

**BOARD MEMORANDUM**

**To:** Board of Regents, State of Iowa  
**From:** Sheila Doyle  
**Date:** April 20, 2005 *ASN*  
**Subject:** Register of University of Northern Iowa Capital Improvement Business Transactions

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**Recommended Actions:**

Take the following actions for the **Multimodal Facility** (see pages 2 through 7) a major capital project as defined by Board policy:

1. Acknowledge receipt of the University's initial submission of information to address the Board's capital project evaluation criteria (page 6);
  2. Consider whether the project meets the necessary criteria for Board consideration; and
  3. Determine whether to authorize permission to proceed with project planning, including the architectural selection process, with the understanding that this permission is contingent upon development of a financial plan for the University's share of the costs of construction, and operation and maintenance of the facility. The financial plan is to be presented no later than the Board meeting that precedes the meeting with the schematic design presentation, or the December 2005 meeting, whichever is earlier.
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**Executive Summary:**

Requested  
Approvals

Permission to proceed with project planning, including the architectural selection process, for the **Multimodal Facility** which would construct a parking facility on the University of Northern Iowa campus to provide a transportation hub for regional and on-campus transit services, parking for automobiles and bicycles, and office space for the Metropolitan Transit Administration (MET) and the University's Department of Public Safety and Visitor Center (see page 2).

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**Background and Analysis:**

**Multimodal Facility**

Project Summary

	<u>Amount</u>	<u>Date</u>	<u>Board Action</u>
Permission to Proceed		May 2005	Requested

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Background

Development of a multimodal transit facility on the University of Northern Iowa campus is a collaborative project involving the University, Metropolitan Transit Administration (MET), the City of Cedar Falls, and the Federal Transit Administration.

The goal of the project is to provide ease of access to the University and to support additional modes of transportation for visitors, guests, faculty, staff and students.

The proposed Multimodal Facility would serve as an interface between transit, automobile, carpool, bicycle and pedestrian modes of transportation at the University.

A feasibility study conducted by KA Associates in 2001 supports the Multimodal Facility as a viable link to the Cedar Valley which would support and allow the University to expand transit operations in and around campus.

The KA Associates study included stakeholder meetings and involvement by members of a Multimodal Facility Task Force comprised of representatives from state and municipal government, MET Transit, and University staff and students.

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Project Scope

The Multimodal Facility would consist of a structure on the UNI campus where automobiles, bicycles, transit vehicles and other modes of transportation can come together and then disperse from the single location.

The facility is envisioned to house a parking facility which would provide queuing for on-campus and regional transit and potentially for inter-city bus services.

The facility is projected to consist of a 207,000 square foot, three-level structure which would accommodate parking for 600 vehicles.

The facility would also provide office space for the UNI Department of Public Safety Parking Enterprise, MET Transit Operations and the UNI Visitor Center, and include transit tracking and fee collection systems. Also projected for the facility are changing/locker rooms, bicycle garage space, restroom facilities, and state-of-the-art security technology.

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Proposed Project Site

The facility was originally planned with 1,200 parking spaces to be constructed in the south campus area, or at the site of the College Court student apartments located southwest of the Gallagher-Bluedorn Performing Arts Center.

Several factors have changed since the 2001 feasibility study which led to a reconsideration of the project site and scope.

- The discontinuation of the Greyhound Bus Service, additional parking construction planned in conjunction with the new Business and Community Services building, the McLeod Center, and the proposed Human Performance Center, as well as significant increases in construction costs, caused the University to reconsider the project scope which impacted the proposed site for the facility.
- The original plan included a significantly expanded shuttle service (to be funded by increased student fees) which would justify development of the facility in the south campus area; however, the University reports that a change in Board policy limiting student fee increases resulted in a reduction in the scope of the shuttle service which made the south campus location less feasible.
- The apartment site was rejected because of the costs to demolish and relocate the existing student apartments.

The proposed location for the facility, with 600 parking spaces, is immediately north of the Gallagher-Bluedorn Performing Arts Center at the location of an existing parking lot. (A map indicating the proposed project site is included as Attachment A.) This site was not identified in the 2001 feasibility study.

