



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, August 8, 2012

5:00 PM

215 Martin Luther King, Jr. Blvd.
Room 260 (Madison Municipal Building)

A. CALL TO ORDER/ROLL CALL

The meeting was called to order at 5:05 PM, with Ken Streit presiding.

Present: 7 -

Bridget R. Maniaci; Chris Schmidt; Lisa Subeck; Margaret Bergamini;
Kenneth M. Streit; Kenneth Golden and Ann E. Kovich

Absent: 2 -

David E. Tolmie and Susan M. Schmitz

Excused: 2 -

Amanda F. White and Gary L. Poulson

B. APPROVAL OF MINUTES

A motion was made by Subeck, seconded by Schmidt, to Approve the Minutes of the July 11, 2012 meeting. The motion passed by voice vote/other.

C. PUBLIC APPEARANCES - None.

D. DISCLOSURES AND RECUSALS - None.

E. TRANSIT AND PARKING QUARTERLY REPORTS

E.1. [27292](#)

Parking: July 2012 Activity Report, and June Revenue/Expense and Occupancy Reports - TPC 08.08.12

Parking Operations Manager Tom Woznick delineated information contained in the July 2012 Activity Report (attached), adding the following comments.

- The contract for garage remediation was extended 40 days by BOE so the doors and stairwells in State St Cap could be done by a subcontractor as part of the contract.
- Staff would provide more info about the development of a parking token program at a future meeting, after testing of sample tokens was completed.
- The Pay by Cell pilot was averaging six transactions/day, which would likely increase over time. The program had had no problems, and the pilot would run at least through August and probably through October or possibly longer; after which staff would consider rolling it out to all multi-space meters.
- The Utility sold 48 more spaces than last year to participants in the Art Fair on the Square; and used street meters around Brayton Lot for larger vehicles (inc. even semi's), which worked better than trying to park in the Lot and provided a lot of convenience to these customers. Since participants didn't

start parking until after 6 PM Friday, this didn't interfere with people who paid for parking during the day.

- Staff had been working with Facilities Management over a couple of months to draft an RFQ/RFP to hire a consultant to study long-term financial sustainability of the Parking Utility (attached). The draft was distributed to members for their review and feedback. Staff hoped to expedite the process to align with work on the City's Transportation Master Plan .
- In response to suggestions from commissioners and other constituents, staff was also working on a draft resolution to request that funds in this year's Operating Budget be redistributed and used to hire a consultant to develop a wayfinding/signage master plan.

Members made comments and Woznick answered questions about the report.

- The decrease in revenues YTD was largely due to the spike in revenues due in the spring of 2011 during the protests. Compared to 2010 revenues of \$5.527 million, the 2012 YTD revenue was \$5.648 million.
- (Kovich) A lot of downtown businesses had seen this same blip in the first quarter of 2011.
- Though the Utility was using ParkNOW as the vendor for the Pay by Cell pilot, it had the option to check out other vendors. The contract with ParkNOW was for one-year, with two one-year extensions, and did not preclude the Utility from looking at other Pay by Cell software options. The UW was using a Pay by Phone operation. This was different than the Utility's Pay by Cell, which used an app whereby parking times could be extended or stopped remotely in a matter of seconds.

The convenience fee of 45¢ associated with the Pay by Cell feature was discussed. Maniaci had received a little feedback about the cost, and noted it was quite a bit higher than the regular transaction fee of 25¢. Woznick said that staff had worked with the vendor to establish the fee, based on the fact that ParkNOW had a cost of 21-25¢ per transaction and naturally the fee had to be higher than that for them to make a profit. In setting the fee at 45¢, the Utility no longer incurred the cost of the credit card processing fee like it did with all the regular transactions at multi-space meters. The customer paid this processing fee as part of the Pay by Cell transaction.

Maniaci thought that the vendor might increase the number of transactions if they lowered this fee. She hoped this issue would continue to be discussed, esp. in view of the short time limits at some meters and how large a percentage the fee was compared to the cost of parking. Woznick said the vendor saw the potential for all the meters in the system, and were willing to invest something to get the program started. Staff thought it could be a great collaboration.

