

Contact: Joan Racki,  
Susan Anderson, Keith Saunders

**REGISTER OF UNIVERSITY OF NORTHERN IOWA**  
**CAPITAL IMPROVEMENT BUSINESS TRANSACTIONS**

**Actions Requested:** Consider recommending to the Board approval of the following for the **Parking Deck and Transit Facility** project:

1. Permission to proceed with project planning.
2. Waiver of Board Policy 9.10B.2 requiring the use of an architectural selection committee for projects with budgets exceeding \$1 million and continuation of the use of Substance Architecture as the architect for the project.
3. Permission for the University to become the grantee for the Federal Transit Administration (FTA) funds.
4. Use of the proposed site of the **Parking Deck and Transit Facility** as the local match for the FTA grant.

**Executive Summary:** In May 2005, the University received Permission to Proceed with a Multimodal Facility. The \$18.6 million project, which was to have been located adjacent to the Gallagher-Bluedorn Performing Arts Center, was to have provided parking for 600 vehicles, queuing for on-campus and regional transit services, and office space for parking, transit and visitor operations. Based on feedback from the University community regarding the proposed location, design, expanded interior transit, and impact on parking and transit fees, the University decided not to pursue this project scope.

In the spring of 2006, a task force, which included representatives from the student body, faculty, and staff, was created to explore the feasibility of an alternate site and project scope, recognizing that there are unmet parking needs, especially in the northeast portion of the campus, and a continued interest in transit service. As a result of the task force's work, the University is requesting permission to proceed with a new project on a new site.

**Permission to Proceed with Project Planning**

The proposed **Parking Deck and Transit Facility** would include parking spaces, a passenger shelter, and off-street transit vehicle queuing space for service to off-campus housing locations and the perimeter of the pedestrian core of the campus. The facility would be constructed on top of the current Commons parking lot and on the portion of the block which is currently the site of four University houses. (See Attachment A for a map of the proposed location.) It is envisioned that the two-level parking deck would accommodate parking for approximately 471 vehicles, an increase of approximately 262 spaces over the capacity of the current lot.

The four University-owned residential properties on the block would be moved or demolished. Three of the properties are rented to fraternities or sororities, and provisions would be made to relocate either the houses or the organizations as part of the project. The fourth property houses University offices that would be moved to other University facilities upon completion of the Gilchrist Hall restoration project. The project would also include pedestrian safety improvements along the 23<sup>rd</sup> Street corridor, including green space.

The City of Cedar Falls will soon be starting a “Streetscape” project that would terminate close to the southeast corner of the **Parking Deck and Transit Facility** project (intersection of Merner and 23<sup>rd</sup> Streets). The City project would realign 23<sup>rd</sup> and College Streets, which currently have two-way traffic with parallel parking on both sides, into a serpentine pattern with diagonal parking on alternating sides and with enhanced pedestrian crossings.

One of the purposes of the Streetscape project is to reduce/reroute vehicle traffic, slow the remaining traffic and provide safer pedestrian and vehicle movement. The University believes that designing 23<sup>rd</sup> Street as an integral part of the parking deck is one of the best ways to create a safer crossing for transit riders and pedestrians.

#### Waiver of Board Policy Related to Architectural Selection and Selection of Substance Architecture

Board Policy 9.10 B.2 requires the selection of architects for projects expected to cost \$1 million or more by an institutional Architectural Selection Committee. Substance Architecture of Des Moines, Iowa, the firm approved to design the previous Multimodal Facility, was selected through the use of the Committee. Since a parking facility is still being proposed, the University requests a waiver of Board Policy requiring the use of the Committee for architectural selection and continuation of the utilization of Substance Architecture for the revised project.

#### Permission to Become Grantee

The University requests permission to become the grantee for the grant funds from the Federal Transit Administration (FTA), which will be the major source of funding for the project. The University reports that the FTA has recommended this approach, which will facilitate reporting and grant management, and enable the University to be in direct control of the project. (The Metropolitan Transit Authority of Black Hawk County [MET Transit] had been the grantee for the design portion of the original Multimodal Facility.) The University will collaborate with MET Transit, the City of Cedar Falls, and the FTA in providing transit service. The FTA has indicated that with Board approval of the University requested actions, the University will have met the conditions to apply for the grant.

#### Project Cost, Local Match and Operating Costs

The University anticipates that the total project cost, including an environmental study, facilities, equipment, land improvements, engineering design and project management costs, for the **Parking Deck and Transit Facility** would range from \$6 million to \$7 million. Costs would be further refined during the planning process.

FTA grants would fund 80% of the project costs (\$4.8 million - \$5.6 million based upon \$6 million - \$7 million in total project costs). The University proposes that its 20% match be provided from two sources: in-kind services and the value of the land. The in-kind services of approximately \$120,000 would be for project administration by University staff.

The University has obtained a certified land appraisal of \$1,280,000 for the proposed site of the **Parking Deck and Transit Facility**. Use of the land as part of the match will avoid the need to bond for the facility, which would require significant parking rate increases to fund the debt service on the bonds. The University would retain ownership of the land, with the FTA maintaining an unrecorded interest in it. If at some point in the future the University determines that the land used for the match is no longer needed for transit use, provisions outlined in FTA's grant procedures would allow the University to reimburse the FTA and retain ownership of the

land. This arrangement has been discussed with the Attorney General's Office and no legal concerns were raised.

Revenue from Parking Operations will fund ongoing maintenance and operating expenses. Student fees are the primary source for the current transit operations, with some support from the University and management of rental properties. Other than normal inflationary increases, no significant increase in fees or parking rates is anticipated.

**Details of Project:**

**Parking Deck and Transit Facility**

|   | <u>Amount</u> | <u>Date</u> | <u>Board Action</u> |
|---|---------------|-------------|---------------------|
| Permission to Proceed                                   |               | Dec. 2006   | Requested           |
| Waiver of Board Policy and Architect/Engineer Selection |               |             |                     |
| (Substance Architecture, Des Moines, IA)                |               | Dec. 2006   | Requested           |
| Permission to Become Grantee for FTA Funds              |               | Dec. 2006   | Requested           |
| Use of Proposed Site as Local Match                     |               | Dec. 2006   | Requested           |