- At the time of the feasibility study, this area was identified as future expansion space for the Performing Arts Center. Since that time, the University has determined that any future expansion of the Performing Arts Center would occur to the west rather than to the north.
- Since the 600-vehicle facility would be located at the site of an existing parking lot, it would displace a total of 191 parking spaces, resulting in a net increase of 409 parking spaces with the construction of the multimodal facility.

The advantages of the proposed site include:

- Very good connections to the area road systems, particularly University Avenue and Hudson Road, which would enhance metropolitan transit connections;
- No need for pedestrians to cross University Avenue, which reduces potential vehicle and pedestrian conflicts; and
- Excellent accessibility to the extensive area trail system.

Given the proposed location, the facility would be designed to blend with the campus architecture and would be constructed using advanced acoustical building techniques to minimize the noise impact of the transit operations on the adjacent Performing Arts Center.

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Campus Master  
Plan

In its presentation of the campus master plan to the Board in February 2005, the University indicated that it was working with the cities of Cedar Falls and Waterloo, MET, and the Federal Transit Administration on a multimodal transit facility.

However, the master plan did not indicate the proposed location of the facility, nor did it address the impact of a transit service on the University campus.

- The University reports that the February 2005 master plan presentation was prepared in November 2004, at which time the recommended site for the facility had yet to be confirmed. At that time, UNI faculty and staff were being surveyed for input on the Multimodal Facility; part of that survey included site preferences.
  - On January 28, 2005, the University received an updated facility site analysis report from Parking Design Group, a design consultant, recommending the location north of the Gallagher-Bluedorn Performing Arts Center. The University reports that the UNI Cabinet approved the proposed location in early February.
    - As reported at the February 2005 Board meeting during the presentation of the Facilities Governance Report, the University's campus planning activities are based on the "Comprehensive Campus Master Plan" prepared in 1968; the basis of the plan is a scheme of five concentric land use zones.
      - The proposed site for the facility is within Zone 2 of the Concentric Zones, the Academic College zone. (See Attachment B.)
  - The University anticipates that the intracampus bus routes would utilize existing streets and possibly some selected walkways; the proposed routes would be reviewed further as part of the overall transit and parking facility planning process.
  - The long-range pedestrian circulation plan of the master plan (see Attachment C) did not address any modifications that may be needed to accommodate a transit system and minimize pedestrian-vehicle conflicts.
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Anticipated  
Capital Cost/  
Funding

The total estimated project cost (including facilities, equipment, land improvements, engineering design and project management costs) is \$18,671,000.

The project would be funded by Federal Transit funds totaling \$15,037,000, with the remaining \$3,634,000 to be provided by the University.

- The Federal appropriations received by the University to date (FY 2001 – FY 2005) total \$8,037,000; the remaining appropriation of \$7,000,000 is anticipated in FY 2006.
- The University plans to fund its share of the project from three sources - in-kind services, property valuation and parking operations reserves.
  - The University has yet to determine the amount of funding needed from each source; these amounts are dependent upon an assessment of the personnel costs for planning and oversight, and a property appraisal to determine value of the land.
  - The University has budgeted parking operations reserves for other campus parking projects; these include the construction of new parking lots for the Business and Community Services facility, McLeod Arena and the proposed Human Performance Center, and the maintenance of existing parking lots.
  - The University reports that if the existing parking reserves are not sufficient to fund construction of the Multimodal Facility, it could consider bonding since the University's parking operation currently has no bonded indebtedness. However, the University does not anticipate bonding for the project at this time.

Anticipated  
Operation and  
Maintenance  
Costs

The current annual operating costs for the Multimodal facility are estimated to be \$275,000.

- These costs include two clerk positions, student cashiers, supplies and services, and maintenance and parking space renewal funding.

The estimated cost of the transit system depends in large part on the time of operation and the frequency of headway (time interval between vehicles moving in the same direction on a particular route).

- The University anticipates a three-phased approach to implementing the transit system; it would initially operate a limited schedule for both the perimeter and internal shuttle system and expand to a full transit operation within a three-year time frame.
  - The estimated annual cost for the shuttle system ranges from \$175,000 for the initial schedule (Phase 1) to \$800,000 for a full transit operation (Phase 3).