Golden wondered that if the number of daily transactions were to increase into the hundreds, if the fee could be reduced; esp. since capital costs were always higher in the initial stages of developing a program. Woznick said this was a good point, and staff would take keep reviewing this. The contract for purchase of services was set up to be able to evaluate everything after a year. The idea was to set it at the initial rate that wouldn't change over time; esp. not to start out low and then have to raise it. The huge benefit to the customer was the ability to be able to extend the amount of time on the meter and control the time on the meter. For the longest time, no matter where they were or what they were doing, parkers had to think about how much time they had on their meter and perhaps run back to the meter to add time. Now, if a parker paid for

two hours of time and ended up needing only an hour or so, they could stop their parking session and pay for only the time they used, which would more than make up for the cost of transaction fee. Golden thought this a really good feature to emphasize in marketing the program.

Subeck noted that the program was totally optional and was being offered solely as a convenience; and if people chose to use it, they paid a convenience fee. For some people, the 45¢ would be worth every penny, to avoid paying a \$25 ticket for not extending the time. Kovich added that as part of the contract and deal with the convenience fee, the Utility was paying none of the cost of the program, including maintenance.

E.2. [27284](#)

Metro: YTD Performance Indicators, and Financial and Hybrid Reports - TPC 08.08.12

Metro Transit General Manager Chuck Kamp discussed the Quarterly Reports (attached) and answered questions.

- Paratransit ridership in the first half of 2012 dropped by 1.7% compared to 2010; directly-operated services comprised the bulk of the drop; contracted services went up slightly.
- Passenger accident increased by 5, while total vehicle accidents decreased by 7.
- Maintenance was on track. The increase in road calls was in part due to older vehicles that would soon be replaced in the next paratransit procurement.
- Paratransit Operating Cost/Passenger Trip had dropped by 26¢ in 2012 vs. 2011 YTD. Similarly, this cost/trip for Fixed Routes had dropped slightly as well (\$2.85 to \$2.77).
- Percentages for Operating Revenue/Operating Cost had also improved slightly, which was positive.
- Re: other Paratransit statistics, No Shows had dropped by almost half (from 2,828 to 1,686). The cancellation rate also went down 2%. On-time performance was very good, with all providers at 90% or higher.
- Looking at the "Updated" Financial Performance Report, total passenger revenue was up almost \$29K through June, which was encouraging.
- Among Expenses, there were ups and downs: Overtime was about as much overbudget as straight-time Salaries/Wages were underbudget. Metro had had a record number of retirements over past year. But they would have a nearly a full level of part-time drivers by the end of August in time for school to start, which was good. As a result, the OT would begin to moderate, but so would savings in Salaries.
- As was true among State employees due to changes in collective bargaining law, Metro saw a 50+% increase in retirements last year than they had had in the previous 2-3 years. Though the contract would be in effect for two more years, there was an increased sense of fear, that things were changing and now was the time to retire.
- While some of the retirees had higher seniority and thus higher wages than newer employees, this turnover would have a moderate impact, since Metro still had quite a few with 25+ years of seniority.
- While a higher than normal number of retirements was likely to occur this year, there would probably be fewer than last year. Among the budgeted 35 part-time drivers, there was likely to be complete turnover, because many of them would be moving into full time positions. With 330 drivers altogether, just this number alone represented over 10%. A combination of things contributed to the impact of terminations on cost.
- Terminations (inc. retirements) last year comprised 18% of the drivers;

normal turnover would be less than 10%.

