



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, October 14, 2015

5:00 PM

215 Martin Luther King, Jr. Blvd.
Room 260, Madison Municipal Building
(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 5:00 PM.

Present: 8 - David Ahrens; Rebecca Kemble; David E. Tolmie; Wayne Bigelow; Gary L. Poulson; Margaret Bergamini; Kenneth Golden and Kate D. Lloyd
Excused: 2 - Chris Schmidt and Ann E. Kovich

Please note: There is one vacancy on the Commission in the position of Second Alternate. Also, Ahrens and Lloyd arrived at 5:03 PM, at the start of Item G.1.

B. APPROVAL OF MINUTES

A motion was made by Bergamini, seconded by Golden, to Approve the Minutes of the August 12, 2015 meeting. The motion passed by voice vote/other.

C. PUBLIC APPEARANCES - None.

D. DISCLOSURES AND RECUSALS

Golden recused himself from Item H.1., and said he would be leaving early to attend another meeting. Without objection, Poulson proceeded to Item G.1., so that Golden would be available for discussion and action on the item.

Please note: Following discussion and action on Item G.1., Golden excused himself from the meeting, at 5:31 PM. The group proceeded to Item E.1. and the remainder of the Agenda.

Present: 7 - David Ahrens; Rebecca Kemble; David E. Tolmie; Wayne Bigelow; Gary L. Poulson; Margaret Bergamini and Kate D. Lloyd
Excused: 3 - Chris Schmidt; Ann E. Kovich and Kenneth Golden

E. TRANSIT AND PARKING MONTHLY REPORTS

E.1. [40104](#)

Parking: August & September 2015 Activity Reports, July & August Revenue/Expense Reports and YTD Summary - TPC 10.14.15

Bigelow/Tolmie made a motion to receive the reports. The motion passed by

voice vote/other.

- E.2. [40106](#) Metro: YTD Performance Indicators, Financial and Performance Measures, and Rider-Revenue-Fare Type Reports - TPC 10.14.15

Bigelow/Tolmie made a motion to receive the reports. The motion passed by voice vote/other.

F. NEW BUSINESS

- F.1. [39906](#) Adopting the Emerson East-Eken Park-Yahara Neighborhood Plan (EEEEPY) as a Supplement to the City of Madison Comprehensive Plan.

Urban Planner Linda Horvath introduced Anne Gassere from the Steering Committee that led the planning process. Horvath provided some background.

- The planning process took 19 months, with the recommendations in the Plan being driven by the 7-member Ad Hoc Steering Committee representing the different neighborhoods in the title of the Plan.
- Planning staff coordinated with relevant agencies to make sure the recommendations were consistent with other planning and transportation-related efforts, such as BRT in some of the corridors.
- Public outreach included speaking to fifty people representing different org's in the area, such as schools, places of worship, community centers, Dane County Job Center, etc.
- Staff and members of the Steering Committee conducted interviews to get a sense of what was important to the community, what they wanted to preserve and what they wanted to change.
- The Plan identified nine focus areas of redevelopment (page 15), places likely to redevelop over the next 10-15 years.
- Staff worked with the Committee and a planning design consultant to prepare some schematic designs for the nine areas, as shown in the Plan.
- They looked at raising density a little bit along major corridors, wanting to elevate the look and aesthetic of the corridors, and bring more neighborhood identification to them.
- They coordinated their Plan with the planning efforts for the Public Market district and the Yahara River Master Plan.

Anne Gassere highlighted the Transportation Goals shown on page 48, which included:

- Improve circulation for ped-bike-motor vehicles, esp. on east-west connections.
- Promote safe ped-bike system to link activity areas and destinations (open spaces, schools, shopping).
- Improve/complete links for off-road bike paths and sidewalks that provide access to community centers, schools, etc.
- Provide convenient public transit service.
- Promote compact, higher density development along transit corridors and stops, and coordinate with new BRT routes being discussed.

Gassere added that they also identified six main locations where they wanted to develop theme and branding for major corridors and intersections to promote more neighborhood identification, inc. public art decorations at bus shelters, street furniture, neighborhood welcome signs, an other streetscape features. Targeted corridors and intersections were E. Washington/E. Johnson,

E. Washington/N. Milwaukee, North/E. Johnson, Hwy. 113/First Street and public market, Fordem/E. Johnson, and Commerical/North. Of note was the E. Washington bus stop under the pedestrian bridge, which had issues with rain and water exposure, and needed some improvements to divert water from the location.

