

Contact: Joan Racki  
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**UNIVERSITY OF NORTHERN IOWA – PARKING DECK AND TRANSIT FACILITY**

**Action Requested:** Consider approval of the schematic design and project description and budget (\$8,460,000) for the **Parking Deck and Transit Facility** project.

**Executive Summary:** The **Parking Deck and Transit Facility** project would construct a three-level parking deck in the northern portion of campus, and an enclosed transit facility, at the site that currently houses the Commons parking lot and four University-owned houses (see Attachment A for map). The parking deck would meet the need for additional campus parking and would be served by the Panther Shuttle campus bus route.

The Phase 1 project would remove the houses at the site (two fraternity houses, one sorority house, and one house used for University offices) by relocating the three fraternity/sorority houses to University property to the north, and demolishing the fourth house. The Phase 2 project would construct the parking deck with a capacity for 490 vehicles (an increase of 281 parking spaces over the existing lot), and an enclosed transit facility with a waiting area, restrooms, and future vendor space. The project would also construct shelters at three existing campus bus stops.

In addition, the project would reconfigure the portion of West 23<sup>rd</sup> Street located directly south of the parking deck for improved pedestrian safety. This would include reconfiguring the roadway into a serpentine design, with a well-marked and visible pedestrian crossing, to improve access to the parking deck and decrease and slow traffic in the area.

The \$8,460,000 project budget would include 80% funding from the Federal Transit Administration (\$6,734,000) and 20% funding from institutional resources (\$1,726,000).

**Business Plan:** The University has developed a business plan for the **Parking Deck and Transit Facility** project; the detailed plan, which is available from the Board Office, is summarized below:

As detailed in the project budget, approximately 80 percent of the project cost is being paid by a grant from the Federal Transit Administration (FTA). When FTA participates in funding the construction of a transit facility, the proceeds generated by that facility must remain with that facility and cannot be co-mingled with revenue generated by other parking operations, including surface parking. Positive ending fund balances for the facility must be retained for capital maintenance of the facility and “transit use.”

Construction of the parking deck would remove the existing Commons parking lot from the University’s parking operations and shift the associated revenues and expenses to the parking deck operations. The University estimates this would reduce revenues and expenses of its parking operations by 5.7 percent. In the estimated FY 2008 parking operations budget (presented in Agenda Item 28), this would reduce total revenues of \$1,223,016 by \$69,712, and reduce total expenses of \$975,838 by \$55,623.

The University reports that the Business Plan is based on conservative revenue, and operating expense and capital maintenance estimates generated, in part, by Walker Parking Systems, a consultant to the project architect. The Business Plan shows that the Parking Deck and Transit Facility can be built and operated without impairing the financial health of the existing Surface Parking program and that both surface parking and the transit facility are sustainable without increasing parking fees above reasonable annual, inflationary increases.

However, to ensure that the Parking Deck and Transit Facility will continue to meet the requirements of the FTA, the University's Panther Shuttle Bus (or transit service offered by the Metropolitan Transit Authority) will need to continue to operate with a stop at the Parking Deck and Transit Facility. The Panther Shuttle is designed to increase transportation convenience and reduce parking problems on campus. It is free to students, faculty and staff and is funded in part by the an allocation of the student activity fee (\$9.20 for the 2006-2007 academic year, proposed to increase to \$9.50 for 2007-2008 academic year [See Agenda Item 26]), Parking Operations, and area supporters.

The attachments to the University's submitted business plan include: 1) Surface Parking Operations Projected Statement of Changes in Fund Balances over the seven-year period from FY2004 to FY2010, the first year of operation of the Parking Deck and Transit Facility; 2) Parking Deck Project Space Comparisons and Projected Revenue; 3) Parking Deck and Transit Facility Operations Projected Statement of Changes in Fund Balances; and 4) Expanded Program Budget, with more detailed information than included in the project budget presented for Board approval.

It is envisioned that the 490 parking spaces in the Parking Deck will be allocated among the various permit types, with approximately 35% of the spaces as metered parking. This metered parking would be available to students, faculty and staff as well as campus visitors and others who might use the Metropolitan Transit Authority (MET) community bus routes.

The University's attachment, which demonstrates the long-term viability of the Parking Deck, is appended to this memorandum (Attachment B). The assumptions used in developing the proforma are outlined at the bottom of the attachment (spreadsheet). Included is preventative maintenance of the Deck at five year intervals. The University believes that the Parking Deck will have a 50-year life; it plans to pursue FTA funding when it is time to replace the parking deck or in the unlikely event of a major failure of a Parking Deck component.

