



City of Madison

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

Meeting Minutes - Approved TRANSIT AND PARKING COMMISSION

Tuesday, February 12, 2008

5:00 PM

Room LL110, Madison Municipal Building
215 Martin Luther King, Jr. Blvd.
(After 6 PM, use Doty St. entrance.)

PLEASE NOTE: Items are reported in Agenda order.

A. CALL TO ORDER/ROLL CALL

The meeting was called to order at 5:05 PM.

Present: 7 -

Brian L. Solomon; Robbie Webber; Carl D. Durocher; Gary Poulson; Sharon L. McCabe; Kenneth M. Streit and Duane F. Hinz

Absent: 2 -

Jed Sanborn and Tim Wong

Excused: 2 -

Amanda F. White and Kevin L. Hoag

Staff Present: Chuck Kamp, Jason Puls, John Stadler of Madison Metro; Bill Knobeloch, Parking Utility

B. APPROVAL OF MINUTES

A motion was made by Hinz, seconded by Poulson, to approve the Minutes. Durocher pointed out that he was reported to have voted aye on Items G.1. and G.8., but in fact, as Chair, he was non-voting. The Recording Secretary said she would look into this, and amend the Minutes to reflect this correction. The motion to approve the Minutes as amended passed by voice vote/other.

C. PUBLIC APPEARANCES - None.

D. TRANSIT AND PARKING REPORTS

A Roll Call is shown here to reflect that Sanborn arrived at 5:14 PM and Wong arrived at 5:16 PM, during discussion of Item D.1.

Present: 9 -

Brian L. Solomon; Robbie Webber; Jed Sanborn; Carl D. Durocher; Gary Poulson; Tim Wong; Sharon L. McCabe; Kenneth M. Streit and Duane F. Hinz

Excused: 2 -

Amanda F. White and Kevin L. Hoag

D.1. [09130](#)

Parking: January 2008 Revenue and December Activity Report - TPC 02.12.08

Knobeloch stated that though unaudited, this month's report pretty much reflected year-end revenue results. Noting that December was a record snow month, he said that \$474K more was generated in 2007 than in 2006; with \$400K more than budgeted due to conservative budget model and a couple of additional business days. He felt that in all it was a good year.

Looking at Page 2 – Occupancy, Knobeloch pointed out that there were no weekday hours in December 2006 or 2007, where State Street Cap, Overture or Cap Square North were “full” (i.e., at +90% occupancy); there were a few hours where Gov East and State Street Campus were “full”. On an hour-by-hour basis, in December, there was only one hour at Overture when it was actually full; and State Street Cap was never full. He said that he would bring these results again to the next meeting, for discussion about the monthly premium pass.

[Please note: Sanborn arrived at this point in the meeting.]

Knobeloch noted occupancy percentages for Buckeye Lot, which was rarely full. Evening occupancy at Gov East had dropped between 2006 and 2007 because the old Majestic was active in 2006. He felt the new Majestic would improve Gov East occupancy in years to come. Looking at Enforcement and Usage, there was not a lot of difference in percentages between 2006 and 2007 for Compliance Rates, Meters Occupied but Expired, and Vacant Meters. However, the Enforcement Rate (% of Expired Meters that received tickets) dropped from 26% in 2006 to 17% in 2007, and Knobeloch wasn't sure why. He said that surveyors from the Parking Utility (not from MPD) tracked these Enforcement Rates, and that Parking Enforcement used this information from Parking for their “report card”.

[Please note: Wong arrived at this point in the meeting.]

