



# 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](http://www.madisoncitychannel.com).**

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Tuesday, May 12, 2009

5:00 PM

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

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### A. CALL TO ORDER/ROLL CALL AND INTRODUCTIONS

The meeting was called to order at 5:07 PM. Introductions were made.

Present: 11 -

Brian L. Solomon; Chris Schmidt; Jed Sanborn; Carl D. DuRocher;  
Amanda F. White; Gary L. Poulson; Duane F. Hinz; Susan M. Schmitz;  
Kenneth M. Streit; Sharon L. McCabe and Margaret Bergamini

Sanborn arrived at 5:11 PM, and Solomon arrived at 5:15 PM, before action was taken on the Minutes.

### B. APPROVAL OF MINUTES

A motion was made by Streit, seconded by Hinz, to Approve the Minutes of the April 14, 2009 meeting. The motion passed by the following vote:

Ayes: 8 -

Brian L. Solomon; Jed Sanborn; Amanda F. White; Gary L. Poulson;  
Duane F. Hinz; Kenneth M. Streit; Sharon L. McCabe and Margaret Bergamini

Abstentions: 2 -

Chris Schmidt and Susan M. Schmitz

Non Voting: 1 -

Carl D. DuRocher

### C. PUBLIC APPEARANCES - None.

### D. TRANSIT AND PARKING QUARTERLY REPORTS

#### D.1. [14665](#)

Parking: March 2009 Revenue and April Activity Report - TPC 05.12.09

Bill Knobloch of Parking highlighted the following items in the report:

- YTD revenue was slightly down by 1.3% from 2008, and below budget by 2.1%.
- Notably, construction-related revenue was down by 34.7% = \$24.4K; and cashiered parking revenues were down by 2.4% = \$39.3K, with State Street Campus ramps down \$19.9K YTD from 2008 (and \$29K off budget).
- However, on-street revenue increased by \$25K over 2008, due in part to fewer

snow emergencies this year.

- All but two ramps had slightly lower occupancy rates; occupancy was up at Cap Square North and Gov East, as well as Brayton Lot, and down elsewhere (inc. State Street Campus, State Street Capitol and Overture), following previous trends.
- The number of people on waiting lists rose dramatically between 2006 and 2008, and remained higher in 2009 than in 2006; people continue to desire the convenience of a monthly pass; some pass holders may "bail" after rate increases in June, but probably not too many.
- Plans for installation of multi-space meters were proceeding; the new machines would accept coins, debit and credit cards, but not dollar bills, which were notorious for jamming up machines; capability for "smart cards" was being investigated.
- YTD revenues were not a lot behind 2008--just 1.25%.

Solomon/Schmitz moved to receive the report. The motion passed by voice vote/other.

D.2. [14655](#)

Metro YTD Performance Indicator Reports and Other Quarterly Updates - TPC 05.12.09

Looking at 1st Quarter Fixed Route, 2009 vs. 2008, Chuck Kamp of Madison Metro pointed out the following:

- Ratios of Passenger Revenue/Operating Cost and of Passenger Revenue/Total Passenger Trips had improved from 2006 to 2008 and to 2009.
- With higher fuel costs, Operating Cost/Revenue Hour had gone up 23% from 2006 to 2009; however Operating Cost/Passenger Trip had dropped from \$2.92 in 2006 to \$2.80 in 2009, far below the 2006 peer average of \$3.97.
- Though expenses were going up, ridership was going up faster; Trips/Revenue Hour had increased from 32.90 in 2006 to 41.39 in 2009 -- a 26% increase.
- 2009 number for YTD Miles per Road Call was similar to 2006; much improved from 2008, which had more severe winter weather.
- Winter weather in 2008 also explained the higher number of customer complaints and compliments in 2008 than in 2009.
- The slight increase in Miles and Hours of Service was probably due to changes made to Route 6 at mid-year 2008, following public hearings.
- Ridership had increased 287,468 through March -- a 8.1% increase that was related to MMSD spring break falling in March 2008 vs. April 2009; tentative figures through April indicated ridership increasing by 6.4% YTD, similar to previous trends.
- Accidents were down significantly, probably due to better winter weather.
- Staff continued refining the types of accidents: "Chargeable" meant employee was primarily responsible, "non-chargeable" meant the other driver was responsible, and "preventable" meant employee was partly responsible.
- Road calls were down, again due to weather.
- In the first three months of 2009, monthly ridership was higher than all previous 13 years.
- Ridership without UW routes was up 5.9%.
- Productivity was highest on UW Route 80 at 118.86 rides/hr, and was lowest on the new American Center Route 26 at 3.97 rides/hr, which probably needed time to build; the highest percentage growth in productivity was on Verona (Epic) Route 55 at 48.6%, with the second highest on UW-ETP-Heistand Route 9-33 at 43.8%.
- Staff continued to monitor counts being taken by drivers on UW routes.