- The biggest impact connected to higher-than-normal turnover was training. Training Instructors, who would otherwise be driving buses, were now training almost 100%. A related impact was overtime, where these vacant runs were being filled.
- A big benefit of Metro's internal training program was that these instructors had up-to-date experience with the routes to share with trainees.
- Re: Expenses, with big savings on natural gas among other things, Total Expenses were \$149.9K underbudget, resulting in \$141.8K in reserves. All things considered, things were looking strong, esp. since Metro had locked in at \$2.69/gal on diesel fuel for the rest of the year (and all of next year).
- Parts for rolling stock was \$33K overbudget, while Building and Grounds was \$40K underbudget. Some of this was due to changes in accounting codes and what was charged to parts and what was charged to supplies, which sort of balanced each other out. (Block) Also, \$70K was spent on mirrors after the Campus accident last year.
- Re: Hybrids, the fuel economy for them was 13% above the "nearest year" Gilligs. The newer hybrids ran 22% above. This data (about the older hybrids) was a little skewed: Two of the five original hybrids ran on Campus with a lot of stop/go traffic. When compared to Gilligs, the older hybrids also ran in the 20+% range above.
- New State of Good Repair grant money was smaller than requested, and would only be enough to replace old buses with diesel buses rather than with hybrids (which would require more money). If the Council wanted to add \$3 million to the grant money (15-16 buses at an additional \$200K/each for hybrids), then it would be possible to buy hybrids. (Bergamini) It wasn't clear why the grant gave or did not give certain transit systems enough money for hybrids.
- Per Route Productivity Comparison, fixed route ridership was up 0.5%; without Campus routes, it was up 2.8%. Campus routes were down, and it wasn't completely clear why (perhaps because of difficulty counting on overcrowded buses or reliability issues with fare boxes). Because of construction and detours on Campus, it was also possible fewer people were using the Route 80's.
- For Fixed Routes, passengers were up 13, but vehicle accidents were down 13, with improvements in chargeable and preventable accidents.
- Re: Maintenance, inspections were on track; and the new Maintenance Manager had set up some measures to reduce road calls, which were down 74.
- Re: Revenue and Ride % Changes, ridership was up 0.5% while revenue was up 1.6%. Notably, the % change in UW unlimited ride revenue was up more than its ridership (vs. the other programs where revenue and rides corresponded). Because of the new contract with UW ASM and UW Transportation using a 4-year average to calculate the rate, this variance sometimes would occur.

Metro and Parking was asked to establish one protocol for listing/comparing the years in reports, perhaps with the previous year on the left and the current year on the right.

F. UNFINISHED BUSINESS ITEMS

- F.1. [27294](#) Parking: Resolution No. TPC-40, formalizing the 45¢ ParkNOW! convenience fee for Pay by Cell parking sessions - TPC 08.08.12

A motion was made by Golden, seconded by Schmidt, to Approve the resolution.

Woznick said that the contract went into effect on July 3, 2012, and the fee would be in effect for the initial length of contract, which was one year, with two possible one-year extensions. Maniaci had a concern that if this fee of 45¢ were passed, it might stay that forever. Plus, she wondered if action was even necessary, if the fee was internal and part of the contract terms. Kovich suggested that since the fee was part of the contract, it would run until July 2, 2013, the point at which the contract would be reviewed. Maniaci suggested that the end date of July 2, 2013 be added to the resolution.

Streit pointed out that the resolution said the fee was part of the Pay by Cell program; and whenever that program would end, the fee would end. With regard to the two one-year renewal options, he thought that the private sector would start at 45¢, would see if it worked, and then would arrive at a "right number" long before the Commission did (and the number would probably end lower, which was usually the case with these programs). Maniaci said she just didn't want the Commission's approval somehow made implicit, and she wanted to have a discussion about this when the renewal came up again next year, with the "stick" that this was approved for only one year.

Golden pointed out that the Commission approved rates until it decided to change rates; and the contract had already been approved by BOE and the Council. He also thought the resolution was much like the annual Metro contracts (such as MA waiver) where things might change, but for which a resolution would come before them for consideration once a year. So perhaps an amendment wasn't needed. Schmidt agreed with Golden and said that the group would be receiving regular updates about the program from Parking, and they didn't need to worry about the contract; it would be fine. Maniaci said an amendment wouldn't be necessary.

A vote was taken and the motion passed by voice vote/other.

F.2. [27285](#)

Metro: Update on Owl Creek Neighborhood - TPC 08.08.12

Kamp said that Owl Creek was one of several service expansions options, per the Mayor's request to look at possible service expansions throughout the system. Metro wanted to bring the group an update not only on Owl Creek but on other options as well, when they briefed the group on Metro's budget request usually done in October.