Looking at Page 3 – Waiting List Statistics, the number of people on the lists doubled between 2006 and 2007. Knobeloch said that it could take someone up to two years to reach the top of the list at Gov East, because the number of monthly spaces there is a small percentage of the total spaces there. Regarding Page A – Revenues Actual vs. Budget, revenues were at 4% above budget (\$403K), with certain facilities predictably above budget: For example, Gov East at 17% above budget (\$193K) on-street meters like Cap Square meters at 26% above (\$10K), and like Monroe Street meters at 79% above (\$36K). On Page B – Revenues 2007 vs. 2006, Gov East was 11% higher (\$135K); Overture was -6% (\$47K less), not a popular ramp regardless of low price; Evergreen Lot (24 spaces by Trader Joe's) was 234% higher; on-street meters in Campus Area were 8% higher (\$21K), and Monroe Area (one block past Trader Joe's to Regent) were 70% higher (\$28K). Total revenues were up 5% over last year (\$474K).

Looking at Page C – Average Weekday Occupancy Dec. 2006 vs. Dec. 2007 and noting record snow month, Brayton Lot (most used facility in system with 154 spaces) continued to have (near perfect) 84% occupancy. Cap Square North rose from 50 to 57%, probably due to snow; Gov East rose from 81 to 88%; Overture dropped from 50 to 47%; State Street Cap rose from 51 to 54% (does well when MATC in session). On Pages D-1 and D-2 – Occupancy 2007 vs. 2006, all City lots had higher percentages in October and November 2007, but lower in December, probably because people moved into the ramps due to snow (Dec. ramp occupancy was 75% vs. 70%). When looking at these three months for total streets, lots and ramps, there was not a lot of change between 2007 and 2006.

Knobeloch responded to questions. He said that Page(s) D showed vacant spaces (vs. occupied spaces), to reflect the importance of having a certain number of vacant spaces, as long as this number didn't get too big. Regarding the large waiting list, Knobeloch said this might be due to rates being raised at private lots. He also thought that more of Parking's own hourly customers have realized how much they can save with a monthly pass, noting the shift of Overture customers from hourly to monthly parkers when more monthly spaces were made available there. Also Block 89 had recently kicked out some of its parkers. He felt because of reasonable half-day and full-day rates at the UW, the UW was Parking's biggest competitor down at the other end of State Street.

Streit/Poulson moved to receive the report. The motion passed by voice vote/other, with Wong abstaining.

D.2. [09142](#)

Metro YTD Performance Indicator Reports - TPC 02.12.08

Kamp highlighted the following items. Fixed ridership December 2007 vs. 2006 was down by 6,449, related to weather. However, ridership for the year was up 637,797 over 2006, the second highest ridership since 1971. Largely weather-related vehicle accidents were up in December. Prior to December, vehicle accidents were down for the year; but now the YTD total slightly exceeded 2006. Maintenance inspections finished a little ahead of schedule, a strength that continues to enhance performance. Looking at History, nine of the 12 months in 2007 were record months for the past 10 years. Comparing 2007 total ridership of 12,672,265 to the highest record of 13,400,000 in 1982, Metro was within a couple of years of hitting this level again. Also, the total ridership YTD of 12.67 million exceeded the Madison Measure target of 12.2 million, by 3.9%. YTD ridership productivity of 34.52 rides per bus/hour exceeded the target of 33.8, by 2.1% -- a little lower than the ridership percentage because of new service in Fitchburg and Middleton, which had lower productivity. After this Dec. report, Route 89 (Parking Shuttle) would no longer be shown on the productivity report.

Kamp discussed Paratransit statistics. December ridership dipped from 20K in 2006 to 18.9K in 2007, with the number of cancelled rides rising by 1K, which shows how much more Paratransit is impacted by weather than Fixed Route service. Consistent with long-term trend, YTD paratransit ridership went up, from 252K in 2006 to 261K in 2007. Normally ranging between 90-97%, all of the on-time performance numbers of Metro Direct and subcontractors came down a little bit in December due to weather, ranging between 84-92%. YTD passenger accidents were up slightly; vehicle accidents down; and inspections were on schedule. Looking at History in the first half of 2007, four of six months were highest months ever; in the second half of the 2007, one month was highest ever. Paratransit ended the year higher than 2006, but slightly below 2005, which was the peak year. Still, the long-term trend in paratransit ridership was steadily increasing.

