



City of Madison

City of Madison
Madison, WI 53703
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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 14, 2013

5:00 PM

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

A. CALL TO ORDER/ROLL CALL

Vice-Chair Bergamini called the meeting to order at 5:03 PM.

Present: 8 -

Sue Ellingson; Chris Schmidt; Anita Weier; David E. Tolmie; Margaret Bergamini; Ann E. Kovich; Kenneth Golden and Kate D. Lloyd

Excused: 1 -

Gary L. Poulson

Please note: There are two vacancies on the Commission, in the positions of Member and Second Alternate. Ellingson arrived at 5:09 PM and Schmidt arrived at 5:12 PM, during Item E.1.

B. APPROVAL OF MINUTES

A motion was made by Golden, seconded by Kovich, to Approve the Minutes of the July 10, 2013 meeting. The motion passed by voice vote/other.

C. PUBLIC APPEARANCES

[Please note: The following registration slips were submitted and read aloud by Bergamini later in the meeting, after this agenda item had passed without registrants/comments.]

Registrant Cheryl Elkinton, Corporate Drive, 53714, submitted the following written comments.

- Want 939 E. Washington for a long-distance bus hub.
- Change/look at parking ordinance re: towed vehicles.
- Capitol Square - no through traffic.
- Want to change US 151 to Business 151, and use Beltline from Park Street to I90/I94 until Sun Prairie exit for it.
- Anyone want to help with any projects?

Registrant Susan Schmitz, Marinette Trail, 53705, representing DMI, was available to answer questions generally.

D. DISCLOSURES AND RECUSALS - None.

E. TRANSIT AND PARKING QUARTERLY REPORTS

E.1. [31183](#)

Parking: July 2013 Activity Report, and June Revenue/Expense/Occupancy Reports - TPC 08.14.13

Parking Operations Manager Tom Woznick reviewed the July Activity Report and Revenue/Expense Narrative (attached), and added the following comments.

- **Revenues and Occupancies:** When thinking about financial sustainability, it was important to note that though State Street Campus had 57% occupancies, it generated \$3 million/year in revenues, which was 25% of all revenues in 2012. So while its peak occupancies might not appear impressive, its revenues were significant.
- **Capital Expenses:** Remediation had been proceeding at several facilities for six weeks.
- **Facilities:** Improvements to Brayton Lot, including the rain garden and landscaped areas, would be completed in mid-September.
- **Multi-space Meters:** Software and hardware improvements should help us to continue to assess and resolve network issues. With info just provided to Metric, staff hoped Metric could provide some answers about why the LAN units had had communication problems.
- **Sustainability Study:** A draft report would shortly be available for staff review.
- **Judge Doyle Square:** Parking had met with both teams of consultants, who had been very receptive to Parking's requirements and recommendations.

Golden asked if more detailed data about State Street Campus could be provided. He understood that the Campus garage generated a significant amount of revenue. But because there might not be enough money to rebuild three garages over the next few years, Golden thought one strategy might be to take down the Lake Street portion of the Campus garage and keep the Frances Street side (unless this would create a parking shortage). It would be helpful to have more data inc. combined revenue, capacity and utilization; and how frequently the garage was full.

Woznick said staff had plenty of data and could provide more and different types of information as members requested. What was tricky about State St Campus data was the fact the two sides of the garage were combined. Though the Lake Street side showed more revenue (from vehicles exiting there), those vehicles might have parked on the Frances side.

Golden added that he wasn't trying to promote an approach, so much as to inform an approach; and he wasn't trying to make more work. But if it would be relatively simple to produce this info, it would be very useful. Woznick agreed and noted that while occupancies provided important info, all garages were not created equal; each served different clientele and served different purposes. He felt it would also be valuable to look at occupancy in terms of how events worked; as well as night/weekend occupancies, and the impact of losing some parking. Woznick thought staff could provide another analysis tool by the next quarterly report.

E.2. [31184](#)

Metro: YTD Fixed & Paratransit Performance Indicators, and Financial, Rider-Revenue-Fare, and Hybrid Reports - TPC 08.14.13

Metro General Manager Chuck Kamp reviewed the Quarterly Reports (attached), and added the following remarks.

- **The areas managed by Finance Manager Wayne Block and Planning Manager**

Drew Beck were responsible for 95% of the data in the reports.