Turning to Paratransit YTD stats for 2009 vs. 2008, Kamp noted the following:

- The ratios of revenue/cost and of cost/trip (up .4%) were relatively unchanged; the Paratransit Manager monitored paratransit providers and contracts closely to control costs.
- With a better winter, total trips were up 7% and rides cancelled were down 9%.
- There had been an increase in trips and shift to Metro Direct, Transit Solutions and Badger Bus; soon Capitol Express would be added to this list of providers; typical of transitions to new providers, there were a few more complaints/suggestions, but overall things had gone very smoothly.
- On-time performance was comparable to last year, and system average remained within desirable range of 90-95%.
- Passenger and vehicle accidents were down, and inspections were on schedule; overall paratransit statistics were in good shape.
- Already, two of the first three months in 2009 had record highs in ridership.

Regarding Year to Year Fixed Route Ridership and Revenue Comparison between 2007 and 2008, Kamp commented that the detail in this report would be important to track starting in the 2nd Quarter, following recent rate changes. He observed the following:

- Cumulative ridership increased 6% from 12.6 million to 13.4 million.
- Ridership in the category of "Cash, cards and passes" grew 5% from 3.3 million to 3.5.
- Ridership in the category of EZ Rider passes grew 16% from 1.4 million to 1.6 million.
- Ridership in the category of Unlimited ride passes grew 9% from 4.3 million to 4.7 million.
- "Cash, cards and passes" grew by a smaller percentage than the "Cumulative" by virtue of the growth in ridership for EZ Rider and Unlimited ride passes.
- With an increase of just 4% in "Transfers" (from 995,880 to 1,032,654), clearly ridership was up due to an increase in new and net ridership.
- Well over half of the EZ Rider passes were provided by the Madison Metro Schools to indigent students. While costs for EZ Rider passes had increased for non-indigent students, the cost to MMSD for these passes had stuck to a schedule contracted in 2005; but starting next school year, MMSD would be paying the standard rate.

Kamp then talked about Hybrid/Diesel comparisons for the 1st Quarter, with a continuing strong performance for the hybrids:

- Campus gas mileage for hybrids was 33% better than for diesels (4.99 vs. 3.75 mpg).
- Non-campus gas mileage for hybrids was 24% better than for diesels (5.57 vs. 4.48 mpg).

Kamp also mentioned that due to the urgency in applying for federal stimulus funding, updated prices from Gillig, and new EPA engine standards for heavy duty vehicles in 2010, Metro will be purchasing 15 rather than 18 new hybrids. Kamp later said that a report could be provided on a regular basis (like the one presented by Ann Gullickson at the April meeting), which discussed hybrids in terms of emissions, purchase price, maintenance cost, and fuel economy.

Turning to the Customer Feedback report, Kamp remarked that Metro was

working on ways to identify situations for which they were responsible and those for which they were not, and reporting them as such. For example, GPS data could help identify those times when buses really were early or late, and when they were not; cameras were also helpful in assigning responsibility.

Customer Feedback stats for the 1st Quarter YTD showed:

- Total comments in all areas went from 987 in 2008 to 957 in 2009, up substantially from either 2006 or 2007.
- Total comments in fixed route dropped from 653 last year to 535 this year.
- For fixed routes, complaints notably dropped re: late buses from 71 to 40, and re: unsafe situations from 38 to 16.
- However, comments re: driving behavior rose from 35 to 61, and re: buses arriving early from 47 to 77.
- Total comments for Paratransit rose from 142 to 237, driven by the changeover and shift to new providers, which should level off in time.