Responding to questions, Kamp said that the "< 60% of system average" was the measure used for productivity throughout the transit industry. He said that the average included free buses, but that this average could be reported without the UW Route 80's. While Metro didn't track ridership per capita esp. as related to population growth, the subsequent WisDOT Cost-Efficiency Report would talk about service/capita. Though hearing complaints about accessibility at snow-covered bus stops, Metro had also received a flood compliments for getting

people home during the recent snowstorm (2/6). The Mayor was about to announce an accelerated plan to clear bus stops (vs. streets, sidewalks, etc.), by using the help of contractors, as done in December.

In response to a question about how Metro plans for winter contingencies like the 2/5 storm, Kamp said that Metro was fortunate to have key staff in operations with experience in similar situations to help make decisions. Around 11 AM before any closings were announced, Ann Gullickson called a meeting for 1 PM. Delays had already started occurring; shortly thereafter, buses started getting stuck. They could see that the storm was stalling and snowfall estimates were increasing. At the meeting, staff knew they needed to decide a time to end service for that day, and discussed various possibilities. They figured they could get people home if they ended service by 7 PM. Per standard procedure, Kamp then contacted the Mayor to get authorization to do this, which he gave. They then activated all the public communication channels (Metro Alert and website, media). Like other major storms, Metro did a post-incident review to look at what went well and what didn't, which included customer input. For example, delay estimates were sometimes inaccurate; but at one point, three dozen buses were stuck as well. Generally, people felt that Metro did a good job getting riders home (esp. those who may have had to work to 5 or 6 PM), even if some buses were late or got stuck. He said that managing a situation like this was as much an art as a science.

Durocher commended Metro for its disaster management and public service during the storm, noting what a tough call it was whether or not to continue to run the buses. Metro seemed to have made the right call; and people got home.

Poulson/Webber moved to receive the report. The motion passed by voice vote/other, with Wong abstaining.

E. UNFINISHED BUSINESS ITEMS - None.

F. NEW BUSINESS ITEMS

- F.1. [08987](#) Amending the Parking Utility's 2008 Capital Budget in order to purchase additional multi-space meters and approving the Parking Utility's issuance of a Request-for-Proposal for multi-space parking meters.

Durocher noted that at its January meeting, the Commission had accepted staff recommendations regarding purchase of pay-by-space multi-space meters, and this resolution was the next step to implement this. Knobloch said that the three alders on the Commission and Alder Verveer had sponsored the resolution. He said that Phase 1 of the project would cost \$1 million over the next three years. Included in that amount was \$60K, which needed to be added to the \$100K already budgeted for 2008; thus the change to the current Capital Budget. Knobloch wanted to move slowly on the RFP. He had recently attended a conference where he learned that there had been some power problems with multi-space meters. He planned to install 15 meters before next winter to see how they worked, and then do a big buy the following year. He added that the (single meter) poles would be kept and used for bikes. Durocher asked that information about the resolution and the entire multi-space meter project be shared at the next meeting of the Parking Council for People with Disabilities. Knobloch said he would ask Bill Putnam, Parking Staff to PCWPD, to put this on

their agenda.

A motion was made by Webber, seconded by McCabe, to RECOMMEND TO COUNCIL TO ADOPT (15 VOTES REQUIRED) - REPORT OF OFFICER. The motion passed by voice vote/other.

F.2. [08798](#)

Adopting the Platinum Biking City Planning Committee's report, "Making Madison the Best Place in the Country to Bicycle" and recommendations contained therein

Mary Rouse, Co-Chair of the Platinum Biking Committee, and Alder Mark Clear, Committee member, appeared before the group. Rouse said that the Final Report of the Committee entitled, "Making Madison the Best Place in the Country to Bicycle" contained about 100 recommendations. Both she and Jay Ferm of Planet Bike co-chaired the Committee, which was formed by the Mayor in October 2006. The Report was presented to the Mayor in December.