The University reports that operational funding would come from revenues from demand parking from the multimodal facility, event and visitor parking revenues and reserves in the parking enterprise system revenues. Other income such as payments from off-campus apartment complexes in a public-private funding partnership and bus advertising on peripheral service and students fees would also be considered.

Financial Plan  
Needed

Since the University needs to determine specifically the sources of funds for the 20% match required for the federal funding, and since the annual operations and maintenance, and transit costs of the Multimodal Facility appear to be significant, the Board Office recommends that should the Board grant permission to proceed with the project that this permission be contingent upon the development of a financial plan as outlined in the Recommended Action section of this memorandum.

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Evaluation  
Criteria

Since the project meets the Board's definition of a major capital project, the University has provided the following information in response to the Board's evaluation criteria.

Institutional  
Mission/Strategic  
Plan

In 2001, KA Associates conducted a feasibility study regarding the proposed Multimodal Facility. The study concluded that the MMF would support the University of Northern Iowa's plan to provide transportation alternatives and enhancements for the University community and the greater Cedar Valley. This project is a collaborative effort involving UNI, MET Transit, the City of Cedar Falls and the Federal Transit Administration.

The proposed Multimodal Facility supports the University of Northern Iowa 2004-2009 Strategic Plan, Goal 4, Objective 4.2, "Maintain a safe and supportive working and living environment characterized by services and programs that promote individual well-being and organizational effectiveness" and Goal 5, Objective 5.5, "Upgrade, construct and maintain building, grounds and equipment in accord with the University's Campus Master Plan." A multimodal facility was included in the Campus Master Plan updates for 2000 and 2004.

It is intended that 100% of the projected 600 parking spaces will provide commuter and visitor parking which can coordinate with the intra- and peripheral shuttle systems. Additionally, the facility will serve as the primary transfer point between these two systems and provide passenger waiting areas, information kiosks and a vehicle locator system that will announce when the next shuttle arrives. UNI hosts an increasing number of major events and parking for these events has been a challenge. The inner campus shuttle will offer a significant solution to automobile congestion after events. Additionally, special routes for summer campus, visitor tours, student orientation and other programs will use the multimodal facility and the intra-campus shuttle. A prime interest of the project is to establish a state-of-the-art environmentally friendly transit system and facility.

Since the study was completed, there have been a number of campus facility additions which will be supported by the Multimodal Facility including the renovation and addition to Maucker Union, the student gathering place located in the center campus, the Center for Multicultural Education, the renovation and addition to McCollum Science Hall and the renovation of the East Gym to an Integrated Teaching and Technology Center. Additionally, on the south campus, a Business and Community Services building is planned on the west campus, the McLeod Arena, a 7,000 seat multi-event center and the new home for Panther basketball, volleyball and wrestling is under construction. The schematic design for a new Human Performance Center complex connected to the northwest end of the UNI-Dome that will primarily serve to support the academic, research and public service programs of the School of Health, Physical Education and Leisure Services will be presented to the Board of Regents at its May 2005 meeting. A key element in the facility is a community partnership linking UNI with Allen Memorial Hospital and Cedar Valley Medical Specialists. It is anticipated that increased transit from the Multimodal Facility to the Event Complex will occur.

**Other Alternatives Explored** In 2001 KA Associates authored a Multimodal Facility Feasibility Study which reviewed the feasibility of this project. KA Associates found that demand existed for a number of traditional transit routes that would move people around campus and the facility would be necessary to address parking needs near the campus core. Site alternatives have been reviewed, as has the current parking enterprise program.