Members asked questions and discussed the Plan with staff.

- Sony Building, Sherman Avenue: They looked at site as having potential for mixed-use residential, perhaps with gardens; using the spot in a different way, that was not so industrial. However, the building had just been leased (to Care Wisconsin) for the next thirteen years. But since plans usually had a 10-15 year horizon, the neighbors decided to leave the planning concepts for this location in the Plan because sometimes things changed with leases. Also, the Comprehensive Plan called for medium-density residential for this location when it was redeveloped, and the land use recommendations of the Neighborhood Plan needed to be consistent with that.
- Involvement of adjoining municipalities, Maple Bluff and Town of Madison: Both entities were invited and they had received more input from Maple Bluff than Town of Madison. However, the Town would be brought into the City in 2022, and therefore, the group had looked at the infrastructure improvements that would be taken on. Re: east-west connections, they looked at longer-term connections through the township triangle along Sherman. Currently there were no public connections between the River and McGuire Street, and long-term, the Plan proposed public roads through the area. East-west connectivity and connectivity to the north were a problem.

A motion was made by Bigelow, seconded by Lloyd, to Return to Lead with the Recommendation for Approval to the PLAN COMMISSION. The motion passed by voice vote/other.

F.2. [39335](#)

Adopting the University Hill Farms Neighborhood Plan as a supplement to the City of Madison's Comprehensive Plan.

Project Manager Jule Stroik was joined at the table by Joe Keyes, Chair, and Tom Favour, Member, of the Ad Hoc Steering Committee. Stroik provided some background.

- Started a year and half ago, the Plan looked 10-15 years out into the future, and considered assets in the neighborhood and things they would like improved, in terms of community access, facilities, parks and open spaces, housing and transportation.
- The Planning area (page 4) was bordered on the north by University Ave., on the east by Midvale Blvd., on the south by Mineral Point Rd., and then jogged west along Rosa Road and Whitney Way.
- Hilldale Mall was located in the northeast corner of the area. South of Regent Street were predominantly single-family homes. The northern part of the neighborhood was dotted with multi-family apartment buildings, and was fairly dense, and was likely to increase in density with various land-use changes.
- At the northwest corner was a closed Taco Bell and driving school, for which the Plan put forth some land-use concepts.
- Though not in the planning study area, the Steering Committee heard public comment on the WisDOT site on Sheboygan Ave., a summary of which was put in a memo to the Mayor and CC.
- The Committee guided the process and undertook a lot of public input, inc. a

business survey, community-wide survey to which 250 people responded, and three public open houses. Through its meetings and annual 7/4th picnic, the University Hill Farms NA constantly gathered public input.

- They also spent an afternoon on Sheboygan Ave. and Eau Claire Ave. at the bus stops, making sure to hear from residents who lived in the area, to learn what they liked about the neighborhood and what they wanted changed. An overall compliment was that they liked the bus service, which got them to places they wanted to go.
- The area had a higher-than-average senior population, with whom they had focus groups, inc. a senior center off Sawyer and a couple of senior housing developments, many of whose residents did not have vehicles. Focus groups were conducted with businesses and multi-family owners along Sheboygan Ave.
- An important statistic for the 6,000 people who lived in the planning area: They were 6X more likely to use transit than the city on the whole.
- Also, a central theme in the Plan was the expectation of increased density which would support the BRT that was being proposed.

Keyes and Favour discussed the focus areas that had been defined and what was proposed for them in the Plan.

- The apartment population was going to increase by 973 units. This didn't include what would be happening at the DOT. So increased transit through the area would be welcome.
- Mixed use would be increasing at University Triangle; apartments and a daycare were being considered along Sheboygan at the Red Cross; a new Senior Center was proposed on the site of the post office at Sawyer-Segoe, to better serve the high population of seniors in the area; more elderly housing and office buildings at Vernon Price; expanded park space at Karen Arms.
- The hope was that BRT route would run along Whitney Way, Sheboygan Avenue and University Avenue, with stops on Whitney Way and on Segoe Road.
- Many people in the area also traveled to the University and University Hospitals, and transportation was very nice.
- Neighbors supported BRT and BRT stops in the area. In discussions about BRT, two options for the west end of Sheboygan Avenue was either to go towards West Towne or to go towards Middleton.