- June 2013 ridership was lower than in 2012 because the month had one fewer weekday and one more weekend day.
- YTD ridership was up, esp. notable because of the 10% cuts in Campus service last year.
- YTD Chargeable accidents (driver primarily responsible) had dropped, while Non-chargeable accidents (other vehicle responsible) had risen.
- Road calls had increased considerably, due mainly to engine and emission issues. Newer buses had more sensitive buttons, sensing a potential problem earlier on. They were looking at this area, to get on and minimize it.
- Top routes for productivity remained Campus and MMSD dodger routes. "X's" = routes with productivity of 60% or below.
- Route 75 to Epic from Square was outpacing Route 55. With Epic employees locating in new apartment developments and with their interest in using transit, Metro would likely try to beef up Route 75 in the future.
- YTD total ridership and productivity %'s without Campus routes (where cuts were made) revealed a fundamental growth in ridership.
- Though ridership in June was down vs. 2012, productivity was up. Service changes in August were likely to help ridership.
- The drop in YTD Paratransit ridership reflects the shift to the State broker.
- Cameras had been helpful in coaching drivers to minimize chargeable/preventable accidents.
- Paratransit road calls were down, partly due to a batch of new vehicles.
- Paratransit inspections were down, because Metro's in-house service was a smaller % than last year.
- Contractors' %'s were up slightly compared to Metro.
- No Shows were up a bit, because Metro now included Late Cancels among No Shows. Late Cancels were rides cancelled on an hour's notice. In effect, these had the same impact as No Shows, which was communicated to customers.
- All providers were within industry standards (90-95%) for On-Time Performance, which was good.
- Metro's budget was in good shape overall. "Reserves generated" showed that they continued to add to the contingency fund.

Block highlighted items in the Financial Report.

- Cash, Tickets, Passes revenue was up significantly over 2012 because the budget had been done in the summer of the previous year, and the increase in the revenues had started in fall of 2012. This continued to climb, with 31-day passes being one of the biggest contributors, not only because of the fare increase for 31-day passes, but also because purchase of these passes had increased.
- Unlimited ride pass revenue was also up, though underbudget. UW passes were higher than last year, but some of the other unlimited passes had gone down; perhaps because drivers were now asking for ID. That was the only difference between this year and last that they could identify.
- Salaries/wages and benefits continued to be underbudget, even though OT was overbudget. This had been improving over the last few months. Total costs for salaries and benefits were significantly higher than 2012 because of much higher health insurance premium expense.
- Fuel costs were down by a quarter million \$, because they had locked in at a really favorable rate. They were right on budget with this because they had budgeted at that rate as well. Fuel was on a fixed-quantity contract, with enough to last through year-end, possibly into early 2014. Metro, Finance and

Fleet Services met regularly to look at prices. At their last meeting, gas prices were 30-40¢/gallon higher. They'd continue to monitor this and decide whether to float, lock-in, or try other options, like locking in for a portion.

- With Paratransit rides underbudget, payments to Paratransit providers was considerably underbudget.

Kamp went on to discuss Performance Measures. Staff was working to expand some of the Paratransit items.

- Operating Revenue/Operating Cost was up for both fixed and paratransit, which was encouraging.
- Along with Passenger revenues being up, MA Waiver funding was projected to be up, (even though Paratransit ridership was down slightly), contributing to the Operating Revenue % being up slightly vs. 2012.
- Operating Cost/Passenger Trip was a balancing act between controlling cost and encouraging new ridership. Fixed route went up just 2¢. Paratransit rose more, driven by fact that ridership was down while some in-house costs were fixed, which caused the ratio to go up a bit.

Looking at the Ridership and Revenue Comparison and the Revenue % Change, Kamp noted the following.

- YTD passenger revenue was up 2.8%, with cash and ticket revenue up 3.8%. New riders generally started as cash or 31-day pass, which would indicate that new ridership was strong.
- Metro had an ID-check program for unlimited ride passes, which randomly checked passes for certain partners on certain days, allowing for driver discretion if there was crowding on the bus or other issues, to determine when it was appropriate. Partners were very happy with the program.
- Some of the partner %'s were down significantly. Partners reported that the ID checking was helping them with fraudulent passes and was a contributing factor to the decrease. One partner had used this for disciplinary measures when a pass was used inappropriately, and had been able to determine who it was. The program had been positive overall, and though they would look for ways to improve the process, they had made some progress.
- YTD ridership change was +0.2% overall. UW Route 80's had dropped 13%, with increases in cash and tickets and unlimited ride passes.