Wayne Block, Metro's Finance Manager, joined Kamp to discuss the Financial Performance Reports comparing 2007 and 2008, and YTD through March for 2008 and 2009. Kamp and Block noted the following:

- Fuel costs in 2008 increased by \$1 million over 2007, and exceeded budget by the same amount.
- Metro ended up using \$254,973 of its reserves to cover this expense.
- The remainder of the fuel costs was made up by increased revenues and reduced expenses in the following areas:
  - \* \$79K over budget in "Cash, Tickets, Passes" (=\$200K or +4% over 2007).
  - \* \$225.8K over budget in "Unlimited Ride Passes" (=\$345K or +9% over 2007).
  - \* "County Revenue" from increase in rides attributed to MA waiver program and from a percentage increase in the amount of the total cost/trip that the County reimbursed Metro.
  - \* Total labor costs were \$473K under budget; had fewer drivers than needed and more OT (esp. in 1st Qtr 2008).

Block highlighted the following items in the 1st Quarter 2009 Financials:

- . Reserves were up \$207,798, largely because labor and fuel costs were under budget.
- . Revenue for "Cash, Tickets, Passes" was under budget and below 1st Qtr 2008; probably related to fewer youth tickets and youth cash fares, which however was balanced out by more school passes.
- . Also, rate increases were budgeted to begin in March, but began in April.
- . Revenue for "Unlimited Ride Passes" continued to accelerate, up 15% from 2008, with some increases with larger having taken effect in September 2008.

Block explained that ad revenues were based on a percentage split between Adams and Metro, as well as on a guaranteed minimum amount. If Adams didn't sell above that amount, Metro got to keep the guaranteed amount. Last year, ads did not reach the guaranteed level, and Metro actually received more through the guarantee than they would have received through a percentage split. For 2009, in order to continue the contract with Adams, the guaranteed level was reduced from \$350K to \$300K, with \$75K budgeted for each quarter. Though actual ad revenues for the first quarter came in below budget, sales had recently picked up, and it was possible that ad revenues would exceed the guaranteed amount by year-end.

Block went on to talk about the Management Performance Audit's Functional

Area Review of Metro's Finance Unit. Block was pleased that the report highlighted how the Accountant 3 served as the Grants Manager. With grants being a large part of Metro's revenue stream, this person performed an important service to Metro by managing the grants so well. The report also mentioned the impact on Metro's budget and revenues of the delay in implementing the fare increase, and made a recommendation to address this. It recommended as well that a more stable funding mechanism be developed for regional service, since the current system for charging partnering communities was flawed and wouldn't be a viable solution into the future.

Block then noted the following recommendations and conclusions in the Finance portion of the Review:

- Re: prior-year recommendation about the outdated accounting software system, the City was currently out to bid for an Enterprise Resource Planning software package, which should help address all of Metro's database issues.
- Metro needed to articulate a long-range strategic vision to guide their capital plan.
- While having no problems currently, Metro should consider conducting a full security audit of revenue handling because of the potential risk involved with the volume of money handled on a daily basis.

Turning to the Management Performance Audit's Functional Area Review of Metro's Planning and Scheduling Unit, Kamp pointed out a recommendation that a succession plan be created to replace the current Scheduler once the position becomes vacant, to assure continuity in this function. He said that Metro had recently started the process of revising an existing position to include tasks and assignments (similar to a past position) that would help move towards this.

Drew Beck, Metro's Acting Planning and Scheduling Manager, said he was pleased to see how well the Unit had come out in the audit, and discussed the recommendations. He had long wished that Metro had more staff time and resources to devote to data collection, data analysis and reporting, and was happy to see the audit focus on the need to expand data management. He strongly agreed with the need to develop a succession plan for the Scheduler position.

In response to a question from Bergamini, Kamp said the MPA would certainly serve as a guide for developing Metro's upcoming operating and capital budgets. Metro especially recognized the need for additional data analysis and timely reporting, and the staff to accomplish this. Bergamini suggested that, in order to go beyond year-to-year planning to a medium or long-term planning process, Metro should look at putting together a budget plan that would lay out steps to implement the specific audit recommendations for staffing and technology.

Poulson/Solomon made a motion to receive Metro Quarterly Reports. The motion passed by voice vote/other.

## E. UNFINISHED BUSINESS ITEMS

- E.1. [14634](#) TPC Resolution No. 16-9, memorializing action taken on Parking Utility Rate Changes, effective June 1, 2009 - TPC 05.12.09

A motion was made by Streit, seconded by Hinz, to adopt TPC Resolution No. 16-9, memorializing previous TPC actions regarding the Parking Utility rate changes, effective June 1, 2009. The motion passed by voice vote/other.

