



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.

Tuesday, September 9, 2014

5:00 PM

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

A. CALL TO ORDER/ROLL CALL

The meeting was called to order at 5:02 PM.

Present: 8 - Lucas Dailey; Chris Schmidt; Anita Weier; Wayne Bigelow; Gary L. Poulson; Ann E. Kovich; Kenneth Golden and Kate D. Lloyd

Excused: 2 - David E. Tolmie and Margaret Bergamini

Please note: The Commission has one vacancy in the position of Second Alternate. Also, Lloyd arrived at 5:10 PM, and Dailey arrived at 5:11 PM, during Item G.1.

B. APPROVAL OF MINUTES

A motion was made by Schmidt, seconded by Weier, to Approve the Minutes of the August 13, 2014 meeting. The motion passed by voice vote/other.

C. PUBLIC APPEARANCES - None.

D. DISCLOSURES AND RECUSALS - None.

E. TRANSIT AND PARKING MONTHLY REPORTS

E.1. [35429](#) Parking: August 2014 Activity Report, July Revenue-Expense-Occupancy Reports - TPC 09.09.14

Bigelow/Schmidt made a motion to receive the report. The motion passed by voice vote/other.

E.2. [35443](#) Metro: YTD Paratransit Performance Indicator & Financial Reports - TPC 09.09.14

Metro Transit General Manager Chuck Kamp noted that the monthly report didn't contain Fixed Route data because it wasn't available due to the fare box changeover. He also responded to an inquiry made at the August meeting, as to why Abby Vans had a higher rate of complaints than other Paratransit providers. Abby Vans had fewer template rides. Template rides were those on a standard schedule. With fewer template rides on a standard schedule, Abby Vans received more complaints. Abby would be getting more template rides in the future, so the rate of complaints for them should level out.

Bigelow/Schmidt made a motion to receive the report. The motion passed by voice vote/other.

F. NEW BUSINESS ITEMS

- F.1. [35012](#) Authorizing the Mayor and City Clerk to execute an agreement with Sam Van Galder, Inc., a member of the Coach USA family, for three years for provision by Van Galder of an annual contribution to Metro Transit to help defray maintenance costs for the Dutch Mill Park & Ride lot, with one three-year option for renewal.

Kamp said the agreement was another three-year extension, adding that Metro had good business dealings with Van Galder. A motion was made by Kovich, seconded by Weier, to **RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER**. The motion passed by voice vote/other.

G. INFORMATIONAL PRESENTATIONS AND DISCUSSION ITEMS

- G.1. [35430](#) Parking: 2015 Executive Capital Budget - TPC 09.09.14

Parking Operations Manager Tom Woznick highlighted the key project items.

- **Garage repairs:** The \$881K included \$300K for LED lighting upgrade at State St Campus-Frances garage. Lighting upgrades were planned for those facilities expected to have a life of more than a decade: State St Cap would be upgraded later in 2014, Cap Sq North in 2016, and Overture in 2017. That left Gov East and State St Campus-Lake, the two priority projects for potential replacement.
- **JDS Garage:** Had a planned \$18 million total for construction, \$2 million for architecture and engineering, and \$950K for demolition.
- **Parking Revenue/Enforcement Equipment:** \$1.6 million in 2015-16 for a new parking and access revenue control system. ZEAG was more than a decade old. An RFP would be issued in next couple months, and equipment would be replaced in a phased process, each garage at a time, starting in spring 2015 going through 2016.
- **Customer Communications & Support:** Would provide customer-friendly options between customers and staff, to help at entry-exit devices and at pay stations, by purchasing video equipment to allow staff to see transactions and interact better with customers.
- **Shop Maintenance:** Would be used for a major HVAC project at Sayle Street location, which was shared with Traffic Engineering with 25% (~\$170K) paid by Parking and 75% paid by TE.
- **Elevator Maintenance:** The single elevator at the Overture (OC) garage was 30 years old and needed an overhaul because parts weren't working anymore. Staff couldn't figure out how to fix it this year, so they were planning to do it next year.

Woznick answered questions.

- The performance of the OC elevator had been hit or miss. It hadn't had a big impact yet but this was a tricky garage because of the variety of needs it served, esp. the Senior Center and Overture Center. The overhaul would be a public works project that would have to be bid out. They hoped to do it in early 2015.
- During the work, they would put up signage to let customers know the elevator was out. But it would be complicated as far as what they might do for

the customers that relied on an elevator. OC was more full on a daily basis now, with more customers parking on the 6th and 7th levels. Not having an elevator for a long period would be difficult for some folks.