Turning to Riders by Fare Category and Route, Kamp talked about how this report could be used.

- When asked about UW as a % of total ridership, the report showed UW students @ 1,635,790, UW employees @ 906,921, and rides on UW Campus routes @ 1,041,033, which came to 3,583,744, or 47% of Metro's total ridership [7,574,427].
- This could be used for %'s for other partners as well. When asked why MMSD's local share for its school dodger service wasn't reduced by the revenues from all the passes bought by MMSD and parents, the report showed total rides taken using Easy Rider passes was 1,096,415; but less than half of those, 481,252, were on the dodger services. Some of the revenues from these passes went to the City and other partners, for rides on other routes. Likewise, MMSD received some credit for revenue from other types of tickets and passes used on dodger service.
- The report was also used for the FTA's 3-year audit. The fed's required the school tripper service be open to the general public. It would be illegal for the school service to be used exclusively for students; Metro would lose 600K+ rides every six months, because this service would have to shifted over to the

school district to provide. With this Fare Category/Route report, Metro could show that other groups were also using the school service, per the Adult tickets and passes listed.

Re: Hybrid stats, Hybrids, esp. the newer hybrids, outperformed Gilligs for cost and mileage, approx. 20%. Two of the five older hybrids ran on Campus, where stop and go traffic was harder on them. Still even these older hybrids did better than the older Gilligs. As far as a break-even point on the extra cost for hybrids (+200K), Metro had focused only on fuel economy. They hadn't yet reached the point where they were replacing the batteries, which was a huge cost. The break-even point for hybrids would be if fuel prices went to \$4-5/gallon.

Members and staff discussed the reports.

- As to how folks were getting around since the UW route cuts, some riders probably consolidated their trips, or walked or biked. Fewer buses and many detours were also probably discouraging short-trip riders (vs. those who went longer distances, and really needed the bus).
- UW pass ridership was up. But Route 80's were free (and were not counted under the pass program). Route 80 ridership was down by 13%, while pass usage was up. Some riders were shifting from these free buses to using their passes on regular buses that travelled on Campus.
- Re: safety on buses, Metro was working on a written summary. Staff had met with 100 Black Men and others, and hoped to provide an update on some strategies by next quarter.
- When someone was found to be using a pass wrongly, they had to turn it in to the fare box. Many times they didn't get any follow-up, which suggested to staff that it was a pass being used inappropriately. Some partners were following up, with some serious consequences esp. if they had strict guidelines that a pass could not be loaned out. Other partners had a more relaxed policy. That was up to the partner, not Metro.
- They could look at the idea of fines, but Metro's focus right now was mainly to find passes that were being used wrongly.
- The Campus routes were Routes 80, 81, 82 and 84. They were fare-free; anyone could use them, inc. visitors to Campus or UW Hospital. They served the immediate Campus as well as Eagle Heights, Langdon, E. Johnson areas, into the night.

Beck discussed the slight route changes being made to the new Route 33, due to problematic turning movements at certain intersections, where ped islands were located. (See attached map and comments.) When staff originally plotted the route, the islands didn't exist. A trainer had just recently discovered them; fortunately, in time for the Ride Guide to be revised to reflect the changes.

Golden recalled initial discussions about using islands for traffic calming, in which Traffic/Engineering had reassured everyone that the islands would be constructed in such a way as to be navigable by buses, fire engines, street cleaners. He asked Metro staff to check into why these particular islands were not. Weier wondered whether plans for several new islands on Sherman Avenue were being reviewed carefully. Kamp said that whenever islands were proposed for streets along which Metro buses travelled, Traffic/Engineering consulted closely with Metro. The two agencies met regularly, and TE was very responsive to Metro's needs. Staff could ask TE to provide Metro with traffic calming plans on a regular basis.

