07

Registrant Steve Vincent, 301 N. Third #205, 53704, made the following comments. He worked in Middleton at Transportation Technicians at Eagle and Murphy (on the far west side). The bus currently dropped him off conveniently near work, but under the new proposal, he would have to walk 1,500 feet further (3/10ths of a mile) from the new bus stop at Deming Way at Applebee's, which would create hardship for him during inclement weather, especially with no sidewalks in the area. He was also concerned about getting to work on time because of the additional time involved in 10-minute walk. Kamp urged Vincent to contact Colin Conn about this. Vincent added that, because he worked part-time, he was happy to have more frequent service to the area all day long under the new plan.

Kamp noted that Middleton had already approved the proposals, which included Saturday service from WTP; and the Fitchburg proposals would be decided tonight. Both sets of proposals were linked by half a bus. He reiterated that the Route 89-Ramp Shuttle proposal would need to be detached from action taken on the rest of the proposals.

Sharon Persich of Metro said that public hearings had been held on the proposals, which expanded service in Fitchburg and Middleton, and slightly reduced service on Campus. Some key issues were identified by the hearings, as follows:

- Jamestown service, replacing Route 19 with new Route 52, would operate all day long and provide better weekend service, with transfers at WTP to connect to Route 11 to Campus; and would result in increased walking distances along Anton Drive. Fitchburg would be considering approval of these changes that night.
- Middleton approved their changes, which included new Saturday service and



an orientation to WTP.

· Eagle Heights' residents understood the need for reduced frequency to their location, in order to increase service on the Campus circulators. They still had some concerns about service during peak period 5-6PM. As a result, this would be reviewed and some service could be restored in the future.

She said that if Fitchburg approved their changes, there would be no further discussion, but if they did not approve full funding for their proposals, a few adjustments would come back to the TPC.

In response to questions, Persich said that Metro understood the desire to restore very popular Routes 10 and 11, but it would cost three-quarters of a million dollars to fund these routes, and would involve restructuring other routes in the Isthmus. She agreed that the elimination of Routes 10 and 11 was a qualitative loss to system. Kamp added that the (Long-Range Metro Planning Ad Hoc Committee's) Subcommittee for Service Improvements could review issues like this related to core service, for future budget cycles.

Kamp then asked for approval of the proposed changes as recommended by Metro in its May 8, 2007 Service Change Proposals, not including the Route 89 Ramp Shuttle, and adding Saturday service in Middleton.

Wong asked if the current proposals addressed the concern registered at the May 8th public hearing, related to Route 19 not crossing Verona Road. Persich said that Metro had made a amended proposal to Fitchburg to restore this, which would be decided that night.

In response to a question, Persich said that Metro handled service changes to contracting communities just like they would handle any other major service changes. After working with communities to draft proposals, hearings are held before the TPC and in the communities themselves. Metro then relays concerns expressed at the hearings, and refines proposed changes for consideration by the communities, who ultimately tell Metro what they want to do. Kamp said the process seemed to be collaborative, with a lot of attention paid to what Metro recommended. A case in point were the changes to Route 19, which was originally designed to go to Chalet Gardens, but which Fitchburg felt had to be cut due to budget constraints. However, after the hearings, Metro proposed changes to help restore the service, and Fitchburg agreed to look at their funding to see if they could accommodate this.

Sanborn, seconded by McCabe, moved to approve the proposed service changes (with the modifications and exceptions described above).

Hoag proposed an amendment that the proposals be approved, contingent on providing full service to Eagle Heights through 6PM (rather than ending it at 5PM). Persich said that this would be a UW budget decision. Hoag said he hated to approve the proposals without this issue resolved, but decided not to make a motion (to amend) about this.

Hoag then proposed an amendment that the proposals related to Route 80 and 85 (i.e., discontinuing the Route 80 stop at Union South and substituting a non-sheltered stop on Route 85) be approved, contingent on a shelter being placed on Randall Street at Engineering Drive in front of Engineering Hall.

Persich said that she thought this was the UW's intent, and that Metro could check to see if the shelter was among the fifteen that UW was planning to install. Sanborn wasn't sure that Hoag's amendment to his original motion was friendly, and suggested that the shelter issue be pursued separately.

