



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.*

Wednesday, April 12, 2017

5:00 PM

201 W. Mifflin Street
Madison Central Library, Room 302
Third Floor Conf. Room

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: 11 - David Ahrens; Ledell Zellers; Rebecca Kemble; David E. Tolmie; Wayne Bigelow; Gary L. Poulson; Margaret Bergamini; Ann E. Kovich; Kenneth Golden; Michael M. Johnson and Kenneth M. Streit

Ahrens and Johnson arrived at 5:04 PM, after the Minutes were approved.

B. APPROVAL OF MINUTES

A motion was made by Bigelow, seconded by Streit, to Approve the Minutes of the March 8, 2017 meeting. The motion passed by voice vote/other.

C. PUBLIC APPEARANCES

None.

D. DISCLOSURES AND RECUSALS

None.

E. TRANSIT AND PARKING MONTHLY REPORTS

E.1. [46737](#) Parking: April 2017 Activity Report, March Revenue/Expense/Occupancy Report - TPC 04.12.17

Kovich asked staff to provide expenses as compared to budget, as was shown for revenue. Bergamini/Kovich made a motion to receive the reports. The motion passed by voice vote/other.

E.2. [46738](#) Metro: YTD Fixed and Paratransit Performance Indicators - TPC 04.12.17

Kovich/Bergamini made a motion to receive the reports. The motion passed by voice vote/other.

F. UNFINISHED BUSINESS ITEMS [Deferred from the March meeting.]

F.1. [44003](#)

Establishing the Task Force on Equity in Music and Entertainment.

Karin Wolf, Madison Arts Program Administrator, DPCEd, discussed the resolution.

- Out of ongoing community interest in music and entertainment arose the issue of transportation, and whether residents in different parts of the city were easily able to get to/from music venues.
- Recently, people in hip-hop communities have stated concern about not having access to the kind of entertainment they prefer, and for their musicians not being able to perform in Madison.
- In response, Alcohol License Review Committee and Madison Arts Commission took the lead to call for a task force that would bridge different areas of the City, inc. transportation, police, arts, affirmative action, for various City departments and public bodies to look at what was happening with music and entertainment and to make sure we had equity in access.
- Because the issue was transportation-related, the proposed Task Force called for a rep from the TPC to help guide what was or was not possible.

Poulson asked for a volunteer. When asked, Wolf wasn't sure how often or for how long the group would meet, but the resolution suggested a rather short, ambitious timeline. Wolf felt that research would need to be done related to best practices in other cities and what was happening in our own community.

Kovich thought the goals of the group should be more specific, and suggested adding the word "explore" to "best practices" at the beginning of paragraph b); and "make recommendations for short- and long-term" to "strategies" at the beginning of paragraph c). She thought the Task Force could also do this for themselves.

Wolf thought the Task Force needed staff with a further reach than the staff for the Arts Commission (which was more focused on grants). The Mayor's Office and the Arts Commission would certainly stay on top of things and advise the group. She would get back to the TPC with info about who would staff the group. Poulson suggested that the group might want to get Metro staff involved, esp. related to the feasibility of more activity late at night.

A motion was made by Bigelow, seconded by Kovich, to Return to Lead with the Recommendation for Approval to the COMMON COUNCIL ORGANIZATIONAL COMMITTEE, with the following recommendations made by Kovich: On page 3, in paragraph b), add the word "Explore", in front of "best practices"; and in paragraph c), add the words "Recommend short- and long-term", in front of "strategies". The motion passed by voice vote/other.

F.2. [46249](#)

SUBSTITUTE Recreating Section 3.14, creating Sections 33.55 and 33.56 of the Madison General Ordinances to update the Department of Transportation and create the Transportation Policy and Planning Board and the Transportation Commission.

A motion was made by Bergamini, seconded by Kovich, to Refer the three items, F.2 through F.4., related to transportation ordinance changes to the May meeting of the Commission. Kovich suggested that members identify what information they wanted for the next meeting. Bergamini noted that CSOS was having a special meeting the following day to discuss the proposals;

PBMVC had referred the items at their April 25th meeting; and ADATS was scheduled to meet in mid-April. TPC should have info from these groups by May.

ACA John Strange joined the table. Members asked questions.

