



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, December 11, 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

The meeting was called to order at 5:01 PM.

Present: 6 -

Sue Ellingson; Anita Weier; Wayne Bigelow; Gary L. Poulson; Margaret Bergamini and Kate D. Lloyd

Excused: 4 -

Chris Schmidt; David E. Tolmie; Ann E. Kovich and Kenneth Golden

Please note: There is one vacancy on the Commission in the position of 2nd Alternate, for which Amanda White will be nominated.

B. APPROVAL OF MINUTES

A motion was made by Bigelow, seconded by Weier, to Approve the Minutes of the November 13, 2013 meeting. The motion passed by the following vote:

Ayes: 4 -

Anita Weier; Wayne Bigelow; Margaret Bergamini and Kate D. Lloyd

Abstentions: 1 -

Sue Ellingson

Excused: 4 -

Chris Schmidt; David E. Tolmie; Ann E. Kovich and Kenneth Golden

Non Voting: 1 -

Gary L. Poulson

C. PUBLIC APPEARANCES - None.

D. DISCLOSURES AND RECUSALS - None.

E. STATEMENT OF INTEREST FORMS

32407

Reminder that all members of City of Madison committees, commissions, or boards must file a Statement of Interests form with the City Clerk's Office by January 7, 2014.

Poulson remarked on the importance of returning SOI's by the deadline. People had been removed from committees for not having submitted them.

F. TRANSIT AND PARKING MONTHLY REPORTS

- F.1. [32483](#) Parking: November Activity, October Revenue/Expense and Occupancy Reports - TPC 12.11.13

Woznick responded to questions.

- Regarding the proposals for Judge Doyle Square, staff felt all were workable.
- Journeyman's proposal, which would take parking away for 12½ months, would be an issue for area businesses and for the Utility, in terms of meeting parking needs in these areas served by the Utility, esp. Gov East. The Staff Report stated that Journeyman's plan would need significant changes in order to be a viable option.
- Parking's original plan was to complete Block 88 first for use during the re-do of Block 105.
- In terms of the pricing, none of the proposals would meet projections to maintain sustainability and replace another garage in ten years.
- Ultimately it came down to what kind of project they wanted to pursue, and whether it was worthwhile given the cost. This was a worthwhile project, and Parking wanted to be part of it.
- Based on cost estimates, Parking needed to rebuild for \$28K-\$30K/stall. There was a gap between this \$30K and whatever project they might choose to move forward with.
- By just doing a straight replacement with two underground and three aboveground stories (without hotels/other facilities), they could stay in this range. This would allow the Utility to continue to support its system, and potentially rebuild another structure in ten years.
- They could remove Lot 88 and rebuild on the backside of MMB, and then demolish Block 105 to rebuild there. But if they were to go across to Gov East and demolish it at the same time as Lot 88 (as proposed by Journeyman), how would they phase that? Where would all those parkers go?
- The increase in YTD revenues was due to more people parking and esp. to large increases in monthly parking (per %'s in the Activity Report). Rates hadn't changed since June 2012, so there wasn't anything to suggest that the increase was related to rate increases.

Ellingson/Weier made a motion to receive the reports. The motion passed by voice vote/other.

- F.2. [32484](#) Metro: YTD Fixed and Paratransit Performance Indicators, Financial, Performance Measures, and Rider-Revenue-Fare Type Reports - TPC 12.11.13

When asked, Kamp said the Funding Partners listed under Local Subsidies in the Financials were the other municipalities. Bergamini/Bigelow made a motion to receive the reports. The motion passed by voice vote/other.

G. UNFINISHED BUSINESS ITEMS

- G.1. [32485](#) Metro: Action on Additional Trip to Epic - TPC 12.11.13

Kamp said that with Epic's approval to fund the additional trip, the new service had begun on December 2nd. Because the trip was off-peak enough, Metro was able to use a bus coming back from school dodger service. This represented additional service, so no hearing was needed. The local share for the service was paid for by Epic (vs. Verona). And like service provided to

other partners, Route 75 (Epic) riders paid a fare, using cash or commute cards. This was a crowded "semi-express" route that served lots of Epic employees living downtown, as well as other non-Epic riders who (reverse) commuted downtown. Riders of this route were thankful for the added service. Bergamini recalled hearing testimony from state and other non-Epic employees, asking for this extra service to be restored. Bigelow/Ellingson made a motion to approve the service change to add a trip on Route 75 (as shown on the attached proposal). The motion passed by voice vote/other.