In response to Maniaci, Kamp said the briefing would occur before the deadline that alders had for proposing amendments. Maniaci said the current period was already part of the budget season, and she would like to get some info "offline" before October about what options were being discussed.

Golden wanted Metro's report on this to include info about attempts to attract McFarland into Metro's system. Considering the previous discussion about the Owl Creek neighborhood and K-12 students in the area, and considering that the school year was about to begin, Bergamini wondered when an update would be available on the work of the Owl Creek Neighborhood Resource Team (of which Drew Beck was part). Kamp didn't know when the Owl Creek NRT would make their final submittal in order to have input on the budget, but

he knew that all the NRT's knew about the budget deadline.

Maniaci expressed concern that Metro provide their budget information before the October TPC, because that was about the time when the alders would need to submit their amendments and BOE would be having its discussions. She suggested that the report might be given in two parts, and at least start the conversation in September, even if they couldn't get through it all at one meeting. Kamp said he would try to have info ready by September, but wanted to be respectful of the the City's process and when all this was made public. He would review that with the appropriate people. He said he would prefer to present all the information at once, because he felt it was helpful for policymakers (inc. the TPC and the CC) to weigh what staff had to weigh when trying to make recommendations. For example, staff was looking at such items as overcrowding on the buses throughout the University Avenue corridor and others, how to serve under-served areas like Owl Creek, and operational challenges with schedules on a couple of bus routes. If all the issues were considered together, it would allow everyone to experience what staff goes did, to ask where the next dollar should go if we have x-amount of funds.

Maniaci said that maybe council leaders could work out a schedule where alders were not expected to have amendments ready before having this discussion at TPC. Schmidt noted that the schedule was already set. Maniaci then suggested that, given how heavy Commission agendas were, it might make sense to have a separate meeting devoted to budget, esp. since there could be a fair amount of testimony. A separate budget meeting might provide more flexibility to work with the already-established Council calendar.

Bergamini said she appreciated Kamp's desire to bring all the options, problems and issues to them at once. To complicate things further, in the case with Owl Creek for example, other public partners were involved. Was MMSD looking at their transportation budget in relation to Owl Creek? She hoped they were; because she would hate to see Owl Creek pushed off because others partners weren't ready when the City was ready to do its budget. But that may be the reality of it; the County and BOE were typically behind us. Golden said the TPC was the commission for other communities as well as other entities Metro contracted with. So it would be helpful to have even a brief summary of what might be going with the other communities. For example, the inter-lining between Fitchburg and Verona was creative and successful. Knowing about what was going on in other communities might offer other opportunities to be less costly. Kamp said other communities were going through the same process with their budgets right now also, looking for ways to cut and weighing their options.

G. NEW BUSINESS ITEMS

- G.1. [27298](#) Metro: Update on Rehab Program for Bus Shelters - TPC 08.08.12

Metro Transit Service Manager Ann Gullickson highlighted some of the information contained in her memo to the TPC, and made additional remarks, as follows.

- Metro was taking a different direction than previously planned and reported.
- After inventorying their older shelters, staff found the frames to be in good shape.
- So in order to respond to issues raised in a Metro customer survey, the

State of Good Repair grant money would be used on amenities, such as lighting and benches.

- And rather than completely replacing the 94 old style shelters that were identified, these shelters would be updated and rehabbed.
- The funding would likely cover the cost of updating 75 of the shelters.
- From this, Metro would have a pretty good idea as to the cost of upgrading the remaining 20, and would go out to bid and include this amount in the capital budget for 2014.

G.2. [26603](#)

ALTERNATE Amending Sections 12.915(8)(a) and (b) and Section 11.06(3)(r) of the Madison General Ordinances to prohibit taxicabs waiting for passengers on State Street and permits them to provide service on State Street between the hours of 10:00 p.m. and 4:00 a.m.

Schmidt clarified that the TPC remained the Lead referral, and that the Council added two more referrals (to Planning Commission and to Ped/Bike/Motor Vehicle Commission) at its 8/7/12 meeting. As for options, the TPC could take action immediately, or it could refer the item in order to wait for the other two bodies to act.