F. UNFINISHED BUSINESS ITEMS

- F.1. [31185](#)** Metro: Updated Fare Tariff to reflect addition of Specialized Commute Card for groups with senior/disabled riders - TPC 08.14.13
- Bergamini commented that the updated Fare Tariff memorialized action taken at the July meeting (Leg. File 30344), in which a Specialized Commute Card was established with the rate of \$1.00, for groups who qualified for senior/disabled discounted fares. Because it was a fare reduction, a public hearing was not needed. A motion was made by Golden, seconded by Weier, to Approve the Fare Tariff as updated August 6, 2013. The motion passed by voice vote/other.**

G. NEW BUSINESS ITEMS

- G.1. [31186](#)** Parking: Proposal to expand short-term parking at State Street Capitol Garage - TPC 08.14.13
- Jeanette Riechers, owner of Madison Sole at 414 State Street, 53703, spoke in support of the proposal.**
- **Though active in BID, DMI and the Convention & Visitors Bureau, she was speaking as a downtown retailer.**
 - **Businesses in the neighborhood liked events, which kept the area vital and brought people downtown. However, these events could sometimes drive business away from downtown, and could be an imposition or inconvenience to people who lived in the outlying neighborhoods, who might consider downtown a place to enjoy or do their day-to-day business.**
 - **When these folks saw a lot of traffic and thought there was no parking, when they had to pay Event parking, when all they wanted to do was spend a few minutes downtown, they went the other way to the edge of town, or they skipped the visit altogether.**
 - **Many businesses on her block were the type where customers could do their transactions in less than hour.**
 - **Short-term parking was vital to making these customers feel welcome and to show them that the downtown could be part of their daily lives.**
 - **Along with providing short-term parking options during special events, it would be important to communicate that this parking was available, convenient and affordable.**
 - **As a downtown business person, she wanted to emphasize the need for this, appreciated the thought and effort that went into the proposal, and asked the TPC to approve it.**
- Mary Carbine, representing Madison Central BID, 122 W. Washington, 53703, spoke in support of the proposal.**
- **BID included commercial properties and retail, restaurant, service-oriented businesses in the Greater State Street and Capitol Square area.**
 - **Having appeared before the TPC many times to speak about the need for a system to accommodate short-term or non-event parkers during special events, she was very excited to see this proposal.**
 - **One reason for not being able to reserve the first floor of several of the garages for non-event parking during special events was the lack of physical separation between the levels of the garage. But State Street Cap had this ability.**
 - **Parking was key to sustaining retail in the downtown area. The downtown needed to be as convenient as possible, esp. with retailers now having to**

compete with the convenience of online ordering.

- Key shopping times of evenings and weekends often coincided with special event times.
- Having a consistent place, where people would know they could park for two hours or less that was not the \$5 pay-on-entry event parking, would greatly increase the convenience factor.
- It was good that staff could accomplish this while at the same time adding a net of three dis/vet parking spaces, also an important constituency for downtown.
- Because of its importance, BID had incorporated parking into their retail strategy, a set of research-based recommendations to help support retail in the downtown area.

Carbine passed around a letter from the Greater State Street Business Assn. in support of expanding short-term parking at State Street Cap (attached). She answered questions.

- She liked the distribution of time differences on the various stalls. Staff had held good discussions with stakeholders. The GSSBA approved the mix of 25-minute, 1-hour and 2-hour lengths.
- BID would partner to help publicize this. An entire section on their website was devoted to parking, due to its importance. Parking was about to become an even bigger part of the website with enhanced mobile capabilities. They already partnered with Parking to deliver the message of ParkEasy Downtown.
- Downtown businesses already provided vouchers to customers for parking in the garages.

Woznick talked about the development of a token to be used in the multi-space meters (which, like vouchers, businesses could purchase for their customers.) He went on to discuss the proposal. (Please see Woznick's memo to the TPC attached.)

Because they were already doing some work in the facility, staff felt this was an exciting opportunity to meet a couple objectives. Since starting with the Utility, he had frequently heard there was not enough short-term parking downtown, esp. near State Street businesses during special events, to serve those customers who wanted short-term parking.

- Currently, Section F-1 served eighteen dis/vet-only stalls. Under the plan, six of these stalls would remain in F-1, while fifteen stalls would be moved to upper levels in stalls nearest the elevator, with a net gain of three dis/vet stalls for the facility.
- Along with the six dis/vet spaces, F-1 would have nineteen short-term parking stalls with a mix of 25-minute, 1-hour and 2-hour parking.
- Also, in Section A-1, seventeen 10-hour stalls would be changed to a mix of 25-minute, 1-hour and 2-hour parking also. These 10-hour stalls had done well financially, but hadn't met the needs of short-term parkers.

Woznick said another important objective was to set a foundation for the future, in terms of sustainability as an enterprise fund, as well as to follow good, efficient business practices. In the long-term, Section F-1 could be connected to Section D-L below, which currently served monthly parkers. By adding some bollards or a gate, the D-L section could be opened up to provide 32 additional short-term parking spaces that could also be served by the multi-space meter.