- Ahrens: Q-Under duties of the Transportation Commission were listed "street project review" and "development review". What did this mean; maybe it should be defined? A-Strange: Though not listed among its duties in current MGO 3.14, street re/construction plans were brought to PBMVC now for their review; as was review of proposed developments. BPW made sure the projects were completed. In this review role, PBMVC provided comments only, not approval. There had been no discussion at TORC beyond what committees now did; but additional definitions and language could be recommended. Such recommendations would be given to the sponsors.

- Golden: Q1) Asked that a proposed organizational chart for the new Dept. of Transportation, and a current org chart for the transportation section in Planning (David Trowbridge and MPO), be provided.

Q2) What issues would require a public hearing; and how would such hearings be conducted, by whom, with the two different bodies involved.

Q3) What duties were moved from committee responsibility to administrative responsibility, esp. in the ped/bike area; was there some peel-off of these?

A-Strange: The spreadsheet used by TORC would be provided that listed duties were performed by committees and by agencies now, and how they would be assigned in the future.

Q4) The proposal failed to mention paratransit and who would be overseeing this. What responsibilities would be included and who would have responsibility for what?

Q5) More info was needed about the how the Board and the Commission would oversee Parking. It looked like the Board set rates, and the Commission did everything else. What was "everything else"?

Bergamini called the question. The motion passed by voice vote/other.

F.3. [46376](#) Repealing Sections 3.14(1) through (3) and 3.14(4)(k) through 3.14(11) of the Madison General Ordinances to update the Department of Transportation Department ordinance.

A motion was made by Bergamini, seconded by Kovich, to Refer the item to the May meeting of the Commission. The motion passed by voice vote/other.

F.4. [46377](#) CHARTER ORDINANCE - Repealing Section 3.14(4)(a) through (j) of the Madison General Ordinances to restructure the Department of Transportation.

A motion was made by Bergamini, seconded by Kovich, to Refer the item to the May meeting of the Commission. The motion passed by voice vote/other.

G. NEW BUSINESS ITEMS

G.1. [46530](#) Authorizing the Madison Area Transportation Planning Board - A Metropolitan Planning Organization and Metro Transit, on behalf of the City of Madison, to enter into an agreement with the Wisconsin Department of Transportation for continuing transportation planning for the Madison Metropolitan Area.

A motion was made by Bigelow, seconded by Ahrens, to Return to Lead with

the Recommendation for Approval to the LONG RANGE TRANSPORTATION PLANNING COMMITTEE. The motion passed by voice vote/other.

G.2. [46294](#)

Accepting the report entitled, "Ensuring a Vibrant Downtown Retail Destination: A Retail Assessment and Strategy for Downtown Madison", directing staff to begin implementing key recommendations of the report, and repealing resolution RES-15-00206 (Legislative File # 36697)

City Planning Division Principal Planner Bill Fruhling discussed the Retail Assessment and Market Study for the downtown, inc. State Street, the Square and King Street (report attached), which looked at how to strengthen retail in the area.

- Based on public meetings and stakeholder meetings, focus groups, and surveys, four core issues were identified: 1) Business mix; 2) local business vs. national retailers; 3) loitering and panhandling; 4) parking.

- The resolution accepted the report and identified some next steps that City agencies could take to see some immediate impact. It focused on what the City could do in 2017, to make some progress with some of its partners (inc. DMI, BID, GSSBA). Suggested next steps specific to the Commission were:

- * (To address the perception of lack of parking), the Utility will work with partners to create a mobile app for parking availability and way-finding that would combine the City's live, online info with info for some private parking, putting it into an easier, more mobile format.

- * Educate and provide assistance to businesses/orgs who wanted to use the existing paid parking coupon program; to inform people that discounted parking was available through stores if they made purchases. Parking already had a program for this; but maybe it could be promoted more, to help support retail.

- * Continue improvements of Parking structures, with upgraded lighting and cosmetic improvements, to make the facilities feel welcome and inviting.

Fruhling and members commented further.

- (Ahrens/Fruhling) In the current parking voucher/discount program, businesses purchased parking coupons to give out to customers. In surveys of shoppers, this program wasn't well-known and wasn't used greatly. (Poulson) Perhaps Asst. Parking Utility Manager Sabrina Tolley might bring info to the Commission about this program and how well it was used.