**Details of Project:**

| <u>Project Summary</u>  |               |             |                     |
|---|---------------|-------------|---------------------|
|   | <u>Amount</u> | <u>Date</u> | <u>Board Action</u> |
| Permission to Proceed   |               | Dec. 2006   | Approved            |
| Waiver of Board Policy and Architect/Engineer Selection<br>(Substance Architecture, Des Moines, IA) |               | Dec. 2006   | Approved            |
| Permission to Become Grantee for FTA Funds  |               | Dec. 2006   | Approved            |
| Use of Proposed Site as Local Match   |               | Dec. 2006   | Approved            |
| Program Statement   |               | April 2007  | Not Required        |
| Schematic Design  |               | May 2007    | Requested           |
| Project Description and Total Budget  | \$ 8,460,000  | May 2007    | Requested           |

The schematic design is illustrated in the booklet included with the Board's materials.

Level One would be partially underground and at the same level as the existing parking lot to the north. The parking deck would be accessible at this level from Merner Street to the east and Campus Street to the west.

Level Two would be directly adjacent to and accessible from West 23<sup>rd</sup> Street to the south. The transit facility would be constructed immediately south of the roadway; a pedestrian crosswalk would connect the transit facility to the parking deck's boarding platform to the north.

Level Three would only be accessible from within the parking deck. A canopy feature would be constructed at this level between the parking deck and the transit facility to shelter the pedestrian crosswalk below. The parking deck would include an elevator and two stairways that would serve the three levels.

The enclosed transit facility would feature a waiting area with restrooms, a mechanical room, and future vendor area. The facility would be equipped with heating, air conditioning, and security cameras.

The parking deck and transit facility would be constructed of brick masonry, concrete, limestone, steel fabrications and glass to complement the existing campus buildings in the area. The structures will incorporate sustainable design practices, where practical. The parking deck has been designed to allow future expansion to the north (at the site of the existing parking lot) with the addition of up to two parking levels.

The University anticipates commencing construction of the project in March 2008 for completion in June 2009.

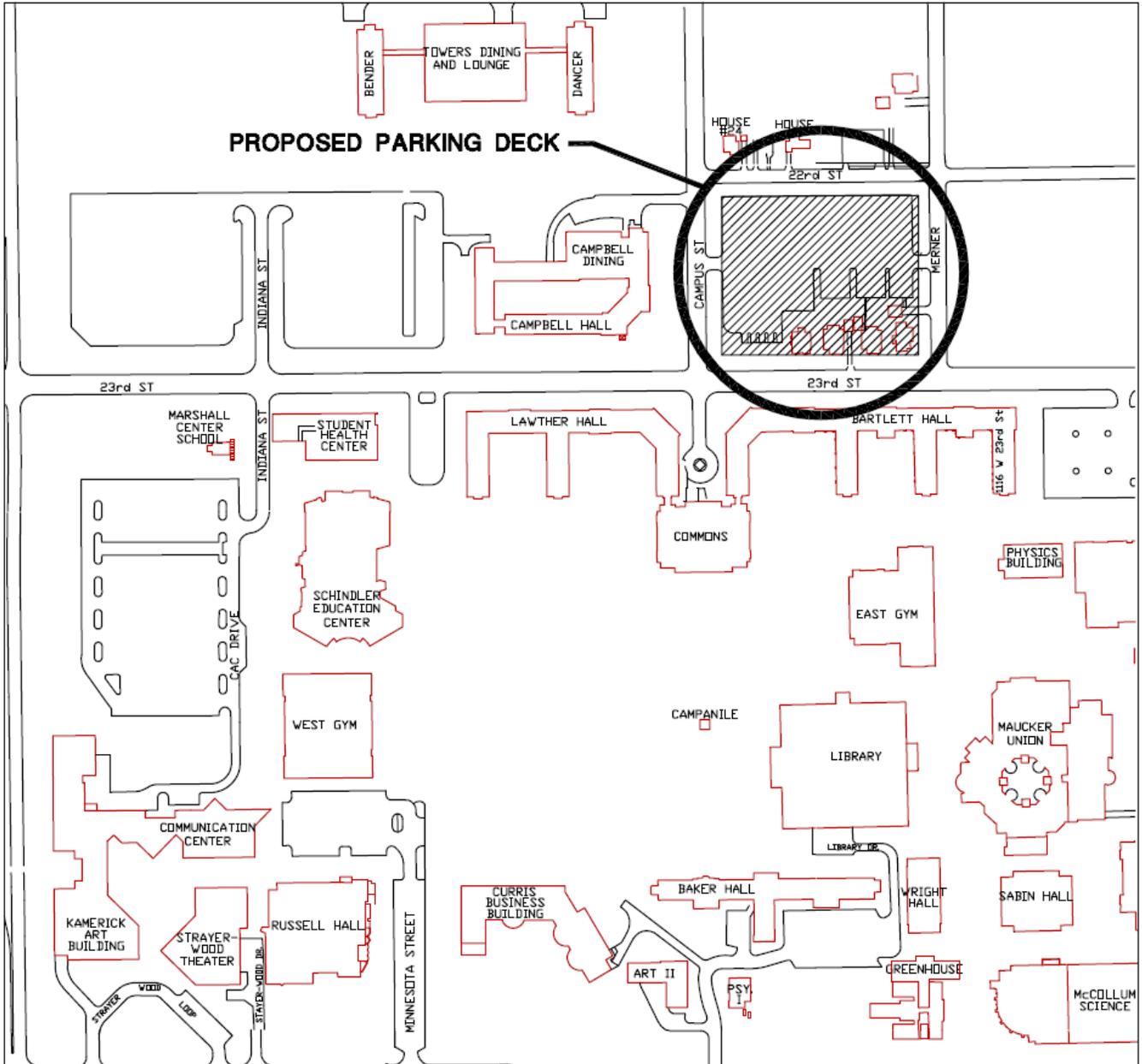
The square footages in the schematic design are generally consistent with the approved building program, as outlined below.

