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TO: TRANSIT AND PARKING COMMISSION

FROM: KEN GOLDEN

**RE: AMENDMENTS TO RESOLUTION FILE # 35087;
“CREATING AN AD HOC PARKING STRATEGIC PLANNING
COMMITTEE”**

I offer the following amendments to the above resolution:

1. Replace the 5th Whereas that discusses “many public parking choices...” with the following:
“Whereas based on the recommendations in both the Walker report and the Staff Report and discussions by the TPC, there are many public parking choices facing the Utility and City. These fall into the following areas;
 - Facility placement construction: Both reports proposed replacement of current facilities but did not consider a potential role for the Utility in servicing the extension of the current downtown that has begun in the East Washington/Capital East Corridor and on South Park Street/Fish Hatchery Road.
 - Financing options: These include extending the time when fees are required at meters to take reflect the reality of when there is high demand at street meters, to consider variable pricing strategies for different locations depending on demand and other strategies that would increase Utility revenues and better manage scarce availability. Financing options also include considering different debt instruments trading higher interest rates to be paid for greater flexibility in how facilities are used. This would permit higher proportion of monthly leases which can be conditioned on Transportation Demand management program participation.
 - Partnerships: Some of the Utility’s existing facilities provide service to other public entities such as Lake /Francis providing services to the Kohl Center and Memorial Union. Capital needed to replace these facilities could be provided by the entities that benefit from the Utility’s facility in such cases.

2. Add the following bullets points to the 3rd resolved clause at location described:
- (at the end) Strategies for financing the debt the Utility will incur when constructing new or replacement facilities;
 - (at the end) Defining the role of the Utility in promoting Transportation Demand Management programs for public and private employers in the greater downtown;
 - (after the point on pricing flexibility) Establishing starting and ending times for meter coverage that better reflects periods of high demand;