



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.*

Thursday, April 20, 2017

1:00 PM

30 W. Mifflin Street, Ninth Floor
Traffic Engineering & Parking Offices
Conf. Room 901

**** Special Meeting ****

Please note: City Channel is not available to live webcast/record this meeting.

A. CALL TO ORDER/ROLL CALL

The meeting was called to order at 1 PM. A quorum was present.

Present: 5 - David Ahrens; Wayne Bigelow; Gary L. Poulson; Margaret Bergamini and
Kenneth M. Streit

Absent: 2 - Kenneth Golden and Michael M. Johnson

Excused: 4 - Arvina Martin; Rebecca Kemble; David E. Tolmie and Ann E. Kovich

B. PUBLIC COMMENT

None.

C. DISCLOSURES AND RECUSALS

None.

D. SPECIAL MEETING ACTION ITEM

D.1. [46812](#)

Amending the 2017 Adopted Capital Budget to increase the funding authorization for the Capitol East Parking Garage project by \$1,890,465, and amending the Graef-USA, Inc design contract to increase the design fee by \$45,600.

Asst. Parking Manager Sabrina Tolley said that staff had held design workshops with Graef in January and February. The \$16M cost estimate of November was based on earlier design concepts. After the workshops, staff could see that some of the more recent designs would cost more, and asked for an array of options to help reduce costs. They got updated estimates, which included reducing an all-glass option, as well as reducing the number of floors from four to three.

Noting a ~15% increase in cost between February and April, Ahrens said the biggest increases seemed to be in construction costs at +\$2.1M out of the \$2.7M overall increase; as well as \$200K in land purchase.

Economic Development Director Matt Mikolajewski joined Tolley to discuss the proposal further:

- The \$16M estimate was made before the design work began. Graef thought that by increasing the length of the property, the ramping in the garage would be less steep. Also, a larger sidewalk could be created. The square-foot cost of the land hadn't increased: The City had an arrangement with MG&E for \$16/sf, for a range of between 60-80sf. The extra \$200K was to purchase more land.
- In looking at a single-story or two-story commercial space, staff felt that two stories would be better.
- The cost of concrete had increased. Also, when the original estimate was done, they didn't know what type of materials would be needed for screening, now estimated at \$200K.
- Re: the \$100K for public art, a new local ordinance was going through the Council, which would provide 1% for art on any new City projects.
- Due to the longer parcel of land, the number of public parking spaces would increase from 600 to 650 spaces. The structure would have five levels with one ramping system.
- The design went from a structure with a potential to add more levels, to a structure where only one more could be added, due to height restrictions. It wouldn't be possible to leave out the extra 50 spaces unless they eliminated one entire level of parking, which would reduce total spaces below 600.
- The extra \$800+K investment by the Utility would be significantly less than the value of adding the spaces.

Bigelow commented that with the \$2M increase, the cost per stall would actually be cheaper. Bigelow/Streit made a motion to recommend adoption of the resolution.

Members discussed the resolution further.

- Ahrens: Would vote against. With contracts already signed with American Family, Starting Block and Frank productions, revenues would be static. Rates were not comparable to what other parkers paid downtown. This new cost would accentuate this disparity.
- Streit: Would vote in favor. The City had said what it would do, and now it needed to follow through.
- Bigelow: The extra 50 spaces would be cheaper per stall.
- Poulson: Though Ahrens' comments had merit, he tended to support the adoption.
- Ahrens: The cost went from \$13M originally to \$18M now, and the City would shoulder the entire difference. If we could renegotiate the rates, we could still give the lessees a good deal.

Bergamini asked if the rates could be renegotiated.

- Tolley said the contract rates were based on 600 spaces and a cost of \$16M. The rate was locked in for 15 years, with scheduled rate increases every five years. After the 15 years, the monthly rate for leased spaces would be established by the TPC.
- Mikolajewski noted that the extra 50 spaces would be for public parking at the hourly rate; but if the other parties were interested, they could reopen negotiations.
- In view of the new, higher cost, Streit thought it would be worth asking lessees to consider a higher rate.

- Mikolajewski pointed out that the rates were not ever based on capital costs, but were based on the negotiation of a variety of factors, including number of stalls.

The motion to Return to Lead with the Recommendation for Approval to the FINANCE COMMITTEE, passed by a vote of 3 to 1, as follows: Ayes - Bergamini, Bigelow, Streit. Noes - Ahrens. Non-voting - Poulson.

ADJOURNMENT

By consensus vote, the meeting adjourned at 1:26 PM.