Keyes and Favor highlighted suggestions for Transit and Parking Improvements (starting on page 50), as follows:

- To implement BRT.
- To study the feasibility of a trolley to connect residents to Hilldale, DOT, University Crossing, clinics and professional offices.
- To expand Metro to Sequoya Branch Library. Two other westside plans called for that also. This would help hook up all the shopping areas as well.
- To add concrete pads and benches at N. Segoe near Attic Angels, to serve the seniors in the area.
- To add a mid-block crossing on Regent, between N. Eau Claire and N. Segoe, to better access a bus stop there.
- To explore one- or two-hour parking restrictions to address commuter parking, and maintain access to Rennebohm Park and the pool there. The proposed DOT could bring 2,000+ more jobs to the area, which would create more parking problems. People were already parking around Rennebohm Park, and riding the bus downtown. They anticipated that this Park and Ride

would back up into the neighborhood by Eau Claire and Regent, esp. with a path through the Park. People won't want to pay to park and will end up parking in the neighborhood.

- To create a Park and Ride, probably on the State property (though the Plan didn't specify a location). The State property had 21 acres; the current building would be replaced with one twice its size, which would involve the seven acres toward the Red Cross. Nothing was being proposed for State use for the other 14 acres toward Segoe, which could perhaps be released for private development.

Favour said neighbors were very anxious to learn more about what was being proposed for DOT. For example, for people going to the south from DOT, there were very limited routes (Segoe, Midvale, or Whitney Way). Or people could work their way through the neighborhood, which was not desirable. Bigelow wondered if converting Segoe back to two lanes each way might be an option. Stroik said neighbors were hoping a lot of the traffic could be pushed out on University Avenue, but there were other options as well. Neighbors knew that University Hill Farms area was going to change, with some development opportunities, whether at Hilldale or along other underutilized sites mentioned earlier; which would create increase ridership for transit.

Stroik said they had not estimated how the number of employees would increase. With the DOT building doubling in size from 300K to 600K sq. ft, they anticipated the number of employees there would double on the western half of the DOT site. On the eastern half, the Plan called for more residential and perhaps smaller employment, so as to spread out trips throughout the day, rather than all at peak hours.

Noting the potential for 4,000 jobs at DOT, Keyes anticipated 2,000 more cars at Regent and Whitney Way, a signal-controlled intersection. Sheboygan intersected Whitney at a hill, making it very difficult in the winter time. There were only so many different ways people could come out of their neighborhood. Favour said that direct access from DOT onto University would be key, to get the traffic on University to distribute from there. Without that, traffic would travel through the major streets in the neighborhood.

Bigelow asked about the amount of senior housing they expected. Seniors tended to drive during the middle of the day, not at peak hours, and that could help spread out the traffic better. Stroik pointed out that the Plan called for senior housing in the Vernon Price and Karen Arms areas, along Segoe. The western Triangle had not been designated for senior development. Keyes said the Stoppel development (next to Weston Place) was drawing some seniors right now.

When asked about the reconfigured intersection at Eau Claire and Old Middleton, Favour said that they had received enthusiastic comments from bicyclists who appreciated the improvements made by City staff; with no complaints from DOT.

A motion was made by Bigelow, seconded by Tolmie, to Return to Lead with the Recommendation for Approval to the PLAN COMMISSION. The motion passed by voice vote/other.

F.3. [40064](#)

Authorizing the Mayor and City Clerk to sign an agreement with JBM Patrol &

Protection Corp. to provide security services in the Parking Utility facilities.

A motion was made by Bigelow, seconded by Tolmie, to Return to Lead with the Recommendation for Approval to the BOARD OF ESTIMATES. The motion passed by voice vote/other.

F.4. [40327](#)

Proposed TPC Meeting Schedule for 2016 - TPC 10.14.15

A motion was made by Bergamini, seconded by Lloyd, to Approve the proposed TPC meeting schedule for 2016 (attached). The motion passed by voice vote/other. [Please note: The meeting proceeded to Item H.1.]