Having lived in Madison since 1977, Rouse's first transportation choice was a bike (after which she would walk, bus, or drive – in that order). She said that it was not the intent of the Committee or the Report to put biking into competition with other modes of transportation but to integrate biking more fully into everything we do with regard to transportation (for example, putting bikes on buses, as another transportation choice). She noted that 47 of the recommendations dealt with infrastructure, the shorthand for which was: Build them and they will come. With more bikeways, bike paths and complete streets, more people would travel by bike. Rouse concluded by saying that good resources had come from Trek, Planet Bike, Saris and Pacific bicycle companies.

Alder Clear said he had served on Committee since April 2007. He re-emphasized Rouse's comments about not trying to create competing modes of transportation but instead to create complementary modes so all modes would be on an equal footing. He said that the Report was about creating a short-and long-term vision for what Madison should be as a bicycling community, and would provide a path to follow for years to come regarding infrastructure, education programs, policies we want to have in place as a City to help promote all kinds of modes of transportation, esp. in this case bicycling.

Rouse responded to questions. While acknowledging some additional difficulty in using 3-bike racks on buses vs. the current 2-bike racks, she said that greater demand called for them. Addressing concerns about how the many recommendations would be implemented (when past efforts to improve biking in the City had been largely unsuccessful), Rouse outlined the Committees "three-wheeled" plan:

- Ask the Common Council to adopt/approve the Report by early April/May before Bike-to-Work Week.
- Select 25-30 of the 100 recommendations and ask the Mayor to disseminate them to department heads to react to them, to see if they are do-able and to solicit info about costs, for inclusion in the 2009 budget.
- Investigate the possibility of hiring a public relations/marketing firm to help create a buzz about biking and having Madison go from a Gold to Platinum ranking (to involve the community, esp. families with children, to think about biking more and more safely.)

Rouse also thought there was a lot of momentum and energy behind the

proposals coming from several different quarters. Clear said the Committee had struggled with accountability. They realized that some of the recommendations would be easier to implement than others, and that implementation would occur piecemeal over the course of different budget cycles. For example, two items were already part of this year's budget: To provide bike racks in the public right-of-way and to run public service announcements. Clear noted that Davis, CA, which enjoyed certain advantages including a big investment in its infrastructure, was the only city with Platinum status in the country. He didn't feel the goal necessarily was to achieve Platinum status, but rather to do the things to get us there.

Webber noted that the Report had been referred to several committees including the TPC, because Metro and Parking were involved in implementing some of the recommendations. She wondered if the Committee had talked to Metro and Parking about such issues as bike parking in the central city and more secure bike parking at Transfer Points. Referring to Page 51, Webber specifically asked if Metro could start using a Transit Mutual DVD for drivers about interacting with bicyclists; Kamp said they could. Though there were no other rewards associated with Platinum status besides the honor of it, Rouse said many folks including those in the business community thought it would be a magnet to attract more bikers to the city.

Webber made four recommendations to be forwarded to the Lead Committee and the Common Council, as shown below. Wong wondered about suggesting an additional bike station at the other end of State Street near Campus. Webber said she had suggested Gov East mainly because it was going to be replaced. Also, she thought Campus parking was more short-term than long-term.

A motion was made by Webber, seconded by Wong, to Return to Lead with the Following Recommendation(s) to the PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION.

The Transit and Parking Commission recommended Adoption of the resolution and the report with the following recommendations:

- 1) To add the Parking Utility to the list of responsible parties with regard to public parking needs, esp. bike racks in ramps. (See Report pages 33-35)
- 2) To consider putting a bike station at the new Gov East ramp; located near several big employers and slated for replacement anyway, a bike station should be part of the study and discussion for replacing that ramp. (See Report page 33)
- 3) To ask Metro to provide bike lockers at Transfer Points; a logical location for people to go to for a large number of buses, more people would use these facilities if they knew there was a more secure place to keep their bikes during the day. (See Report page 37)
- 4) To ask Metro to train drivers on interacting with bicyclists. (See Report page 51)

The motion passed by voice vote/other.