E.2. [14635](#)

Update on progress of Downtown Plan and a comprehensive multi-modal transportation and parking design - Brad Murphy, Planning - TPC 05.12.09

David Knuti, 615 W. Main Street, #301, 53703, representing Madison Peak Oil Group and Madison Area Bus Advocates, appeared before the group. [Please note: An electronic or hard copy of Knuti's written statement may be obtained by contacting Anne Benishek-Clark, 267-8751.] Knuti talked about the need to make provisions for an intercity bus station with intermodal connections, especially in view of plans to demolish the centrally located Badger Bus terminal, at a time when the community could see greatly expanded mass transit (with intercity rail and buses, and commuter rail). Knuti felt that an intermodal transportation plan for the central city would help address issues like this.

Brad Murphy, Director of the City's Planning Division, discussed the status of the Downtown Plan. A public meeting about preliminary plan concepts was held in April. About 125 people attended to discuss various plan alternatives, choices that would need to be made, and issues that would need to be resolved prior to preparing final recommendations for the Plan.

Murphy displayed a series of maps (also found on the Planning website) that identified different areas of the downtown and preliminary recommendations in terms of:

- Character districts, identified as primarily residential or as mixed-use districts, and some special areas overlaying them, like the Broom Street corridor, the Kohl Center area, Wilson Street governmental area and more.
- Appropriate building heights suggested within each character district, esp. around the Capitol based on Capitol view preservation limits.
- Areas of emphasis, where changes were likely to occur within next 20-30 years, with suggested scale and massing for these areas (either to preserve existing and rehab, or to redevelop with intensify density) ; and where streetscape improvements were needed, such as the Outer Loop, to enhance appearance and ped/bike functionality.

Murphy then presented a "transportation" map that reflected a compilation of input from public meetings since 2008, as follows:

- New pedestrian enhancements, corridors and connectors (inc. along Lake Mendota, between Law Park and downtown, between East Campus Mall and Brittingham Park, and more).
- New circulators (such as one which grew out of streetcar study) -- with mode(s) yet to be identified.
- Priority streetscape enhancements (such as Langdon, the Outer Loop, King Street).
- Possible conversions of one-way streets to two-way streets (such as Bassett/Broom pairing, or Wilson Street), which could be evaluated as part of a follow-up study, if funding were available.
- Possible intersection improvements (such as John Nolen/Wilson, W. Washington/Regent).

Murphy said that the 02/23/09 Downtown Coordinating Committee letter

reinforced the idea that the Downtown Plan be looked at as a way to kick off a larger transportation planning initiative for Central Madison, and that it (along with the East Capitol Gateway and the Tenney-Lapham plans, recommending such a study) be used to identify some of the major issues that should be addressed.

Responding to questions, Murphy said:

- The final plan will include goals, objectives and policies (as also contained in the Comprehensive Plan and guided by the Downtown Advisory Report) for evaluation by policy makers and participants.
- It will also contain more specific recommendation for land use, for scale and massing that will guide additional public and private investment and development in the downtown.
- Additional follow-up work might be expected to implement the recommendations; for example, to use land use and scale/massing recommendations for developing new zoning code and zoning districts.

Regarding the call by DCC and some neighborhoods for a comprehensive multi-modal transportation plan for the central city, the transportation element of the Downtown Plan wouldn't be as specific as it might have been, had staff been able to focus additional time, attention and resources on it. And the boundaries of the Plan did not cover an area extending east/west as broad as those some would call the "central city". However, the Plan would contain some recommendations to help provide direction for such a follow-up study, depending on whether they survive the evaluation process.

When asked, Murphy wasn't sure that the Downtown Plan could address the loss of the downtown bus station specifically; and thought that planning generally for a multi-modal transportation station/terminal downtown could be part of a follow-up study. Pointing to an (oval) area near the Kohl Center and the old train station identified in the Downtown Plan as a possible location for a multi-modal transportation station/terminal, Murphy said that a regional bike path and a major intersection of two primary streets leading to downtown was also found there.