Detailed Building Program

|   | <u>Program</u> | <u>Schematic</u> |     |
|---|----------------|------------------|-----|
| Parking Areas                               | 162,950        | 162,950          |     |
| Transit Facility                            |                |                  |     |
| Waiting Area                                | 900            | 870              |     |
| Restrooms                                   | 250            | 240              |     |
| Vendor Area                                 | 130            | 130              |     |
| Three Bus Stop Shelters                     | <u>360</u>     | <u>360</u>       |     |
| Total Net Assignable Space                  | 164,590        | 164,550          | nsf |
| Anticipated Gross Square Feet               | 182,878        | 182,833          | gsf |
| Anticipated Net-to-Gross Ratio = 90 percent |                |                  |     |

Project Budget

|  |                            |
|--|----------------------------|
| Construction                           | \$ 5,093,200               |
| Land                                   | 1,592,000                  |
| Design, Inspection, and Administration | 1,300,000                  |
| Equipment                              | 151,500                    |
| Art                                    | 42,300                     |
| Contingencies                          | <u>281,000</u>             |
| <b>TOTAL</b>                           | <b><u>\$ 8,460,000</u></b> |
| Source of Funds:                       |                            |
| Federal Transit Administration         | \$ 6,734,000               |
| University Funds                       |                            |
| Land Value                             | 1,592,000                  |
| Rental Properties Account              | 111,000                    |
| In-Kind Services                       | <u>23,000</u>              |
|  | <b><u>\$ 8,460,000</u></b> |



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University of Northern Iowa  
Parking Deck and Transit Facility Operations  
Projected Statement of Changes in Fund Balances  
Ten Years Ended June 30, 2019