G. UNFINISHED BUSINESS ITEMS

G.1. [38469](#)

Amending Sections 3.14(4)(a), (b), (d) and (e) of the Madison General Ordinances to add an elected official from a Regional Transit Partner to the Transit and Parking Commission.

[Please note: This item, G.1., followed Item D. Also, please note that Golden was present for this item.] Asst. City Attorney John Strange discussed the proposed Substitute and the revisions he made following TPC discussion at the August meeting.

- The new proposal talked only about the regional transit partner (RTP); and left out the other clean-up language.
- The TPC would have ten members, one of whom would be an elected official from among Metro's regional transit partners; i.e., those who contracted with Metro for transit service.
- An Alternate RTP member would also be named. This person would only participate in the absence of the regular transit member.
- The RTP member would not vote on Parking issues.
- The RTP member would count for quorum only on transit matters, with quorum being six. Five would remain the quorum for non-transit matters.
- There was no option for the Mayor not to appoint an RTP member.
- Contracted Service Oversight Subcommittee (CSOS) would make the recommendation to the Mayor.
- The RTP member would serve a one-year term, and could not serve as the Chair or Vice-Chair for the TPC.

Strange and members discussed the proposed Substitute further.

- The proposed appointment and term for the RTP member (March) could be tweaked to align with other citizen appointments (April/May).
- Though the proposal talked about the RTP being an elected official, CSOS members were not all elected officials, and often were staff.
- The definition of an RTP in (4)(b) could better specify that the partner was a community or local entity that paid Metro for service, not merely that they contracted with Metro. (In other words, Metro subcontractors were not RTPs.)

Some members felt that the language was fine as presented, while others felt that the flaws could be fixed immediately. Golden/Bigelow made a motion to recommend adoption of the proposed Substitute.

Golden said he had proposed this idea because he felt that partner communities were putting a substantial amount of money into transit and that they should be involved in governance. When the CSOS was originally

formed, he thought of it as a training ground for an RTA. He was concerned that the proposed Substitute called for the RTP member to be an elected official. CSOS had no elected officials on it, and typically didn't. The UW was on it. His intent was to have an experienced member of CSOS be a representative on TPC. Requiring that the RTP member be an elected official would be an impediment. He'd rather let the local communities figure out who they wanted to represent them.

Bigelow/Golden made a motion to amend the main motion to say the RTP member would be an appointed official from a regional transit partner, rather than an elected official.

Strange said the sponsors' idea behind having an elected official was to have someone who had responsibility to his/her community; this person could be any elected official in the community and not necessarily on CSOS. Bergamini observed that CSOS had had many members over the years, who were not elected officials. The UW, which was Metro's largest transit partner, could never qualify.

Golden said his intent was for CSOS to send a rep to the TPC, because it was the local committee that dealt with transit. He wanted to further amend the language to say "an appointed official from CSOS", and let the Committee itself nominate its own rep.

Metro General Manager Chuck Kamp mentioned that during development of the enabling legislation for the creation of RTA's, quite a bit of discussion centered on whether members of an RTA should be elected officials, which may be the reason for this language showing up in the proposed Substitute. Golden explained that the reason for sponsors to want members on an RTA to be elected officials was that an RTA would have taxing authority. But the TPC didn't have taxing authority, which would invalidate the need to have an RTP member be an elected official.

Bigelow added that when we went to an RTA, everything would change. At this point, all they were saying was that partners who paid for transit service ought to have some input on the TPC. CSOS could choose a UW rep if it wanted. Since CSOS had few if any elected people, it made no sense to constrain them this way. The TPC was not an RTA, and this requirement was irrelevant.

A vote was taken on the Bigelow/Golden amendment to the main motion, which passed by voice vote/other.

Golden/Bigelow made a motion to further amend the main motion to say that the appointed official (member) be required to be from CSOS. When asked, Strange said he would probably clean up the language (concerning regional transit partner) relative to the second amendment. A vote was taken on the second amendment to the main motion, which also passed by voice vote/other.

A vote was taken on the main motion as amended. The motion passed by voice vote/other.