(Please note: At this point, the meeting proceeded to Item F.8. in order to accommodate Metro staff. Following Item F.8., the meeting returned to Item F.3. and the remaining items.)

Durocher mentioned Melanie Foxcroft's appearance at the January meeting, which prompted this agenda item. Kamp pointed out the pink poster, which was a communication to drivers and would be used in training. It told drivers to accept outdated fare material in order to reduce confusion; and suggested that drivers encourage customers to exchange old media (by mail or in person), in order to minimize the number of different fare media out in circulation over the years (see Handout showing current fare media). Foxcroft appeared briefly to thank everyone for listening and responding so promptly.

Durocher noted that it would be appropriate either to accept staff's response as informational, or to propose a policy about disposal or sunset provisions for old fare media to decrease the complexity of various media that drivers need to track.

Referring to "forever" first-class stamps, Wong proposed the policy that when fares are raised, customers would be allowed to use tickets they had purchased (at the going rate) before rates changed. Wong said that if it were appropriate (since the TPC was not currently in the process of changing fares), he would make a motion saying: When TPC raised fares, it allow old fare media to be accepted. Kamp said that it was now training drivers to simply accept old media and allow the ride, and to encourage customers to exchange any old media for new on a one-for-one basis so there was no loss of dollars to the customer. This approach was easier than to expect drivers to become familiar with all of the old media as well as the new.

Durocher ruled that the Agenda heading for this topic would allow discussion of a policy about how to handle old fare media. He thought that perhaps the Commission had been remiss at the time of the last fare increases not to include a specific disposal method or sunset date for existing fare media. He recommended that either the Commission accept/endorse what the staff had done, or someone could make a motion about how to handle pink tickets (for example, to accept them indefinitely or to sunset them). He thought some clarification by the Commission was needed.

Streit/Webber moved that the Commission approve the general response contained in the pink notice to drivers (presented by staff); and that in the future, when fares increases were proposed, staff would recommend and annotate how the attendant media changeover would be handled. Streit accepted a friendly amendment from Solomon that along with the staff recommendation, the Commission would be involved in making the policy about outdated media.

Wong expressed concern about staff's position encouraging customers to exchange their tickets because it put the burden on the customer who had paid the going price when the fare was bought. Also, he and Ken Golden both recalled that at one of the meetings following the last fare increases in 2005, Catherine Debo had declared that pink tickets would be accepted without requiring any additional fare.

Webber commented that if this issue came up in the future, she would like to see some sort of reasonable sunset date (such as two years) for exchanging or using old media. Sunset dates were common to most transit systems. Streit clarified that his motion included the possibility of such a recommendation for a sunset date.

Streit called for the question. A vote was taken and members voted in favor of calling the question, with Wong voting no. A vote was then taken on the motion. The motion passed by voice vote/other, with Wong voting no.

Wong explained that he voted no in order to raise a concern about the process that took place with regard to this issue. The problem was that the policy about pink tickets established back in 2005 was not remembered correctly by staff and was not relayed to drivers. As a result of this poor staff communication, a customer was put through an unpleasant experience. Durocher felt that the problem was now corrected. Should there be any further confusion among drivers/supervisors, it was on the record that the fare was still good and could be exchanged. And in the future, the Commission would try to avoid the same mistake.

F.4. [09132](#) Metro: Discussion of proposed Monthly Free Fare Day

Webber/Poulson moved to defer this item to the March meeting, when White would be available with an update on this topic from the Marketing Subcommittee of the Ad Hoc Long-Range Metro Transit Planning Committee.

F.5. [08750](#) Amending Section 3.14(4)(k)3. to increase the membership of the Contracted Service Oversight Committee.