So the question of locating an intercity bus station in the area would need to be evaluated, as would possible station locations for commuter and/or intercity rail (whether downtown, near downtown, or at the airport). Murphy commented that these options and others -- like converting one-way streets to two-way -- would change the circulation system, and needed careful study and evaluation before jumping into them. Murphy concluded by saying that, yes, the Downtown Plan could serve as a stepping stone toward getting into that study in a major way.

Hinz reported that at its last meeting, the Madison Planning Organization decided to send a letter (to the Governor, the UW, and others) to try to tie concerns about the loss of the downtown bus station into any work on the intercity rail project, considered likely to be one of the first mass transportation efforts to be undertaken. The issue of where to locate an intercity terminal -- at the airport or downtown -- was a primary concern; and city and county agencies were taking some steps toward addressing that concern.

Because the presentation had been an informational update, no action was needed on the item.

**F. NEW BUSINESS ITEMS**

**F.1. [14643](#)**

Madison Municipal Building Development - Bill Knobloch, Parking Utility - TPC  
05.12.09

Registrants Brad Binkowski and Paul Muench of Urban Land Interests (ULI) appeared before the Commission as interested downtown stakeholders, to express support of the redevelopment of the Madison Municipal Building for a hotel and to recommend that any new parking facility be built underground. ULI's Block 89 was a good example of a structure with building elements of different heights and uses (restaurants and banks) built on top of below-grade parking.

Binkowski suggested that by combining MMB and Gov East lots and going under Pinckney street, the Parking Utility could have a 110K square-foot facility, housing 820 cars with 330 cars/level. Below-grade parking would allow building elements of different heights to be created above the parking vs. creating a 12-story wall of parking and building space above-grade. With limited land area downtown and to maintain a viable, attractive downtown, Binkowski felt the assumption that above-grade parking was the only solution needed to be challenged, and hoped they were early enough in the process to be effective.

Binkowski said that ULI had asked their architects -- Findorff -- to sketch a ramp that could potentially be developed behind MMB between the eastern edge of MMB and the eastern edge of Gov East, and provide a preliminary cost estimate. Because of the extremely large size of the footprint, Findorff's estimate came in at \$26K/stall. Conventional wisdom was that underground parking cost \$50K/stall, but Binkowski said this wasn't always true depending on the size of the footprint and the efficiency with which you build a facility. Under the new zoning code, above-ground parking facilities now needed to look like buildings. Five stories of building facade above-ground could cost a lot more than three stories of retaining wall below ground.

Binkowski felt this was a great opportunity that would be in the City's best interest: An large underground facility would drive down the cost of parking in the area, and would develop the land in a way that enhanced the downtown, bringing character and vitality to it while still preserving views. While the phasing could be a complicated process, he thought it was the right thing to consider and compare, before moving ahead on a development plan with five stories of above-grade parking.

In response to questions, Binkowski made the following comments:

- Block 89 went 53 feet and five levels below grade, which was necessary to create the ramp size they needed and was (for circulation reasons) the maximum number of levels they could go.
- Their project was very expensive, with complicated phasing to maintain operations at Walgreen's and build around the day care center.
- Using land under Pinckney, a City ramp could be built in two very large phases (360 stalls, then 460 stalls) and not go down much deeper than City was planning to at MMB.
- Findorff's cost estimate included phasing and utility relocation costs, but no land cost assumptions -- just pure construction cost.
- Block 89 went 20 feet under the water table; and because of the soil quality,



water migrates very slowly there and with drain tiles they've had no problems.

- With a 3-level ramp, water should not be an issue.

Bill Knobloch of the Parking Utility provided the following information about the proposed parking garage and MMB development:

- Parking's 2009 capital budget contained \$1.2 million in planning for this project (i.e., MMB Garage).
- The 2010 capital budget contained \$14.25 million, based on \$25K/stall times 570 stalls.
- Land cost was not included in these costs because originally Parking thought that Gov East could be swapped with MMB.
- Now Parking wasn't sure if this would happen, in which case the land cost was estimated at \$6K/stall, making the total cost \$31K/stall, which was not in the budget at this point.
- The MMB parking garage was funded regardless of hotel development.
- Parking originally considered rebuilding Gov East on the same site, which would take about 1-1/2 years to do; but found it would be catastrophic for the surrounding businesses to take this parking away without first replacing it.
- Other alternatives (like Brayton Lot) were not close enough to businesses/offices in this area to be considered a good "replacement" for Gov East; and buying other properties to tear down and build would be too costly; MMB was clearly the best location.
- The City owned Lot 88 on the MMB site and the City through the Parking Utility owned Gov East; each party expected fair market value for their respective property.
- People (inc. the Mayor) were hoping to preserve MMB, and the possibility of having the hotel restore the building would be good for the City.
- Building a garage on MMB would also allow Parking to replace Gov East before tearing it down, to avoid losing \$2 million and creating a big hole in the budget.
- Monona Terrace and the hotel needed the extra parking.
- Demand cycles were complementary: Hotel demand started growing around 4 PM and lessened in the morning, while Parking demand started in the AM and lessened in the PM; created a better fit than offices would with peak demand between 10AM-2PM.
- While underground parking provided better land use, above-ground parking was much less costly to build -- the reason so many new parking structures were above-ground.
- Estimates for \$25K/stall included all equipment and markings.
- It would be wise to investigate if underground parking was feasible or not; this had been discussed with the hotel and others, and no decision had been made.
- Initial estimates for underground parking were \$50K-54K/stall; the deeper you went, the more expensive it got.

Responding to questions, Knobloch said:

- The City would need 600 stalls (= to GE), and the hotel would need 150-200 stalls; roughly 800 total, if no other parking were added.
- Marcus had gotten estimates from two contractors, which came in close to Parking's estimates of \$25K/stall.
- Phasing would be a challenge, esp. when the middle of Pinckney Street was reached; it would be hard to run GE once the main exit on Pinckney was closed, and also to determine when Gov East should be torn down.
- It's possible that the 33% rate hike at GE will shift parkers to other locations,

which might lower the demand there somewhat, but certainly not so much to mitigate situation when GE closed.

- Offering a shuttle to commuters while GE was torn down, wouldn't be very convenient; people liked convenience and would prefer to pay for it rather than not have it; i.e., Overture was half the price of GE, and occupancy remained much lower than GE.
- Retail was always part of the plans, but how much or on what level was unclear; with truck access, the structure might look like the Risser Center.

Schmitz/Schmidt made a motion that the Parking Utility investigate the cost, phasing and availability of replacement parking (before GE was torn down), if the new parking structure at MMB were to be built with two levels of underground parking on a larger footprint.

Hinz remarked on the importance of keeping the parking below grade, in order to make better use of the land and potentially to generate more income for the City from taxes from development above grade. As a participant in this project and as the owner of the land where the new garage would be built, he hoped the City would consider this potential.

Knobeloch said that in terms of the planning process, Parking was still in a position to be able to get a cost estimate for the underground proposal. He pointed out underground parking could alter the cost of the City's parking component, depending on what might be built on the GE site; for example, a City office building at GE might create a demand for 400 more parking spaces, which would require going further underground, making the cost much higher. What would be the net gain for the City? Hinz later commented that he was thinking in terms of any above-ground development at GE being private.

Solomon added a friendly amendment that Parking's analysis would show what it would take to make an underground parking garage possible. Hinz agreed, and wanted Parking to look at every possibility to make it (underground parking) work. Schmidt felt that with the large footprint of GE and MMB, the City had an opportunity that it shouldn't pass up, even if future uses at GE required more parking later. He also noted that some newer ramps at Hilldale and UW were built above ground partly because they sat on swampland -- not an issue here. The motion passed unanimously by voice vote/other.

**F.2.**     [14639](#)

Metro: Proposed service improvements planned for August 2009, with public hearing to be held at June 9, 2009 TPC meeting - TPC 05.12.09

**Kamp discussed the items on the summary of the proposed service improvements and cost estimates:**

- Route 10 was being reinstated in response to public hearing comments; would connect the Isthmus to the UW bypassing the Capitol; would provide off-peak service on weekdays.
- Additional buses were being added to Route 18 to return to the number of trips provided prior to October 5, 2008.
- Route 20 would provide service a half hour earlier to the Airport and MATC, hopefully to fill a gap.
- With 25% increases in ridership to MATC each of the last two years, Route 34 will improve direct service from ETP to MATC during peak hours.
- Corridor improvements to reduce overcrowding on bus routes as listed.
- Through route combinations, Route 7 was being improved without any

additional cost or trimming any service.