Before proceeding back to Item E.1. and the remainder of the agenda, Golden mentioned the County Transportation Subcommittee, and that Supervisor

Robin Schmidt (Monona) had proposed creating a half-time position or a contractor to administer a County transit program, and expanding the capital budget by \$2 million for as yet unspecified purposes (but which might include such items as garages, buses, taxis).

[PLEASE NOTE: Golden left at this point in the meeting, at 5:31 PM.]

H. INFORMATIONAL PRESENTATIONS AND DISCUSSION ITEMS

H.1. [40108](#)

Parking: Update on JDS Development Proposal - TPC 10.14.15

[Please note: This item followed Agenda Item F.4.] City Traffic Engineer and Parking Manager David Dryer, and Community and Economic Development Director Natalie Erdman, presented the update.

Dryer provided a handout (attached) with revised dollar estimates for the impact of JDS on the Parking Utility. The original estimate assumed that the Utility wouldn't recoup the costs for loss of onstreet parking. Those amounts had been removed from the revised spreadsheet. Later in the discussion, Dryer said that it was standard practice for developers to pay for lost meter revenues, and that was the plan here. Erdman said the issue was not covered in the amended and restated agreement; but as it went through land use approvals, it was standard practice as a condition for approval, for the Parking Utility to put in for payment for meter revenues.

Erdman mentioned that the US Prevention Services Task Force had issued a draft recommendation regarding Cologuard, which resulted in a sharp market decrease in the Cologuard stock. After a week of giving JDS and Exact Sciences time to sort through the situation, the Mayor sent a letter to JDS and Exact Sciences with a cc to the Council. In his letter, the Mayor laid out a whole series of questions about how Exact Sciences plans for leased space, JDS financing and a series of other things might be impacted by the USPSTF recommendation and how it might affect the transaction. The Mayor asked for a response by Oct. 28th. He had plans to review the info and report to BOE and the Council about any potential changes to the transaction.

Erdman said it was assumed that there would be some changes in schedule magnitude; but they wouldn't know that until they got the response back. JDS said they would get back quickly; and during this period of time, the City should hold on any further activities regarding the JDS transaction. So City staff was not moving forward on the myriad of items the agreement and the amended and restated agreement, which had not been executed. They would be waiting for the response, at which time they would assess the situation. When asked if the Commission should begin to review and deal with the numbers they had, Erdman and Dryer said it would probably be best to wait for JDS response.

Kemble asked about the role of the TPC with regard to the real estate under Gov East. Erdman said she didn't think the TPC had a role in the real estate transaction for the land under Gov East, but she would want to check with the City Attorney.

Kemble redirected the question to Chair Poulson, who said the Commission

was charged with the management and control of the assets of the Parking Utility. Poulson added that he had asked for clarification from the Attorney's Office about their role in this. Dryer noted that ACA Strange had written a memo some months ago that largely dealt with rate setting and didn't touch on the asset question. Erdman said the land under GE was owned by the City; and that an ordinance set forth what the Commission had a right to. But she wasn't willing to step out on the issue. That would be a question for the City Attorney's Office.

Bergamini said she would add to the question of the control of the Parking Utility's assets, not just control of the sale of the land, but also the building and the air rights. Dryer said he didn't know if the memo written by ACA Strange had gotten into the issues being raised, but that Strange could be invited to address the group about that. Poulson said it would be good to know what assets the Commission did manage and control; and he assumed a reserve fund was an asset. When Poulson had asked about that, he was told that because it was allocated in last year's budget, it was beyond their decision-making, whether within their authority or not. He was advised that if the TPC had comments on anything in the Capital Budget, that was where to address their concerns to the City Council.

By way of transition, Dryer said that Judge Doyle Square rolled into the next agenda item related to Capital and Operating Budgets.

H.2. [40111](#)

Parking: Update on 2016 Capital and Operating Budgets - TPC 10.14.15

Dryer reviewed the 2016 Capital Budget for Parking (attached), for which the Utility had requested \$17.24 million in 2016. This included:

- \$7 million for the Capital East District structure, which was slated to be a 600-space above-grade ramp funded through TIF funds (plus \$6 million in 2017), = ~\$22K per space.
- \$1.13 million for lighting replacement in some ramps.
- \$6.05 million Judge Doyle Square, with a reauthorization of \$11.95 million from 2015, for a total of \$18 million.
- \$1.05 million for replacement of PARCS (revenue control system). An error there was corrected with a supplemental of a reauthorization of \$2 million from 2015, for a total of \$3.1 million.