|  | FY2010  | FY2011         | FY2012         | FY2013         | FY2014          | FY2015          | FY2016         | FY2017         | FY2018         | FY2019          |
|--|---|----------------|----------------|----------------|-----------------|-----------------|----------------|----------------|----------------|-----------------|
|  | Pro Forma   | Pro Forma      | Pro Forma      | Pro Forma      | Pro Forma       | Pro Forma       | Pro Forma      | Pro Forma      | Pro Forma      | Pro Forma       |
| <b>Revenue:</b>                            |   |                |                |                |                 |                 |                |                |                |                 |
| <b>Projected Parking Revenue</b>           | <b>\$ 145,684</b>   | <b>152,604</b> | <b>159,853</b> | <b>167,446</b> | <b>175,399</b>  | <b>183,731</b>  | <b>192,458</b> | <b>201,600</b> | <b>211,176</b> | <b>221,207</b>  |
| <b>Expense:</b>                            |   |                |                |                |                 |                 |                |                |                |                 |
| Utilities                                  | 22,613  | 23,687         | 24,812         | 25,990         | 27,225          | 28,518          | 29,873         | 31,292         | 32,778         | 34,335          |
| Supplies                                   | 5,899   | 6,180          | 6,473          | 6,781          | 7,103           | 7,440           | 7,794          | 8,164          | 8,552          | 8,958           |
| Routine Maintenance                        | 17,698  | 18,539         | 19,420         | 20,342         | 21,308          | 22,320          | 23,381         | 24,491         | 25,655         | 26,873          |
| Elevator Repair/Maintenance                | 4,914   | 5,148          | 5,392          | 5,648          | 5,917           | 6,198           | 6,492          | 6,800          | 7,123          | 7,462           |
| Miscellaneous                              | 985   | 1,032          | 1,081          | 1,132          | 1,186           | 1,243           | 1,302          | 1,363          | 1,428          | 1,496           |
| Parking and Public Safety                  | 45,028  | 47,167         | 49,407         | 51,754         | 54,212          | 56,788          | 59,485         | 62,310         | 65,270         | 68,371          |
| <b>Total Operating Expense</b>             | <b>97,138</b>   | <b>101,752</b> | <b>106,585</b> | <b>111,648</b> | <b>116,951</b>  | <b>122,506</b>  | <b>128,326</b> | <b>134,421</b> | <b>140,806</b> | <b>147,494</b>  |
| <b>Revenue Over Expense</b>                | <b>48,546</b>   | <b>50,852</b>  | <b>53,267</b>  | <b>55,798</b>  | <b>58,448</b>   | <b>61,224</b>   | <b>64,133</b>  | <b>67,179</b>  | <b>70,370</b>  | <b>73,712</b>   |
| <b>Transfers Out - Capital Maintenance</b> | <b>-</b>  | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>(13,838)</b> | <b>(94,221)</b> | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>(17,452)</b> |
| <b>Revenue Over Expense and Transfers</b>  | <b>48,546</b>   | <b>50,852</b>  | <b>53,267</b>  | <b>55,798</b>  | <b>44,610</b>   | <b>(32,996)</b> | <b>64,133</b>  | <b>67,179</b>  | <b>70,370</b>  | <b>56,260</b>   |
| <b>Fund Balance - Beginning of Year</b>    | <b>-</b>  | <b>48,546</b>  | <b>99,398</b>  | <b>152,666</b> | <b>208,463</b>  | <b>253,073</b>  | <b>220,077</b> | <b>284,210</b> | <b>351,388</b> | <b>421,758</b>  |
| <b>Fund Balance, End of Year</b>           | <b>\$ 48,546</b>  | <b>99,398</b>  | <b>152,666</b> | <b>208,463</b> | <b>253,073</b>  | <b>220,077</b>  | <b>284,210</b> | <b>351,388</b> | <b>421,758</b> | <b>478,018</b>  |
| <b>Assumptions:</b>                        |   |                |                |                |                 |                 |                |                |                |                 |
| Projected Parking Revenue                  | 2008 projection inflated 4.75% per year   |                |                |                |                 |                 |                |                |                |                 |
| Utilities                                  | \$38.33 per space in 2006 (Walker), inflated 4.75% per year   |                |                |                |                 |                 |                |                |                |                 |
| Supplies                                   | \$10.00 per space in 2006 (Walker), inflated 4.75% per year   |                |                |                |                 |                 |                |                |                |                 |
| Routine Maintenance                        | \$30.00 per space in 2006 (Walker), inflated 4.75% per year   |                |                |                |                 |                 |                |                |                |                 |
| Elevator Repair/Maintenance                | \$8.33 per space in 2006 (Walker), inflated 4.75% per year  |                |                |                |                 |                 |                |                |                |                 |
| Miscellaneous                              | \$1.67 per space in 2006 (Walker), inflated 4.75% per year  |                |                |                |                 |                 |                |                |                |                 |
| Parking and Public Safety                  | Management, monitoring, and enforcement – 490 spaces divided by 8,605 total spaces equals 5.7% in deck. 5.7% of total expenses projected to FY2010, less short-term and long-term lot maintenance that is already included in this budget, then inflated 4.75% per year thereafter. |                |                |                |                 |                 |                |                |                |                 |
| Capital Expense                            | Concrete sealing, joint repair, etc. Minimal amount is based on a 50-year cost of \$950,000 (Walker). \$950,000 divided by 50 years inflated at 4.75% per year to 2010 yields the starting amount, then inflated 4.75% per year thereafter.   |                |                |                |                 |                 |                |                |                |                 |