H. NEW BUSINESS ITEMS

- H.1. [32133](#) Authorizing the execution of an Amendment to Agreement for Installation Operation, Maintenance and Repair of Photovoltaic System with Madison Gas and Electric Company pertaining to the demonstration photovoltaic system in the upper parking lot of the Madison Municipal Building.

Woznick said that the Utility supported continuing the agreement, which had expired. The resolution would continue the agreement on a month-to-month basis, which was desirable because of the development potential of Block 88. The equipment worked well, and served customers needs and sustainability goals.

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

- H.2. [32486](#) Parking: Discussion of possible Overnight Permit Parking rate - TPC 12.11.13

Woznick discussed the reasons for considering the creation of an overnight rate, and answered questions.

- Staff had been approached by the North Central Group, who were looking at the possibility of building a hotel at the corner of E. Washington and Webster, where Pahl Tire was located. Because of its design and uses, the potential hotel would have no parking.
- A few months ago, the Group inquired about the possibility of a long-term agreement of up to sixty 24/7 spaces at Cap Square North.
- Recently, they asked about parking overnight at Brayton Lot. Typically, the Lot was fairly empty by 5 PM. (See the attached graph for peak and average use.)
- Use occasionally peaked on Wednesday nights due to Concerts on the Square. But overall, Parking could accommodate overnight parking there, from approximately 3-4 PM to 7:30 AM.
- As a separate item, when Sustainability focus groups were conducted, Alder Verveer mentioned the idea of a night permit.
- The Utility sold night permits from 1983 to 1995. It wasn't clear why the program had stopped.
- The permit would serve residents who wanted to park in a lighted structure that wasn't exposed to the elements.
- Staff had put together some recommended rates for parking from 6 PM to 7 AM, which amounted to half the current resident/non-resident monthly rates at each facility. (See attached pricing chart.) Another alternative would be to create a standard fee for all locations, which would be half of the system-wide average (shown at the bottom of the chart).
- The impact on parking between 6-9 PM, esp. during special events like

Concerts on the Square, would be negligible, because staff didn't expect the permit to be used heavily; with maybe 12+ permits per facility.

- Using data to suggest an operating model, they could show that from 6 PM to 7 AM period (the recommended time), Parking would have no issue with the typical use of 60-70 stalls. The question was how the rest of it would work. The proposed permit may not serve the hotel's purpose if they wanted to start parking cars at 3 or 3:30 PM. Average data would show that most nights, their request to start parking earlier than 6 PM could be accommodated 95% of the time. Whether or not there would be a rate associated with that, would be up to the Utility.

- This would certainly benefit the Utility, because most nights no one used the Lot.

- Perhaps as part of an arrangement, they could stipulate that on some given nights like Concerts on the Square, the early start time could not be accommodated; that they could park after 6 PM vs. 3-3:30 PM.

- Brayton Lot had two sections: Monthly permit parking (6 AM - 6 PM), which wasn't sold at all; and the gated parking area with about 150 stalls, which served the needs for transient public parking. The hotel would be issued proxcards to get in/out of this gated area.

Bergamini said this proposal involved two different "animals": The first, to help a private business with evening and overnight parking; the second, to serve the neighborhoods and perhaps the City to get cars off the street at night esp. to clear snow, etc. North Central Group wanted 60 spots at CSN, and 60-70 spots at Brayton.

Bergamini was concerned about Art Fair on the Square, when Brayton Lot was used to relieve vendors needs for overnight parking for their trailers. She asked if talks had progressed to the point where these types of issues had been raised with North Central. Woznick said no. Bergamini said there were a number of special events esp. during the summer when Brayton served a critical role as a reliever for vendors, and she wondered if the hotel would be willing to accept that.

Bergamini was also concerned about the length of any agreement with the hotel, because Brayton had been discussed as a possible site for various projects, such as another parking ramp, a farmers' market or an intercity bus hub. Woznick said that because of its re-development potential, Brayton night permits and any other night permits (like other monthly permits) would be on a month-to-month basis. The CSN request would be a more long-term agreement (5-10-15 years).