Kamp said that the resolution grew out of discussion about partnerships at the Funding Subcommittee of the Ad Hoc Long-Range Metro Transit Planning Committee, in which it was decided that the contributions of MATC and MMSD to Metro for service and passes be reflected, by adding representatives from these organizations to the membership of CSOS.

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

F.6. [08386](#) Metro: Triennial Review Follow-up

Kamp noted that the Table of Contents listed 23 areas of Federal Transit Administration review, ranging from legal to financial, maintenance to paratransit. Metro had taken care of all deficiencies identified in the review. He said that many staff members do a lot of work to maintain compliance with FTA guidelines. As a result of these efforts, Metro was in good shape and would continue to receive federal funding.

F.7. [08388](#) Metro: 2007 WisDOT Cost Efficiency Report

Kamp said that the WisDOT report looked at six criteria, which were similar to FTA's and used per capita measures, in such areas as service levels per capita, cost per passenger, etc. The report compared Madison to its peers (Omaha, Indianapolis, Hartford), and said that Madison Metro was 26% better than its peer average in terms of productivity (rides/hour); 19% more efficient than peer average in terms of dollars per revenue hour of service or cost per rider. Metro had a little work to do in the area of cost per revenue hour – 4% more expensive than peers; but being so close to peers, Metro could look into such things as improving OT or workers comp, to make it comparable. But overall, Metro was in

compliance with all six criteria, which was extremely important because it affected a system's ability to get state funding.

Kamp pointed out that Madison was at 33.27 rides/capita vs. peer average of 15.78, which was 100% better than its peer average. Wong wondered if Metro's data showing historical data for ridership could include riders per population (of its entire service area) over time. Durocher clarified that the question was whether the increase in ridership was growing faster than the service area. He noted that the increase in ridership over the last 10 years had increased faster than the population of Madison.

F.8. [09133](#)

Metro: 4th Quarter 2007 Hybrid Performance - TPC 02.12.08

(Please note: This agenda item followed Agenda Item F.2.) Kamp introduced John Stadler, Transit Maintenance Supervisor, who oversaw daily maintenance of hybrids; and Jason Puls, Metro Mechanic, who was trained to troubleshoot hybrids, but so far hadn't needed to do much to them.

Kamp discussed the report, which was designed with some input from Hoag to track fuel usage, parts usage, and labor on hybrids. Metro was not planning to buy more hybrids yet because more mature data was needed. Preliminarily, for the 4th quarter 2007, the hybrids performed at 5.42 miles/gallon, which was 23% above the next highest number (Gilligs 2004-2006) among the standard buses. Two of five hybrids on campus, with heavy loads and slow travel times, performed 30% better than the next highest fleet. With the hybrids still under warranty, Kamp said it was still too early to draw any conclusions about such items as cost per mile. Metro planned to provide the report quarterly.

Responding to questions, Puls said there had been no repairs with the hybrid part of bus (vs. repairs to standard items like mirrors, which are more expensive to replace because of their newer technology.) He wasn't aware of any mechanical problems at all, and there seemed to be many benefits associated with lower maintenance costs. Stadler said they were anticipating that the brake system should be longer-lived (than conventional systems). However, with their brakes being used less, maybe their internal parts would rust out more easily from non-use; so the jury was still out. The transmissions involved entirely new technology and were strictly hybrid. It wasn't clear how they would perform, but with 5-year warranties, the situation was fairly bulletproof. With everything so self-contained, surprisingly there was not much to do.

Kamp clarified that Labor reflected costs for the quarter for each fleet, for repair and inspection maintenance costs. Stadler explained that mechanics track their hours worked on each bus, by the type of system being repaired (electrical, brakes, tires, body, etc.) Kamp noted that these Labor costs did not include daily maintenance (fueling and cleaning). Puls said he was told that the expected life of the battery packs at this point was six years, because this was how long they'd already been in use; so, this could be much longer. Within each larger pack are smaller batteries, which can be replaced as needed.