Metro hoped that a hearing could held and action could be taken at the June 9th meeting, so that the improvements could be implemented in August. The cost of these service for 2009 would \$130K, and \$390 annually thereafter. Mindful of approaching 2010 budget issues, Metro would be able to cover the cost of these improvements through approved fare and unlimited pass contract increases without any additional tax dollars. Though more than the \$150K listed in 2009 budget, Metro felt that these changes would provide core service improvements to address gaps in service and overcrowding.

When asked, Kamp said that the State's operating subsidy was originally proposed to be +2% each year of the biennium, but with the State's budget shortfall and cuts, it wasn't clear what would be available; Metro had budgeted a flat level for 2009.

Schmidt/Streit moved to set the date for the public hearing on service improvements for the regular meeting on June 9, 2009, with an informational presentation by Metro prior to the hearing and possible TPC action following. Having originally supported a fare increase and having been less pessimistic about ridership, Hinz expressed support for the proposed route extensions and for holding the hearing in June.

Colin Conn of Metro clarified the changes to Route 7: Due to changes a couple of years ago, the route had been pulling in late for transfers at the WTP, causing a half hour delay on weekends. The proposal redesigned a low-utilized Route 68 and stripped away some route that was redundantly served, which saved route miles and freed up recovery time for the driver. This proposal was a functional change vs. the other proposals, which were true enhancements designed to improve the system particularly during rush hours.

Kamp said that Metro was in the process of preparing a narrative explaining the changes, to be made available ahead of the hearing in flyers on the buses. Solomon wondered if a thorough analysis of the transfer points should be made to see if changes were needed. Kamp said that Metro's five-year transit development plan had just been started, in which this issue would be explored along with other related issues, as recommended by the Long-Range Transit Planning Committee.

Bergamini asked that a budget analysis be provided, taking into account the additional cost of these improvements, the uncertain level of State subsidies, and the impact of the rate increases. As much as she liked the idea of adding service back on the street, she hoped it wouldn't have to cut back later if it couldn't be sustained. Kamp said that a financial summary would be provided, and added that the locked-in diesel rate for next year should help with the budget crisis.

The motion passed by voice vote/other.

**F.3.**     [14295](#)

SECOND SUBSTITUTE - Creating a Low-Income Bus Pass Program Committee.

Ray Harmon of the Mayor's Office noted that after the Commission acted on the item, it would return to the Council for consideration. He said that a meeting had been held with interested participants, who discussed how they

would monitor the data. Metro would staff the Committee. Harmon suggested that a second member of TPC could be added to the membership of the committee by creating a second substitute, if the Commission so desired.

A motion was made by Streit, seconded by Hinz, to RECOMMEND TO COUNCIL WITH THE FOLLOWING RECOMMENDATIONS - REPORT OF OFFICER: Recommend to the Council to Adopt Second Substitute (Version 3), to add a second member of the Transit and Parking Commission to the Committee. The motion passed by voice vote/other.

F.4. [14260](#)

Authorizing the Mayor and City clerk to enter into an agreement with Capitol Express Transportation for the purpose of providing Complementary Paratransit Services to Metro Transit for a term of two years ending December 31, 2010.

Durocher expressed support for the agreement with Capitol Express Transportation because it added one more contractor to the list of paratransit subcontractors, and having more local vendors was better for the City in terms of sustaining available capacity and negotiations.

A motion was made by White, 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

No action was needed on these items.

H. **H. ANNOUNCEMENTS AND FUTURE AGENDA ITEMS**

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

The Long-Range Transportation Committee was scheduling a joint meeting with the TPC and the Pedestrian/Bicycle/Motor Vehicle Commission on Thursday, June 18, 2009, to review the Stoughton Road project (Terminal Drive-STH 19) and the Draft Environmental Impact Statement process. WisDOT personnel would be on hand to present the alternatives and DEIS process.

Kamp mentioned a letter and resolution from the City of Fitchburg, approving 2009 funding for the addition of Route 59, which would be implemented in the August service expansion. The new route would parallel most of the Route 53 weekday service and would provide 17-hour/day service on weekends to several areas in Fitchburg. A copy of the letter and resolution would be forwarded to members.

H.2. Commission member items for future agendas - None.

**ADJOURNMENT**

A motion was made by Schmitz, seconded by Solomon, to Adjourn at 8:15 PM.  
The motion passed by voice vote/other.