Hoag reiterated his amendment that Route 80 go past Union South until such time as a shelter was installed at the Route 85 stop. Wong seconded Hoag's amendment.

Metro staff said that to delay Route 80 changes (should a shelter not be installed by 9/2/07) would necessitate an extra driver pick; and felt it preferable to work with UW on the issue separately, rather than to tie approval of the changes to a shelter. Hoag was certain that the current Route bus stop was heavily used, and expressed concern about the level of potential complaints to the TPC if it didn't use its leverage to see that a shelter would be installed, or at least to know exactly when this would happen. Durocher mentioned that if Hoag's amendment passed, the information could be communicated to the UW rather quickly at the CSOS meeting two nights later. Members and staff discussed other ways to address Hoag's concern, such as to supply the UW with a temporary shelter (from Metro), or to ask the UW for a timetable for when the shelter would be installed.

A vote was taken to amend Sanborn's original motion to say that TPC approval of the specific recommendations for Routes 80 and 85 were contingent on the UW building a shelter on Randall Street at Engineering Drive. The motion failed, as follows:

**Ayes:** Wong, Hoag

**Noes:** Sanborn, Solomon, Poulson, Webber, McCabe and White

**Non-voting:** Durocher and Streit

Durocher commended Hoag for his concern about the issue of rider amenities, which are needed to help maintain and increase ridership; and that the vote did not indicate a disregard for the issue, but rather that it reflected other pragmatic concerns.

A vote was taken on the original motion to approve staff recommendations on the proposed service changes. The motion carried, as follows:

**Ayes:** Sanborn, Solomon, Poulson, Webber, McCabe and White

**Abstain:** Hoag & Wong

**Non-voting:** Durocher and Streit

## NEW BUSINESS ITEMS

- G.1. [06585](#) Authorizing the Mayor and City Clerk to enter into an agreement with Edgewood College for the provision of free access by Edgewood students and employees to Metro Transit for fixed route and ADA paratransit services, with reimbursement per trip for the contract period.

A motion was made by Sanborn, seconded by Poulson, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by acclamation.

- G.2. [06526](#) Authorizing the Mayor and City Clerk to enter into an agreement with Madison Area Technical College (MATC) for the provision of free access by MATC students to Metro Transit for fixed route and ADA paratransit services, with reimbursement for student trips for the contract period.

**A motion was made by Wong, seconded by Solomon, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER**

**In response to a question, Kamp said that the current agreement covers students only, and that Metro had discussed the possibility of including staff in the agreement. But MATC was not ready to include staff in the unlimited pass program at this time. If MATC ever decided to include staff, the current agreement would need to be amended or a separate agreement would need to be drawn up.**

**The motion passed by acclamation.**

**H. REPORTS OF OTHER COMMISSIONS/COMMITTEES/AD HOC GROUPS (for information only)**

**McCabe/Poulson to approve reports H.1. through H.7. The motion passed unanimously.**

- H.1. ADA Transit Subcommittee (April meeting minutes attached)
- H.2. Contracted Service Oversight Subcommittee (No May meeting); Joint CSOS and Ad Hoc Funding Subcommittee (May 24th and May 31st meeting minutes attached)
- H.3. Parking Council for People with Disabilities (March and April meeting minutes attached)
- H.4. Long Range Transportation Planning Commission (May meeting minutes attached)
- H.5. State Street Design Project Oversight Committee
- H.6. Joint Southeast Campus Area Committee
- H.7. Long Range Metro Transit Planning Ad Hoc Committee (May 21st meeting cancelled)

**I. GENERAL DISCUSSION ITEMS**

- I.1. General announcements by Chair
- I.2. Commission member items for future agendas

**Hoag said that, once the trail period were over, the Commission would be hearing discussion about the visibility of wrapped buses, especially at night. He proposed that the Commission meet as a group one night to make a comparison between a bus that was wrapped and one that was not. Kamp said he would arrange a time to meet at the garage (which would need to be "noticed" as a meeting).**

Per earlier public comment regarding gambling ads on wrapped buses, Wong requested that members be provided with a copy of Metro's advertising policy for review; and along with other members, asked that a discussion of the policy and ad content be put on a future agenda.

**ADJOURNMENT**

McCabe/Hoag moved to adjourn at 8:18PM.