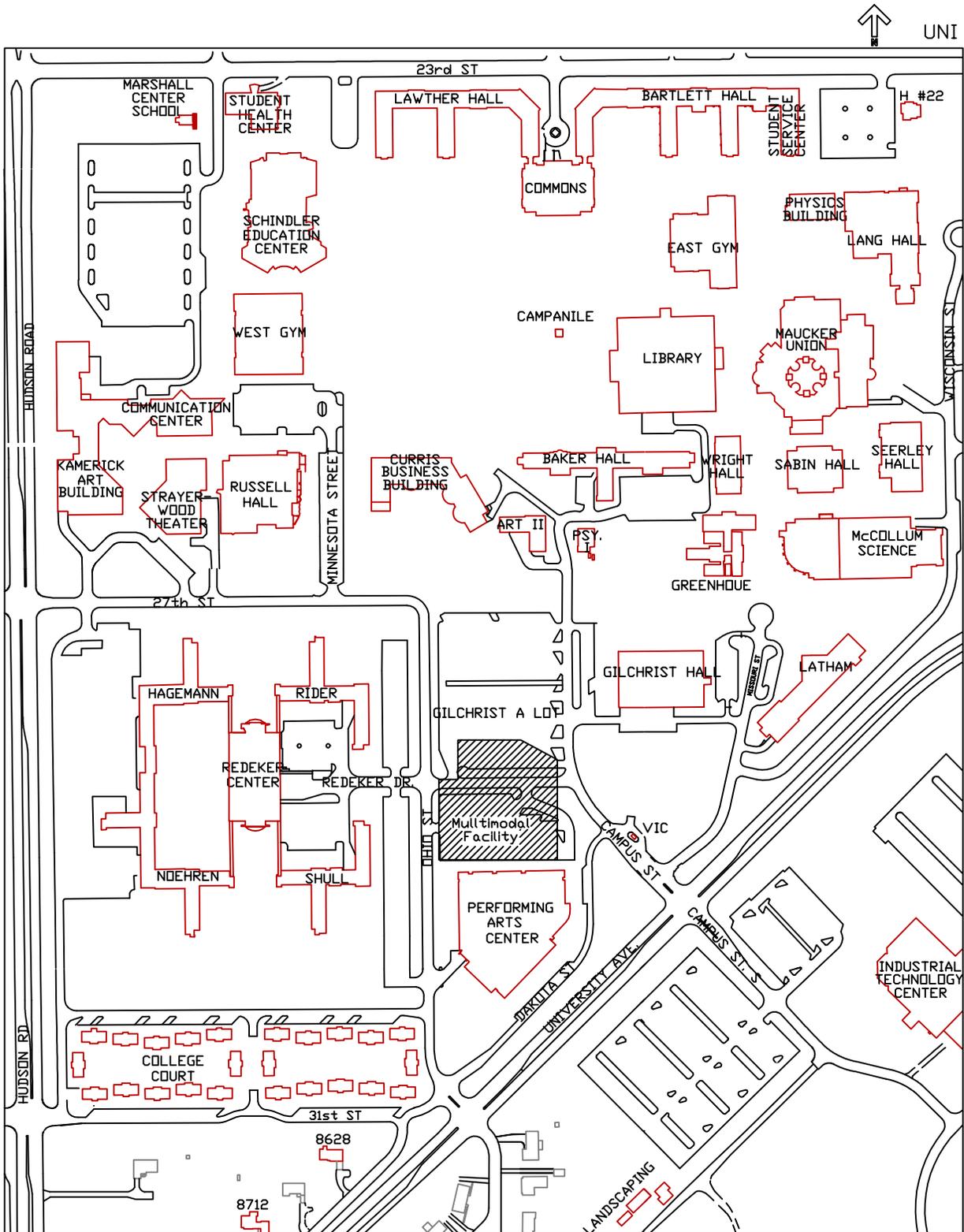
The alternative of adding additional surface parking was explored, which resulted in a finding that more surface parking spaces at the campus fringe would not meet the University of Northern Iowa's vision to expand options for moving to and around the University via alternative modes of transportation.

**Impact on Other Facilities and Square Footage** A total of 191 surface parking spaces will be displaced for the multimodal facility (141 metered parking spaces and 50 permit required spaces in Gilchrist A lot), which has a total area of approximately 74,876 square feet.

**Financial Resources for Construction Project** The project will be funded by Federal Transit Highway Trust Funds; Bus and Bus facilities, section 5309 administered by the Federal Transit Administration, UNI parking enterprise funds, UNI in-kind services and land valuation.