Bergamini noted that a number of people had registered to speak, and suggested that they be heard, after which the item could be referred to the next meeting. Streit said that before the Commission did anything further, it would receive public comment.

Registrant Rose Mary Lee, 111 W. Wilson, #108, 53703, spoke in opposition (to the original resolution).

- She had extensive knowledge of late-night taxis on State Street and was very familiar with taxi stands (through her volunteer work with Madison Taxi and the taxi stand at 600 University Avenue). It pained her to go against what the Mayor wanted.
- Taxis were a critical and important element of safety on State Street, esp. between 10 PM and 4 AM.
- Working at Segredo night club, she often left work around 2:30 AM. Cabs were the eyes and ears of State Street. They helped citizens and reported incidents to the Police.
- Once, at the Madison Taxi taxi stand at 600 Univ., a sobbing girl approached and needed to go to Lathrop Street. Madison Taxi took the girl home for free, and probably prevented the girl from getting assaulted.
- Taxis having access to State Street only from the nearest cross street, had cost her an extra \$1.20. Why should tax-paying citizens pay more for taxi cabs because of an ordinance? It was costly and unfair.
- The 5-6 taxi stands were empty and unmanned. From personal experience, she knew that taxi stands would not work unless they were manned, esp. on football nights when some older folks acted worse than the college kids.
- She opposed the original proposal; but supported the Alternate proposal of allowing taxis between 10PM-4AM, which was necessary. People needed to be able to hail a cab. She didn't see lots of cabs cruising.
- Seasonality didn't bear on the situation; the 10PM-4AM provision should be in force all year long. Though there were fewer students during the summer, more out-of-towners visited Madison at that time.

Jason Glomp, 1624 Fordem Avenue, #203, 53704, registered in support of the Alternate.

Registrant Eric Smith, 214 Ohio Avenue, #2, 53704, supported the Alternate and opposed the original proposal (to use the taxi stands at all times).

- He had been driving taxis in Madison for 10 years.
- The ugliness on State Street between 10PM-3AM was not the taxi cabs. The aesthetic argument was absurd.
- The taxi stands were not being utilized by taxi companies. Union Cab had a stand, used as part of its dispatch protocol, and would not be inclined to use others because it would mess with their dispatch system.
- Responding only to calls initiated by customers on State Street wasn't fair between the taxi companies, because there were meter cabs and shared-ride services. A shared-ride service could pick up a customer at one location and while continuing down the street could easily pick up other (flag) fares who were there by the hundreds. These customers would not be available to the metered cab service: Unless they happened to no-load the initial caller, they could not avail themselves of that business. This wasn't fair between the companies.
- It (not being able to hail a cab and having to call) was also counter-intuitive to the average tourist (or pedestrian or drunk person). There was a persistent rumor that a person couldn't hail a cab in Madison. He almost wished that were true, because then everyone would have to call a cab and things would be more fair.
- The taxi stand by Community Pharmacy was poorly designed because the passenger-side door opened up into traffic, so getting in or out was dangerous. The passenger door was aligned with a crosswalk, so to get in, people had to run across the street. The stand probably should be located on the other side of the street; but it didn't matter, because no one was using the taxi stands anyway.
- Having taxis on State Street was good business for the cab companies, and good service for people who were inebriated.
- The status quo had been fine. He just didn't want to see police starting to hand out tickets to cab drivers.

Registrant Christina Ballard, 1624 Fordem Avenue, #203, 53704, supported the Alternate, allowing taxi cab access to State Street between 10PM-4AM, in order for people to hail or flag a cab.

- Though not representing or working for any taxi company, she had over 16 years of experience working in the taxi industry.
- In view of the the City Attorney's memo (attached), one of the Mayor's concerns seemed to be potential impact on federal funding for State Street. This was a non-issue. The City should have been able to find a definitive answer about this issue over the past few months, and hearing that it hadn't, indicated to her that the Mayor wished to prolong the process. If funding was a non-issue, then what was the reason for not giving taxis access to State Street?
- At midnight, people were not concerned with aesthetics. Retail businesses also were not concerned because they were closed by then.
- Along with all the testimony before the DCC, many more were likely to speak before the Planning Commission and PBMVC.
- When asked about seasonality related to hours of daylight, Ballard thought 10PM-4AM provision would be reasonable year-round.
- With two football games coming up before the issue got back to the Council, the impact of having taxis comply (with the current ordinance) would be seen. There would be a lot of things going on on State Street during those two games, because taxis would not have access to pick up fares.