- (Kovich) Comments about accessing info on the Internet noted that the current app brought up info when people searched on "Downtown" parking, but not when they searched on "State Street." (Fruhling) The goal of the app was to provide this information, but perhaps it left off the website part.

- (Ahrens/Fruhling) The study did not survey people about the amount of traffic on State Street, and whether the pedestrian experience could be improved if there was less traffic. However, one question focused on deliveries on State Street and how the ordinance for this was enforced.

A motion was made by Kovich, seconded by Ahrens, to Return to Lead with the Recommendation for Approval (to accept the Report) to the DOWNTOWN COORDINATING COMMITTEE. The motion passed by voice vote/other.

G.3. [46218](#)

Adopting the Downtown Madison Bicycle & Moped Parking Study.

Traffic Engineering Pedestrian/Bicycle Coordinator Arthur Ross talked about the study (done as part of recommendations of the Platinum Report), and

answered questions. (Please see Summary and Cover Memo attached.)

- The study made two recommendations pertinent to TPC: To install a bike cage at State Street Capitol garage as a pilot project; and to continue to pursue inclusion of a bike center in the Judge Doyle Square development.
- Valet parking for bikes at special events downtown (such as Farmers Market) had usually been done by non-profits like Bike Federation and/or Saris. Whether it was provided for the various events, depended on demand: If there was no demand, no valet parking was provided; if there was demand, then advocacy groups stepped up to provide it. Bergamini observed that when valet parking was available, it was well used. For the purposes of transportation demand management and supporting our business district, she proposed that active consideration be given for Parking staff (some of whom were being slowly displaced by automation) to provide this service, rather than to rely on non-profits (which wasn't a viable long-term strategy).
- For some time, meter ring racks for bikes had been added to old single meter poles in the areas that now had multi-space meters. These poles were taller, and being no longer in use, created no potential conflict with staff collecting coins out of the meter heads. New rings had been ordered, and staff was in the process of identifying new places to install the rings.
- The consultant had recommended that the bike cage pilot wait until after an operator for the the bike center at JDS was found. Not only would it take time to design the cage and order materials, it would also be good to have a single operator of both projects.
- The bike cage would be paid by the City. At implementation, it would be determined how much it would cost and which agency would be charged.
- A separate resolution related to moped parking was going to be introduced on 4/18, which would talk about where it would be located and how much would be charged.
- Bike racks purchased by Traffic Engineering were located throughout the downtown. Those at Lake Street ramp and behind MMB were heavily used. Those off of Carroll Street were not so heavily used, even though bikes were parked all along MATC. This was likely due to lack of awareness about them.
- Re: new developments and the placement of bike racks: Because racks should be on the development's property and not in the terrace, they should not compete with trees there.

A motion was made by Bergamini, seconded by Zellers, to Return to Lead with the Recommendation for Approval to the PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION. The motion passed by voice vote/other.

Please note: A Roll Call is shown here to reflect that Johnson and Kemble excused themselves from the meeting before action was taken on Items G.4. through G.9.

Present: 9 - David Ahrens; Ledell Zellers; David E. Tolmie; Wayne Bigelow; Gary L. Poulson; Margaret Bergamini; Ann E. Kovich; Kenneth Golden and Kenneth M. Streit

Excused: 2 - Rebecca Kemble and Michael M. Johnson

G.4. [46739](#)

Metro: Proposed revision to Metro Rules of Conduct related to weapons - TPC 04.12.17

Metro General Manager Chuck Kamp pointed out the hand-outs that had been distributed (attached), which showed language in the Rules of Conduct and the Interior Card (both used in communications with the public) had been changed

slightly per the advice of ACA John Strange, to say "unless allowed by State law", rather than "unless allowed by State Statute". Strange discussed the history of Metro's Rules of Conduct and the State Supreme Court ruling. He and Metro staff answered questions.

- Essentially, the State Supreme Court had ruled against Metro, and they now had no choice but to allow guns on buses.