- The City had a consultant who worked on elevator projects, who had originally suggested the project could take nine weeks. Staff had asked if it was possible that the contractor who would win the award could do the project in a shorter time. The consultant thought that this might be possible, using weekends and evenings to reduce the time to four weeks.
- Staff was also working with Risk Management to see what options could be offered to customers who might need to get customers from top levels of the garage to the bottom. This too was complicated, but they would continue to work with Risk Management.
- OC was built with the potential to add a second elevator, and staff might have this discussion in the future about how much it would cost to do so. Typically, parking garages required two elevators for 450 spaces, and OC had 620 spaces. But the garage was built 30 years ago, when the need for a second elevator was less. Estimates were between \$500K - \$1 million to build a second elevator in the shaft available.
- Staff had been talking to the Senior Center to determine the best time to do the work. They thought perhaps Feb-March, when not as much was going on at the Senior Center, and Broadway productions at Overture were winding down. But admittedly, there really wasn't ever a good four-week period to do this. Their plan was to bid this out in next 3-4 months, and then do the work at a time they chose, which might be summer or mid to late spring.
- Staff and Risk Management were looking into alternatives that could be used for a month, such as hiring a van service to move people around inside the garage (since typically Parking staff did not transport members of the public). Once staff had a plan, they would bring it to the Commission for review.
- Re: JDS garage, State law had been changed, and TIF could now be used to support public parking.
- Staff envisioned replacing what they had, 520 spaces; and potentially replacing 40 spaces for the Fleet parking now behind MMB; plus a little less than 5% more for potential growth in this area (since GE had been the most utilized garage for decades). At \$30K/stall, that got them to the \$18 million benchmark, which was what the Utility could afford. This was the number in their budget.
- If it was determined that they would build underground, perhaps the incremental difference in cost could be funded by TIF.
- Looking at dollar amounts for JDS on page 1 of the budget document: Of the \$11.95 million in 2015, \$9 million was for construction, \$950 was for demolition, and \$2 million was for a variety of expenses, i.e., soft costs such as architecture/engineering.

G.2. [35444](#)

Metro: 2015 Executive Capital Budget - TPC 09.09.14

Kamp discussed items of most strategic importance to Metro, though not necessarily involving the most dollars.

- The challenge in getting replacement buses every year had become critical due to a couple of developments.
- Over 4-5 years, federal discretionary funding had fallen out of favor in Congress (with "bridges to nowhere", etc.)
- Wisconsin had 2% of the nation's population, but got 1% of the federal transit capital allotment.
- Discretionary funding was what used to help them get to their normal

replacement amount of buses.

- Secondly, the new reauthorization had changed the formulas in a way that had not been favorable, even after being hit by the loss of discretionary funds as well.
- If the 2-year MAP-21 were to be extended, staff had projected that Metro would start a stream of being able to buy only 4 buses/year, which was critically short of what they needed.
- Metro had begun looking at the Surface Transportation Program (STP) funding, which was allocated through the MPO and ranged from \$6-8 million/year. For many years now, those funds had been used for highway, bridge, and road improvements. But these funds were also eligible for bus replacement and other transit projects.
- In discussions with the Mayor and City Engineer and pending approval by the Council, the Mayor had indicated support to do a couple of years of shifting, to allow Metro to keep on schedule with 15 buses/year.
- As Metro put together a schedule, the MPO had asked that, since there was an incentive to use funds the year that they were allocated to the MPO, that twelve buses be bought through STP funding in the first year, and a little less in 2016 and 2017. Metro had a little flexibility to use their regular federal funding over several years.
- If the budget was approved, this plan would help ensure that at least over the first three years, Metro could probably purchase 15 buses/year.
- STP funding was 50% federal and 50% local, the first signal of change to the old 80/20 formula. With federal funding in limited supply as they were in STP, and with the Mayor's budget containing the necessary local funding, they felt they needed to do this; esp. given the new reauthorization and the uncertainty regarding the next reauthorization. Metro would work with partners on the new formulas for the higher local share.
- Staff was glad they had gotten to this point to be able get 15 buses/year over the next couple years, and appreciated the suggestion to look for other funding sources to help them do this.
- At the bottom of page 3 of the document (Project No. 4), \$0 was shown for the CIP. However, in the CIP Summary on page 1, \$35 million was now shown for 2018-2020. The project description mentioned Nakoosa Trail as a possible site, which was encouraging. Though they would like to start sooner than 2018, many agencies (inc. Fleet Services) that were hoping to start construction in 2016, would also be moving back.
- Other items: Transit System Upgrades included capital costs for technological upgrades inc. installation of WiFi on buses, which would also have an operating component. Because they would be staying at the E. Washington location for a while, the roof there needed repair/replacement, which was a significant part of their Facilities budget.

**H. 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
State Street Design Project Oversight Committee
Joint Southeast Campus Area Committee
Madison Area Transportation Planning Board (MPO)

TPC Subcommittee to Review Taxi Regulations & Shared-Ride Services

I. ANNOUNCEMENTS AND FUTURE AGENDA ITEMS

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

Poulson mentioned that interested Commissioners could take a tour of the Nakoosa Trail Site before the next monthly meeting on Wednesday, October 8, 2014. A bus would be available at 3:30 PM in front of the City-County Building. Golden suggested inviting the members of CSOS.

With the resignation of Amanda White, there was a vacancy on the Taxi Subcommittee. To fill in, Poulson said he would serve as the fifth member of the Subcommittee.

I.2. Commission member items for future agendas

Kamp had learned that the Planning Department's application for a TIGER grant to look for potential economic development along three proposed BRT routes, had been approved. Kamp would arrange a briefing from Planning about that.

Golden had read an article about how transit (inc. a trolley/bus) had helped with Detroit's revival after its bankruptcy. He wondered if there might be info in the governing world about this, esp. as it related to economic development. This would be valuable.

ADJOURNMENT

A motion was made by Kovich, seconded by Dailey, to Adjourn at 5:30 PM. The motion passed by voice vote/other.