- It was probably more important for taxis to have access during the summer because there was less opportunity, esp. if people weren't at 600 Univ.
- Having heard there were 330 bus drivers, Ballard noted there were 430 cab drivers in the city.
- Between how things were under the current ordinance and the Alternate, she preferred the (Verveer) Alternate. The current ordinance was sort of convoluted.
- But had the issue never been brought up, things could have been left at the status quo, where there was sort of an agreement that if cabs behaved, the Police wouldn't do anything to them. Cabs were able to drive down State Street searching for fares because the Police knew that somebody needed to get people off State Street. The Police knew that at 2:30 AM, the phone lines at all four cab companies were busy. When there was that kind of volume, there was no other way to do it.
- To do things legally, they would probably have to go with Verveer's proposal; and perhaps tweak it to reflect current practice.

A motion was made by Subeck, seconded by Bergamini, to Refer the item to the Transit and Parking's September meeting. The motion passed by voice vote/other.

G.3. [27289](#)

Metro: Update on Federal Reauthorization-MAP 21 - TPC 08.08.12

In looking at levels of discretionary funding in previous years and at State of Good Repair grants in recent years (Federal Funding chart attached), Kamp explained that while Metro had enough funding through 2013, they were anticipating a problem in the long run with the replacement of buses. Fortunately, this was a 2-year authorization, not the normal six; and he was expecting that efforts would be made at the federal level to correct this. Nonetheless, Metro had a serious concern about this.

When asked, Kamp verified that this recent transportation bill seemed to undercut federal funding, and it wasn't certain that it would be fixed. Kamp said the 5307 formula funding seemed to be on track to continue to be healthy, as did (5309 FG) fixed guideway funding, though there had been a drop. However, the old 5309 discretionary funding, through which Metro used to qualify for earmark funding, was now changed to programs like State of Good Repair for buses, not just fixed guideway. Metro had been successful in getting that in 2011 and 2012. Now, for 2013 and 2014, it looked like Metro would not receive another supplement of State of Good Repair discretionary funding. That was the problem. Schmidt said they were seeing this with transportation funding across the board, not just with buses.

G.4. [27127](#)

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

Agenda Items G.4., G.5. and G.6. (Leg. Files 27127, 27128 and 27129) were taken up for action together, and approved with one motion and vote. [Please note: Bergamini was away from the table when the vote was taken on these items.] A motion was made by Kovich, seconded by Golden, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by voice vote/other.

- G.5. [27128](#) Authorizing the Transit General Manager to file an application for a Section 5309 Bus and Bus Facility, State of Good Repair, Discretionary public transit capital grant with U.S. Department of Transportation and authorizing the Mayor and the City Clerk to execute the associated grant agreement with USDOT and the associated 13 (c) agreement with Teamsters Local No. 695.

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

- G.6. [27129](#) Authorizing the Transit General Manager to file an application for a Section 5309 formula public transit capital grant with U.S. Department of Transportation and authorizing the Mayor and the City Clerk to execute the associated grant agreement with USDOT and the associated 13 (c) agreement with Teamsters Local No. 695.

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

**H. 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
Madison Area Transportation Planning Board (MPO)

No action was needed on these items.

I. ANNOUNCEMENTS AND FUTURE AGENDA ITEMS

I.1. General announcements by Chair - None.

I.2. Commission member items for future agendas

Streit noted Maniaci's earlier request to Metro to try to present at much info as possible about the Capital Budget at the September meeting. Maniaci reiterated that she hoped staff and leadership would look at matching up calendars, so that at the September meeting, the entire group could discuss the possibility of scheduling a special TPC meeting regarding budget-related changes to routes.

ADJOURNMENT

A motion was made by Schmidt, seconded by Maniaci, to Adjourn at 6:33 PM. The motion passed by voice vote/other.