- For decades, Metro had had a rule banning weapons on buses. In the mid-90's, the Local Firearm Regulation statute was passed, which said that local governments couldn't restrict firearms more stringently than State law. In 2011, Act 35 was passed, which allowed for concealed carry and changed a long-standing prohibition against loaded handguns in vehicles, because it wasn't considered safe to have a loaded gun in a moving vehicle.

- A couple years after Act 35, Wisconsin Carry org challenged Metro's policy based on the vehicle statute, that it removed the ability of the City to restrict guns in buses because they were vehicles.

- The City had argued that local regulation statute only applied to ordinances and resolutions, and Metro's policy was not an ordinance or resolution. The City cited 15 other states with similar laws about firearms that went beyond ordinance/regulations to talk specifically about rules like ours. The Circuit Court and Court of Appeals agreed with the City.

- The State Supreme Court said that in this instance, they weren't worried about the words, that the Statute was broader than ordinances/resolutions to include any rule or policy, just like the one in this case. They went on to say that our rule was more stringent than the vehicle Statute allowing handguns in vehicles. While acknowledging that an individual could prohibit handguns in their own vehicle, the City didn't have anywhere near the same property right to control what happened on its buses.

- The decision said that the City could not regulate firearms more stringently than State law, and to the extent that the City's policy was more stringent than State law, then it was unenforceable.

- So working with Metro, they had left the policy as it was, except where State law said it was unenforceable. Nothing in the decision required them to affirmatively change the policy; it just meant they couldn't enforce it. State law listed a whole host of different types of weapons. Metro literature didn't need to get into specifying which weapons could come on the bus or not. Administratively, it was just easier to say that if they were allowed by state law, they were allowed.

- If drivers had a concern and didn't know how to respond, they could always call dispatch or MPD to sort things out.

- The decision was specific to buses and vehicles. The case when it was brought, also challenged Metro's ability to prohibit weapons at Transfer Points and bus shelters. The City had argued that the Statute specifically gave them the ability to prohibit at buildings, and these by definition, were buildings. They won this argument at the Circuit Court level, and it wasn't appealed. So, the City wasn't planning to remove the notices at the Transfer Points and shelters.

[Please note: Being 6 PM, the meeting proceeded to Agenda Item I.1., the Public Hearing. Johnson left the meeting at this point. After the Hearing ended, the resumed here, to continue discussion where it had left off.]

- Re: levels of enforcement and staff actions related to guns: Over the past two years, there had been only a few incidents with weapons on buses (some on school routes), involving a knife, ammo, a flare gun and a couple of fake/BB guns. There had been no incidents involving an actual gun.

[Please note: Kemble left the meeting at this point, at 6:46 PM.]

- All service dogs were allowed on buses.
- Verbal fighting was treated the same way as physical fighting. Action was taken on both by communicating to the school or police department.
- An edit had been made in a different part of the Rules, to say that Segways used as a mobility device could be brought onboard.

Golden asked that any incidents with weapons on school buses be reported to the TPC, as a way to inform the public. Kovich suggested that the language (in bullet 3) related to fencing foils, be clarified. Staff said they would do an info presentation about the entire Rules of Conduct for Commission review at some future meeting. Members and Kamp thanked Strange for his vigorous defense of the original policy and his efforts to communicate with supervisors/Teamsters on this issue.

Bigelow/Zellers made a motion to approve the revised Rules of Conduct, to say "as allowed by State law". The motion passed by voice vote/other.

G.5. [46436](#)

Authorizing the Transit General Manager to file an application for a Section 5307, public transit capital, capital maintenance, and capital planning grant with U.S. Department of Transportation and authorizing the Mayor and the City Clerk to execute the associated grant agreement with USDOT and the associated 13 (c) agreement with Teamsters Local No. 695.

Items G.5. through G.8. were combined for action in one motion. A motion was made by Bigelow, seconded by Kovich, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by voice vote/other.

G.6. [46438](#)

Authorizing the Transit General Manager to file an application for a Section 5307, public transit capital, capital maintenance, and capital planning grant with U.S. Department of Transportation and authorizing the Mayor and the City Clerk to execute the associated grant agreement with USDOT and the associated 13 (c) agreement with Teamsters Local No. 695.