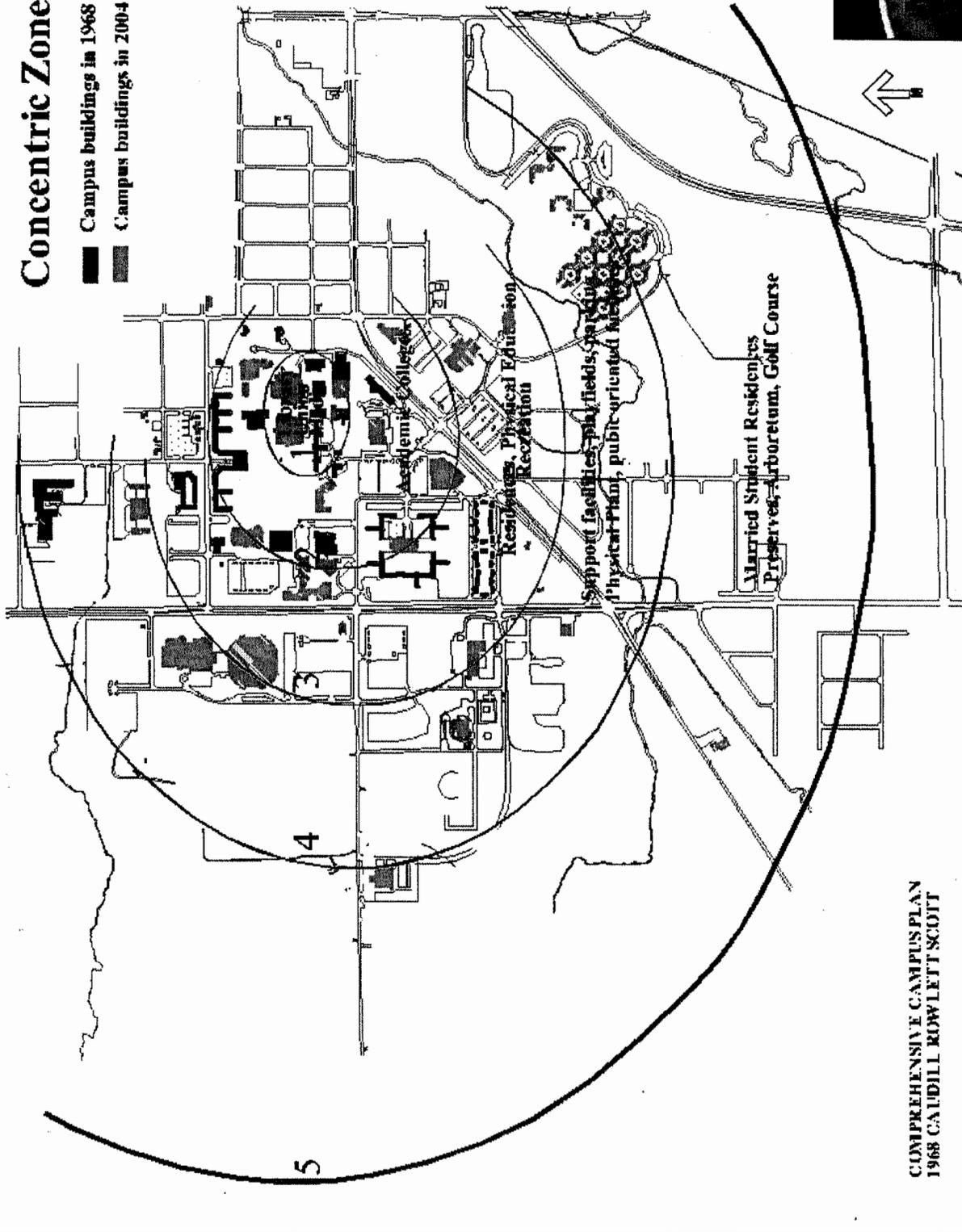
**Financial Resources for Operations and Maintenance** Operational funding would come from revenues from demand parking from the multimodal facility, event and visitor parking revenues and reserves in the parking enterprise system revenues. Other income such as payments from off-campus apartment complexes in a public-private funding partnership and bus advertising on peripheral service and student fees will also be considered.

**External Forces** This project will be funded by 80% Federal matching funds.



# Concentric Zones

- Campus buildings in 1968
- Campus buildings in 2004



COMPREHENSIVE CAMPUS PLAN  
1968 CAUDILL ROWLETT SCOTT

# Pedestrian circulation Plan

- Pedestrian circulation Plan (long range)
- Pedestrian circulation 2004
- Pedestrian improvements since 2000

Campus Buildings