Solomon wondered if there was enough data to project how much hybrids would save, in order to justify further hybrid purchases. Kamp said that generally each bus traveled 60K miles/year, and preliminarily, it looked like hybrids would save several thousand gallons of fuel per year. Kamp thought this level of fuel savings alone would not pay for the hybrids. But he felt that info about savings on brake

parts and maintenance (esp. those measured after warranties ran out), along with such intangible benefits as quieter engines and fewer pollutants, should be part of the equation. Metro was investigating ways to measure the intangibles. Metro would be able to provide the more complete cost info within a year or two.

Solomon asked if Metro could take a stab at compiling costs for each type of bus over their expected life to see how they would compare. Kamp said that hybrids cost \$180K more than standard buses. In Metro's current 5-year procurement cycle, additional hybrid purchases were planned for two years from now. This would not only allow time to collect more data, but it would also allow Metro to catch up in bus replacement (to maintain the proper number of buses in service) by purchasing standard buses at \$300K, before being in a position to spend the additional \$180K/bus on hybrids. Metro might also be able to find some partners in the community to help buy hybrids by then. Currently, state/federal monies for hybrid purchase were only available to non-attainment areas.

Puls talked about what he'd heard about hybrids in other communities. Brakes were serviced less often; though more expensive, transmission fluid was replaced less often; the amount of waste oil was smaller. Seattle used only hybrids; Hawaii and Las Vegas were converting to hybrids. Also, hybrids needed to travel 100,000 miles before mileage could be measured accurately on them; at which point, their miles/gallon should be greater.

Stadler said that buses were usually kept 15 years; the last buses sold had about 600,000 miles on them. Stadler said that the newest buses were used most heavily (60K miles/year) while still under warranty, then their use tapered off; the oldest buses were used for supplemental service (5-7K miles/year). Maintenance and repair costs increased with the age of the buses. All the buses use the same diesel fuel for their combustion engines. BTU's, which converted to horsepower, were 2-3% higher with standard fuel than bio-diesel fuel. Though not completely certain, Stadler thought that bio-diesel fuel could be used with hybrids. Puls added that though the motor still ran, from 0-10 mph, hybrids moved strictly by electronic propulsion. He expected the quality of hybrids to keep improving, and found the system pretty simple to understand.

While understanding the issue of a higher purchase cost, Webber expressed concern that the City would regret not getting more hybrids sooner. Solomon pointed out that if hybrids can be shown to cost \$60-100K less to operate over the life of the bus (not even taking into account intangible savings), they would be an investment strongly worth considering. Wong agreed that preliminary data suggested that we should go to more hybrids sooner. Kamp said Metro would prepare preliminary projections about what was being saved with hybrids. In order to buy hybrids next year, the contract would have to be amended. He also noted that at the federal level, the amount of capital funding statewide had been cut in half, which meant that Metro would be struggling with its normal replacement of buses. As a result, he would not recommend changing the contract at this point. Stadler concluded by saying that the feedback on the new hybrids had been phenomenal. (Please note: At this point, the meeting returned to Agenda Item F.3.)

F.9. [09134](#)

Metro: Town of Madison Budget Impact on 2008 Services - TPC 02.12.08

Kamp said that when the Town of Madison completed its 2008 budget in December, it found that the amount Metro was charging them for service in 2008

was more than they could afford. Metro was meeting with them to see what could be done. For example, a slight surplus from 2007 was available to figure into the Town's calculations. Metro would be working more with them, and would report back any changes that would be made to help the Town stay within budget.

**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
Long-Range Metro Transit Planning Ad Hoc Committee
Ad Hoc Committee to Develop Parking Strategic Plan

No discussion or action was needed.

H. GENERAL DISCUSSION ITEMS AND ANNOUNCEMENTS

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

ADJOURNMENT

Webber/Sanborn moved to adjourn at 7:39 PM.