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

G.7. [46439](#)

Authorizing the Transit General Manager to file an application for a Section 5337 State of Good Repair and Section 5339 Bus and Bus Facilities Formula Super Grant with U.S. Department of Transportation and authorizing the Mayor and the City Clerk to execute the associated grant agreement with USDOT and the associated 13 (c) agreement with Teamsters Local No. 695.

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

G.8. [46440](#)

Authorizing the Transit General Manager to file an application for a Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program Grant with U.S. Department of Transportation and authorizing the Mayor and the City Clerk to execute the associated grant agreement with USDOT and the associated 13 (c) agreement with Teamsters Local No. 695, approving the associated Program Management and Recipient Coordination Plan and

authorizing Metro Transit to pass through funding as approved in the Program of Projects.

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

G.9. [46441](#)

Authorizing the Mayor and the City Clerk to enter into this First Amendment to the 2017 Service Agreement for MA Waiver Rides Between the City of Madison and Dane County.

Kamp said the resolution would allow a mid-year adjustment, per a 2016 Audit recommendation. A motion was made by Kovich, seconded by Tolmie, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by voice vote/other. [The meeting proceeded to Agenda Item I.1.]

H. 6:00 PM - PUBLIC HEARING: To hear public comment on proposed targeted Metro service changes, effective August 27, 2017.

H.1. [46741](#)

Metro: Public Hearing on proposed targeted service changes, effective August 27, 2017 - TPC 04.12.17

Metro Transit Planning and Scheduling Manager Drew Beck reviewed the service changes and maps contained in the Hearing Notice and "Proposed August Service Updates" document attached. (See also the attached excerpt from the March TPC, for more details about the changes.) Staff answered questions.

- Changes to Route 59 had been requested by Fitchburg.
- Allied Drive-Red Arrow-Crescent area would continue to be served by Route 18. People in the neighborhood could take Route 18 to WTP, and with a timed transfer, take the Route 59 down to Target/Hyvee. Staff would provide a map to show what remained on Allied Drive (i.e., Route 18 and 19); to see if Madison service might need to be increased.
- Alder Cheeks had been informed of the changes on Route 59. A public hearing was held before the Fitchburg TTC as well.
- Among "Additional Changes", the new bus stop/transfer opportunities would be shown with circles on the maps.
- Updated feedback had been provided to members (attached). This would continue to be updated and provided for the May meeting. A bubble map would also be provided.

Registrants were called to speak. [Registration slips attached.]

1) Michael Goodman, Maple Wood Lane, 53704, spoke in support of all the changes, which made sense. They eliminated zig-zagging roads and the need to differentiate between AM and PM directions. He liked that Route 2 would stop on Aberg Avenue at Sherman vs. having to wait at at the North TP (esp. when deserted or during winter). It would reduce confusion and save time. This was also true for Routes 28 and 14. Route 14 would be more consistent; and streets being eliminated didn't have a lot of riders. Moving Route 57 to Hammersley Road made sense, since stops on Brookwood and Piping Rock were very dark.

2) Alder Barbara Harrington-McKinney, expressed concern that she was not informed about the changes to Epic Routes affecting District 1. She scheduled

a meeting with Epic to discuss transportation, community engagement and building bridges. She would have had that meeting with Epic without knowing about this proposal. Being in the midst of the Comprehensive Plan process and as alder, she would have liked to have known about the changes (which looked great), to make sure residents in that area were informed. As Alder, responsible for this communication, she wondered at what point alders were brought into the process; and if not brought into the process, why? These changes were in the heart of her district. She was disappointed and hoped this issue would be addressed. Kamp noted that staff always tried to contact alders in areas affected by service changes. He apologized. Since Route was funded by Epic, staff may have overlooked that the proposed changes fell in District 1. Kamp said they would not make this mistake again.

3) Derwin Leigh, E. Main Street, 53703, spoke in support of the changes to Routes 2 and 28, but felt that safe crosswalks should be considered for Sherman/Roth and Aberg/Huxley, to get to bus stops there. He also supported the changes to Routes 72 and 74 esp. since he had often heard people ask where they were going. Apart from that, with detours to the outer ring of the Square (due to construction, events, etc.), he hoped that temporary shelters and/or places to sit could be installed there. He also hoped that Metro would check with people with accessibility issues, when they moved routes. Even two blocks further could be difficult for them. When asked about moving bus routes to the outer ring on a permanent basis, Leigh said that would be okay, as long as some amenities were provided, as mentioned.