Bergamini asked if there had been any discussion about security or liability at Brayton, since it's open/accessible. Woznick said no, but they contracted with JBM Security for all the facilities inc. Brayton, and could possibly increase security there a bit. Poulson suggested that maybe the hotel would partner with Parking on that.

Woznick said he wasn't aware of any arrangements of this size with other downtown hotels for overflow parking. The Utility had worked with the Concourse for some parking and coupons; but it had been more random, mainly for specific events. The Utility worked mostly with businesses. Poulson said that if things solidified, the proposal would be brought back to the Commission, and they would likely hold a hearing.

- H.3. [32288](#) Authorizing the Transit General Manager to file an application for a Section 5309 Bus and Bus Facility, Discretionary Grant, Earmark 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.

Noting that discretionary funds like this wouldn't be seen for very much longer, Kamp said that WisDOT had some funds with a deadline on them and contacted Metro to see if they any projects in the pipeline with near-term expenditures. Metro's procurement of twenty buses fit that category, and they needed the group's approval authorizing the agreement. A motion was made by Ellingson, seconded by Weier, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by voice vote/other.

I. INFORMATIONAL PRESENTATIONS

- I.1. [32487](#) Metro: Wisconsin Carry Inc. Letter - John Strange, City Attorney's Office - TPC 12.11.13

Kamp said he appreciated working with the City Attorney's Office and the Mayor's Office on this issue. (See the letters attached.) He had responded to Wisconsin Carry Inc., indicating that Metro was acting appropriately from a legal standpoint. They were certainly acting appropriately from a safety standpoint.

John Strange of the City Attorney's Office said that after receiving the letter, Metro, the Police and he had met to discuss it. When the concealed carry law went into effect in 2011, their Office did an extensive review of Metro's policy, and determined it was enforceable and it was legal. Nothing had happened since that time to change their minds. Nothing in the Wisconsin Carry letter changed their minds either. In a short letter, Kamp had responded with that information and said that we were not going to change the policy.

Kamp said that this had generated some media and they had gotten some calls on it. They were making sure that the message was the same and that everyone was on the same page about it. Metro Marketing and Customer Service Manager Mick Rusch said that based on feedback, customers mostly supported Metro's current policy, with only a couple challenging the rule. When asked, Rusch said they couldn't determine if these few were actually customers. He had contacted Milwaukee about their policy, and learned that they did allow weapons on buses, but that they didn't publicize the fact.

Kamp noted that if at some point they would like to discuss the issue in more detail, Metro might schedule a closed session with the Commission. But, mainly they wanted members to know that they were not ambivalent about this; they felt they were headed in the right direction from a number of perspectives. Strange read Kamp's response to Wisconsin Carry, Inc., and noted that they hadn't heard anything back.

- I.2. [32496](#) Metro: Public Hearing on 12.19.13 related to creation of a Fox Cities regional transit authority - TPC 12.11.13

Kamp noted that part of the Transit Development Plan (TDP) recommended that they continue to look for mechanisms for the formation of something like

an RTA or a transit funding district. This Assembly hearing was an encouraging sign. It was a bipartisan proposal. Having worked in the Fox Cities, he knew that three counties, thirteen local partners and thirteen annual budgets were involved, which created quite an issue. He was glad to see this moving forward.

The City's position and focus was to support the Fox Cities to get an RTA going there. Members discussed the possibility of the TPC drafting a resolution to the Council or writing a letter supporting the creation of an RTA. Bergamini mentioned that the WURTA President felt it would be most effective to focus exclusively on the Fox Valley and not mention any analogous situations. She thought it best not to do anything, though she would normally support taking some action.

**J. 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

No action was needed on these items. Poulson asked members if they could go online to view the subcommittee minutes, in order to save resources. Members present did not express any objections to the idea. Staff would check with absent members also.

K. ANNOUNCEMENTS AND FUTURE AGENDA ITEMS

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

Poulson had received a request to have a presentation on Metro's ad policy. There had been some issues raised in the press recently about some of the ad choices, and whether we had choices or not. Poulson would look into scheduling an update on the ad policy for March/April or sooner.

A presentation would also be scheduled to review responses from the public input session and Tweet session, to see if they might identify any non-fiscal fixes to help people out.

K.2. Commission member items for future agendas - None.

ADJOURNMENT

A motion was made by Ellingson, seconded by Weier, to Adjourn at 5:44 PM. The motion passed by voice vote/other.