When asked, Dryer discussed the License Plate Recognition Vehicle budgeted at \$65K, which had come out of the Park Plus parking modeling package they had purchased from Kimley-Horn. Similar to what MPD had on their Jeeps, the vehicle would have a video system that could scan license plates as it drove down the street; which would allow staff to do turnover and occupancy studies so they could provide more and better data to feed the model, to identify parking needs and deficiencies. It would not be used to run plates through databases for citations, which was the purview of MPD. Kimley-Horn had used a LPRV in their assessment of Cap East District, and Parking staff was impressed with what it could do.

Dryer went on to review the Parking Operating Budget.

- Staff had initially submitted their budget without accounting for the revenue loss over the nine months in 2016 (17 months total), when Gov East would be out of service. That was the reason (under Major items) for the difference in Revenues between the 2016 Request amount of \$13.647 million and the

Executive amount of \$12.424 million, a reduction of \$1.22 million; which tied back to the handout in Item H.1. that showed a loss of revenue there.

- With revenues at 12.4 and expenses at \$12.1 million, and assuming that Gov East went down in March, they anticipated no loss of staff since some positions were being left vacant.

Poulson asked Dryer what happened to Scott Lee. Dryer said Lee resigned the previous Friday.

With JDS up in the air, Kemble wondered what the Utility would do if the deal failed. Gov East still needed to be rebuilt, and she wondered if the Utility have a backup plan, perhaps to build an underground lot with a deck for future construction. Dryer said that was an option. Staff would have to meet with the Mayor and Planning to see explore the possibilities. Concepts had been discussed, which included going underground with blank plates above the facility. The Utility would have to look at what it could feasibly afford. The challenge would be trying to anticipate what would go above it (column spacing, elevator, wells, etc.). Kimley-Horn had looked at other cities, and it was expensive to do this; it involved quite a bit of risk.

Kemble also asked if the Utility had a date after which it would need to go move ahead. Dryer said the Utility had never set a drop-dead date. If the deal went south, the Utility would look at the ramp and its maintenance needs, and continue to maintain it as they had to keep it operational. Parking would work with the Mayor and other agencies to look at next steps. When asked, Dryer said the budget assumed that the ramp was coming down.

Kemble asked Erdman, if there were delays and renegotiations, would the Team push for a more efficient and cost-effective parking structure under Block 88 as well as for Block 105. Erdman thought yes. She expected that the Mayor would be communicating with the Council in the near future about what he would continue to push for and see what they could accomplish. Clearly a more efficient parking structure would be at the top of the list, along with potentially a larger hotel.

[Please note: Ahrens left at this point in the meeting, at 6:33 PM.] If JDS went south, Bergamini wondered if there would be sufficient time to revamp the Capital and Operating Budgets, so that the Council would be voting on something that made sense at that moment. Dryer said budget deliberations would occur in mid-November. Erdman said the JDS response was due back 10/28, and all budgets could be amended by 15 members of the Council. Dryer said that if the JDS project did not progress, staff would look at Gov East to see what work needed to be done. Bergamini suggested that Parking might want to have an alternative budget ready for the Council.

H.3. [40112](#)

Metro: Update on 2016 Capital and Operating Budgets - TPC 10.14.15

Kamp highlighted items in Metro's Capital Budget (attached).

- Their largest budget item for 2016, 2017 and 2018, was the bus Satellite Facility at Nakoosa Trail, for which a TIGER grant app had been submitted. They hoped to hear about the grant by early November. The Council had approved the grant app several months earlier, which involved 50% local and 50% federal funding. These %'s and amounts were different than what they would have seen a year ago.

- The next largest item was for buses. If they were to go through the calculations for local vs. federal funding, it would be a bit more complicated. They now used a funding source call Surface Transportation Program funding, allocated through the MPO. The Funding Source Breakdown (attached) showed the local and federal funding split for each year. This was what was contained in the guts of the Capital Budget.
- The \$40K for Facility Repairs-Improvements was for regular repairs that occurred each year for plumbing, electrical, etc. The lease for the temporary facility was contained in the Operating Budget.
- Due to a MUNIS error, \$200K of the \$10.200 million for the Satellite Facility, should be shown on the first line related to Repairs and Improvements. It was likely that Metro would remain at 1101 E. Washington for many years to come, which meant that some of their deferred projects over the last few years would now need to be considered: old buildings and grounds equipment, HVAC equipment, etc. The first project would be a major roof repair for \$250K.