4) Kevin Davidson, Bartels Street, 53716, representing SPi on Argosy Court, spoke in support of changes to Route 35, to add transit support to the Atlas Avenue industrial park. They appreciated that Metro had worked with them to get this proposal put together. Their business employed 200 people, and would be growing to 350 by mid-2018. In a poll, 55 employees had said they would take advantage of this immediately. Many of their employees relied on the Metro Transit. The closet stop was the East TP, which was a 20-minute walk, very difficult to do in the winter. They were open from 10 AM to midnight, with 5-6 shifts throughout the day. They would take advantage of AM and PM service proposed.

5) Jonathan Mertzig, Odana Road, 53711, representing Epic Transit Improvement Council (grass roots employee group), spoke in support of change to Route 55, which would provide punctuality and predictable connections, and add service to some neighborhoods, inc. Hawks Landing. Employees were mostly positive about the change, and only heard a few concerns about timing for making some connections. Overall, this would be a significant improvement. Personally, he supported more stops at Whitney and Odana; and also the simplification of Routes 72 and 73 in Middleton.

6) Joseph Jilek, Stonecreek Drive, 53719, spoke in opposition, and proposed other options for Routes 56 and 57 south of McKee. He commuted from the far westside to the far northeast side. He lived at Stonecreek and East Pass. People used this area as a Park and Ride. He wondered if a stop could be located at Tanglewood and McKee for 56 or 57. He also wondered about crossing McKee at Country Grove. Staff said they would look at these suggestions.

7) Sara White, W. Wilson Street, 53703, neither supported/opposed, but wanted Metro to consider people with disabilities when they relocated routes/stops.

8) Bruce Allen, Raymond Road, 53711, spoke in favor of the Route 18 connecting directly with the West TP like it used to, with a stop at Whitney and Raymond; rather than having to take the Route 50 to get to the WTP, in order to get to the South TP to get to work in Monona.

Having no other registrants, Poulson closed the Public Hearing, and noted that per TPC Rules and Procedures, deliberation on the proposed route changes would take place at the May meeting. [Please note: The meeting returned to Agenda Item G. 4.]

I. INFORMATIONAL ITEMS

I.1. [46740](#) Metro: Update on Nakoosa Trail Satellite Garage - TPC 04.12.17

[Please note: This item followed Agenda Item G.9.] Kamp said the resolution and other documents (attached) were being provided to give members a preview of what would be brought back for action in May. The resolution would allow them to proceed with the first phase of engineering and design for the Nakoosa Trail satellite garage. The documents included budget info and a diagram. Kamp encouraged members to contact staff if they had questions.

When asked how smaller buses would be prioritized, Kamp said their focus would be a 40-foot and articulated buses because of overcrowding. But at a future time, they would look at purchasing some smaller vehicles for certain service areas such as Owl Creek. The challenge with that was buses were used everywhere. Regarding the potential for solar energy to provide electricity for facilities as well as to recharge electric buses at some point, Kamp said Facilities Management was looking at solar panels for both E. Washington and Nakoosa.

**J. REPORTS OF OTHER COMMITTEES - for information only; no action required.
(Most recent meeting minutes electronically attached, if available)**

[07828](#) ADA Transit Subcommittee
Contracted Service Oversight Subcommittee
Parking Council for People with Disabilities
Long Range Transportation Planning Committee
Joint Southeast Campus Area Committee
Madison Area Transportation Planning Board (MPO)
Ad Hoc Metro Paratransit Medicaid Waiver Funding & Policy Review Committee

**K. ANNOUNCEMENTS AND FUTURE AGENDA ITEMS
(For information only; not for discussion)**

K.1. General announcements by Chair

Poulson and staff reminded members to hold on to the various TORC-related

materials that had been distributed over the course of the March and April meetings, for discussion at the May meeting. The status of Poulson's recommendation to appoint Golden to CSOS wasn't yet known.

K.2. Commission member suggestions for items on future agendas

None.

ADJOURNMENT

A motion was made by Bigelow, seconded by Tolmie, to Adjourn at 6:57 PM.
The motion passed by voice vote/other.