With this plan, State Street Cap would provide a centralized location in downtown Madison, where customers could be directed for short-term parking if they weren't attending an event.

Golden suggested that a plan be developed together with BID to publicize this new parking option, which should include exterior signage at each entrance (on Dayton and Johnson), making it clear that short-term parking was available. This new parking would work well only if the public knew about it, and could discover it when they were downtown. The effectiveness of the new parking couldn't really be tested until it was publicized. Also, once started, utilization should be carefully monitored to see if the mix of time periods/stalls needed to be adjusted.

Woznick said staff intended to check utilization on a monthly basis, to determine the best distribution of stalls, and adjust as needed. Staff's initial concern was to get Commission approval so that ongoing work in the garage could incorporate the changes. Once approved, staff would begin developing publicity and signage. Some money was in the budget for variable message signs; and they would work with stakeholders and others to think about options for publicity. He invited everyone to share their suggestions as things proceeded. This project offered a long-term solution to address a long-standing need for short-term parking, esp. during events.

When asked, Carbine said her group would inform downtown retail and restaurant businesses (using their website, social media and email) about these changes; who would in turn communicate the info to their customers. If money were available, she would advise staff to concentrate on signage outside and within the facility ("follow the arrow"). People didn't plan; they just arrived downtown, and then discovered there was an event. Over the next year, DMI hoped to greatly enhance its website with mobile capabilities to map to parking, which would also help people find parking. Kovich felt it was important to inform the community in general about the new short-term parking, so they would feel more comfortable coming downtown knowing this parking was available. Carbine also saw this as an opportunity to work with the media to generate news stories to inform the public.

A motion was made by Kovich, seconded by Weier, to Approve the proposal as presented. The motion passed by voice vote/other.

G.2. [30876](#)

Amending Section 12.129(1) of the Madison General Ordinances to remove the exception that allowed motor buses to park on streets in residence districts.

Bergamini asked if anyone wanted to speak to the item.

Golden said he didn't want to speak to the item, but said that ordinance changes like this worried him; not because it wasn't valid in the specific situation described by Alder Cnare, but because he had seen situations where tweaks were made on one side of town (to the garbage collection schedule), and suddenly on the other side of town, things blew up. Staff analysis basically reiterated the ordinance, and they had no notion whether school buses parked elsewhere in the city might be perfectly appropriate.

Golden suggested that if they wanted to work on this, perhaps they could create a process whereby streets could be exempted from the ordinance for some cause, or streets could be allowed to park buses for some cause. Not

knowing what those causes might be, he wasn't prepared to do that. His warning bells went off recalling buses parked on Breese Terrace for some UW drum major event.

Schmidt/Golden moved referral to the September meeting, in order to get more information.

Ellingson noted that another spot where many buses parked on residential streets was around the Zoo, esp. in May and June. They really had no other place to go. Bergamini said she could see all kinds of unintended consequences to this. Regarding the 6,000-lb. limit, she wasn't sure if a cut-away Paratransit vehicle would fall under that. People owned school buses as campers. Would these be impacted? With reference to her district, the 3rd, Bergamini said it had also had issues with parked buses.

Golden thought that perhaps private school bus companies should be alerted, to ask them if this ordinance would present a problem. Ellingson pointed out that buses by the zoo often came from all over, other parts of the state and other states even, who wouldn't even know about such an ordinance. Kovich noted the proposal contained no time limits. Thinking of another ordinance that dealt with no parking signs, Golden wondered if instead of applying this to every bus, the City Attorney's Office could draft something that said "no bus parking at this location". He was looking for an approach that didn't tie up lots of staff time.

Bergamini trusted that staff would hear their suggestions and come back with something; and if more time was needed to do some polling, that would be acceptable. Schmidt thought John Strange would be the appropriate staff person to handle this. Bergamini added that other departments could help, inc. Parking Enforcement, since she was curious about where they had actually had complaints other than those received by Alder Cnare. As far as unintended consequences, Strange could work with Parking and Metro staff, who have connections with all the bus companies in the city and state. Bus parking was an issue for Overture, the Coliseum, and anywhere the public came through in large numbers.

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

G.3. [31187](#)

Metro: Update on Exterior Advertising - TPC 08.14.13

Kamp said staff was pleased with their start. Numbers were growing, following the transition. Kamp emphasized the value of having control over some of the decision-making in-house, which had been helpful in several cases.