Kamp then reviewed items in Metro's Operating Budget (attached).

- Non-peak hour expansions of Route 17 between North and East Transfer Points on weekends, and of Route 31 to provide additional midday and evening service to Owl Creek. Both ideas came out of the NRT process.
- Funding for additional bus cleaners, to increase frequency of thorough cleanings from 3.5 months to 2.5 months, based on customer survey feedback and staff experience.
- A State change took the City out of the Local Govt. Property Insurance Fund made Metro more vulnerable in the area of Comprehensive insurance. Staff worked with Transit Mutual Insurance to get Comprehensive to replace buses in the event that fire or tornado destroyed a bunch of them all at once. The cost was coming in at \$200-300K, and from Metro's perspective, this was a good investment in case of a catastrophic event. Metro's barns were covered under separate insurance; and the leased facility (building) in Middleton was covered by the landlord's insurance. This insurance would cover the vehicles.
- \$500K out of \$5+ million in reserves to fund 2016 operating costs, in anticipation of targeted fare increases and probably revenue increases in 2017 budget.

Two supplemental requests that didn't make the Executive Budget:

- Funding for a Night Operations Supervisor, to help with coverage at transfer points.
- An apprentice program in the Maintenance Unit, to increase diversity by hiring entry level Transit Service Workers, who would be willing to take some classes at Madison College for Diesel Mechanics. This didn't involve a large amount and they would be looking at other ways to fund it.

H.4. [40114](#)

Metro: Removal of Brearly Street Bus Stop - TPC 10.14.15

Kamp said this was identified as an informational update rather than an action item. When a proposed change was controversial (like bus stops on Jenifer), staff would bring it to the TPC for action. But as shown by the small amount of feedback and based on the ridership at Paterson and Ingersoll bus stops nearby, staff felt this proposal didn't fall into that category. However, staff realized that bus stops were a sensitive issue, and if members wanted, staff was open to presenting these changes in different ways. The data was loading not alighting data. East Washington had stops every two blocks, and 10-15 years ago, a decision was made at Brearly to leave a stop on one side of E.

Wash., but not on both sides. This would correct that; and also it fit the TDP goal to improve the travel times of buses. Poulson did not think members needed to vote on a bus stop.

H.5. [40328](#)

Metro: Update on Route 75 to Epic - TPC 10.14.15

Kamp said that as a matter of protocol, Metro notified the Mayor's Office and Chair Poulson before they added service like this. The change had already occurred, but staff wanted to share why and how they did it. Metro Planning and Scheduling Manager Drew Beck discussed the item.

- Every day at 5:03 PM, ~8,000 employees emptied out of Epic and tried to get on the first bus that showed up. The Route 75 bus had been packed for a year now.
- It had gotten to the point that they were chronically leaving people behind, which meant either a half-hour wait for the next 75, or they jumped on the slow boat Route 55 to the West Transfer Point, then downtown.
- They were able to find a school dodger that was emptying out on the southwest side, that was able to get over to Epic by 5 PM and act as an Extra bus on the 5:03 PM trip.
- The Extra had filled up every day since it started on Sept. 21st. They were packing both the Regular and the Extra.

Kamp noted that Epic was paying the \$26K for this service through Verona. Beck said similar overcrowding occurred in the morning, but they didn't have another bus available at that time. Kamp added that they would continue to look for ways to meet the demand, which was out there.

I. **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 Commission
Joint Southeast Campus Area Committee
Madison Area Transportation Planning Board (MPO)

J. **ANNOUNCEMENTS AND FUTURE AGENDA ITEMS**

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

Poulson said he was looking for a member to fill a TPC vacancy on CSOS, and would be emailing everyone about this.

J.2. **Commission member items for future agendas**

ADJOURNMENT

A motion was made by Tolmie, seconded by Lloyd, to Adjourn at 6:51 PM. The motion passed by voice vote/other.