Metro's Marketing and Customer Service Manager Mick Rusch and Marketing Specialist Jennifer Bacon discussed the new in-house ad program.

- Staff found it easier talking directly to certain advertisers about how best to handle their ads.
- They had already spoken with three alcohol advertisers. Due to some complaints last year, staff had asked one vendor to put their ads street-side, so school kids wouldn't see them; and to do partial wraps and smaller ads, which the vendor agreed to do.
- Staff had worked with the City Attorney's Office on a couple ads with questionable content, which would run with some changes recommended by

staff. It was better that staff had gotten involved right away, rather than having them pop up without warning.

- The full wrap ad for Madison Media Institute used a new material that passengers could see through more easily. Since using this material, they had received no complaints about any advertising element. Though it cost a bit more, the quality of the material was better and made the ads look sharper.
- Ads were being removed on a more timely basis, the paperwork was simpler, and they could fix mistakes more quickly. The relationships between vendors and people in the garage were running more smoothly. Overall, the process had gotten easier, without even considering the numbers.
- The numbers were where they had anticipated, and they were pleased. Sales were steady. Generally, in the ad world, most revenue came in the 3rd and 4th quarters, so they expected to meet their goal of \$425K net. They were over halfway there now.
- Having the ad program in-house meant they were already ahead for 2014. They already had \$50K in gross sales on the books for 2014. It was possible that by the time 2014 rolled around, they may have already met their goal, which was good.
- Most groups planned their advertising for the year in Sept.-Oct., so staff was gearing up and very busy.
- They had some initial expenses to remove old Adams ads that they wouldn't have moving forward.
- They anticipated meeting their goal, if not exceed it, and thought 2014 would be a good year.

Staff answered questions.

- Peg Anthony was the program's Sales Rep, the only staff person doing direct sales. The rest of the Marketing staff provided support, but were not on commission like Anthony. Only one commissioned position had been approved, but in the future, they hoped to expand that as the program expanded.
- It was possible that the amount paid the Sales Rep could receive some attention. Staff had thought about this. Program revenues were generated by commission; and also, this was an enterprise zone, modeled after the Monona Terrace position. So if commissions reached a certain point, they would have answers to the questions; i.e., if commissions got high, that would mean revenues were high as well.
- The % of revenues from alcohol ads was rather small, under \$20K out of \$354K so far this year.
- Staff worked with the Attorney's Office, since ads involved issues of freedom of speech. They couldn't refuse alcohol ads, but they could work constructively with the advertisers to explain how to make more of a successful run in Madison and mitigate PR problems. In a recent meeting with a brewery, the advertiser understood where Metro was coming from, and adjusted their ads according to how staff suggested.
- They could say no to cigarette ads because that was federal law.
- Staff did not actively prospect alcohol advertisers. But if they contacted Metro, staff would work with them.

Bergamini thanked staff for the information.

G.4. [30777](#)

SUBSTITUTE - Authorizing the Mayor and the City Clerk to enter into an agreement with Edgewood College, Inc. for the provision of access by Edgewood students and employees to Metro Transit fixed route and ADA paratransit services, with reimbursement per trip for the contract period.

Kamp said the resolution was a Substitute because it had gone to BOE showing a rate of \$1.25 per fixed ride trip, which was mistakenly the Commute Card rate rather than the Unlimited Ride Card rate of \$1.15. The \$1.15 rate would run for the upcoming academic year; with the applicable Unlimited Ride pass rate for the second year. A motion was made by Ellingson, seconded by Kovich, 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)
Judge Doyle Square Committee
Bus Size Steering Committee

Golden suggested that members take a look at the Parking Council minutes. The group had discussed not being a subcommittee of the TPC, which he thought would be a bad idea. The Council was originally created in response to State law, which mandated how the group would be constructed but didn't direct that it report to the TPC. The Council was not part of the Transportation reorganization of the 1990's. He didn't know if they had made a formal request to the TPC to make such a change, or even if this idea was moving forward. But he thought members should be aware of the discussion.

I. ANNOUNCEMENTS AND FUTURE AGENDA ITEMS

- I.1. General announcements by Chair (Verbal announcements, for information only) - None.
- I.2. Commission member items for future agendas - None.

ADJOURNMENT

By unanimous consent, the meeting adjourned at 6:45 PM.