

MEMORANDUM

To: Board of Regents
From: Board Office
Subject: Proposed Parking Rates
Date: March 4, 2002

Recommended Actions:

1. Consider the proposed parking rate increases at the three Regent universities and parking manual changes.
 2. Give preliminary consideration to revise the administrative rules and submit a Notice of Intended Action regarding the proposed changes to Iowa State University's traffic and parking rules.
-

Executive Summary:

Each university has parking systems that are self-supporting. User fees and fines support operation, maintenance, and capital improvements. The parking systems do not receive any state appropriated funds.

Parking systems at the universities provide many services including patrol, maintenance, repair, snow removal, resurfacing, and construction. The parking systems also provide meters, signage, salt and sand, equipment, and supplies.

Rate Notification

To increase parking rates, the Board of Regents is required by Iowa Code §262.9(18) to take action no sooner than 30 days after notification of the proposed increase to presiding officers of each student government organization at each affected institution. The Board gives preliminary consideration to the parking system rates and manual changes in March with final approval scheduled for April.

Strategic Plan:

Review and approval of parking rates and parking manual changes is consistent with the Board's strategic plan to provide effective stewardship of institutional resources (Key Result Area 4.0.0.0) while advocating for resources needed to provide access to educational, research, and service opportunities (Key Result Area 2.0.0.0).

Background:

Iowa Code

The Code allows the Board to make rules regarding policing, control, and regulation of traffic and parking on the property of any institution under its control [§262.69]. It also requires notification to students 30 days prior to action by the Board as well as to increase tuition, charges, or fees at the Regent Universities [§262.9(18)].

Iowa Administrative Code

The Administrative Code requires general traffic and parking regulations for each university to be filed [Chapter 17A]. Regulations [Chapters 681 – 684].

Parking Systems

Each university has parking systems that are self-supporting and do not receive state appropriated funds for the operation or capital improvements of the system. User fees and fines support operation, maintenance, and capital improvements.

Parking systems at the universities provide many services including patrol, maintenance, repair, snow removal, resurfacing, and construction. The parking systems also provide meters, signage, salt and sand, equipment, and supplies.

Committees at each of the universities oversee parking operations and propose changes to parking and traffic regulations as well as fees and fines for their respective university's comprehensive parking program.

Written notification of the amount of the proposed increases will be mailed to the student government president at each of the universities.

University of Iowa Parking Rate Proposals

Parking System Approximately 13,500 parking spaces are available for patients, visitors, faculty, staff, and students.

The University of Iowa has outstanding bond indebtedness on its parking system as of June 30, 2001, totaling \$12.4 million. The Board's bond issuance schedule, approved at the November 2001 Board meeting, includes \$11.2 million of SUI parking system bonds for October 2002.

Proposed Changes

The University requests that the Board consider changes to:

- Parking rates for the multiple-year period FY 2003 – FY 2005; and
- The violation fee schedule.

Proposed Multiple-Year Parking Rates					
	Rate Basis	Current	FY 2003	FY 2004	FY 2005
Faculty/Staff Surface Reserved	Monthly	26.00	30.00	34.00	38.00
Faculty/Staff Ramp Reserved	Monthly	39.00	45.00	51.00	57.00
Commuter – F/S & Student	Monthly	13.00	14.00	15.00	16.00
Student Storage	Monthly	21.00	22.00	23.00	24.00
Public Cashiered	Hourly	.60	.75	.75	.75
Graduated Cashiered Rates	Hourly	Rates increase after a set minimum			
Public Meters	Hourly	.60	.75	.75	.75
Student Meters/Cashiered	Hourly	.50	.50	.50	.50

New Parking Rate The University is proposing a new Graduated Cashiered Rate designed to make additional patient parking available by providing incentives for individuals such as staff and contractors, who are neither patients nor visitors, to park in other available facilities during weekdays. The proposal includes the first three hours of parking at 75¢ per hour and the next five hours would be charged at \$2 per hour.

The Graduated Rate would not be charged to patients and visitors bearing the appropriate pass. The pass would be distributed by the hospital or other service provider. Patients, for the same eight-hour time period would be charged \$6.

Increased Fees Proposed faculty and staff reserved rates for surface and ramp parking are increasing each year between 11.8% to 15.4%.

Proposed commuter rates for faculty, staff and students are increasing each year between 6.7% to 7.7%.

Proposed student storage will increase each year between 4.3% to 4.8%.

Public cashiered and public meters are proposed to increase 25% for FY 2003 only.

Violation Fee Schedule			
Violation	Current	Proposed Faculty, Staff & Public	Proposed Student
No University Registration—Students	\$10	None	None
Handicapped (State Regulated)	\$100	\$100	\$100
Fraudulent Use of Permit	N/A	\$50	\$50
Employee Prohibited	\$10	\$25	\$25
Prohibited Zone	\$10	\$25	\$25
Reserved Area	\$10	\$15	\$10
Restricted Permit	\$10	\$15	\$10
Improper Display of Decal	\$10	\$15	\$10
Motorcycles Prohibited	\$10	\$15	\$10
Area Not Open to Parking	\$10	\$15	\$10
Irregular Manner	\$10	\$15	\$10
Service Vehicle Zone	\$10	\$15	\$10
Loading Zone	\$10	\$15	\$10
Other Violation	\$10	\$15	\$10
Improper Display of Hangtag	N/A	\$7	\$5
Expired Meter:	---	---	---
- 1 st 10 tickets	\$3	\$7	\$5
- 11 tickets and above	\$10	\$7	\$5

The last time these violation fees were increased was in 1988.

The University proposed no changes to the rules and regulations for Board consideration at this time with the exception of the schedule of parking violations.

Additional Revenue

Additional revenues from this proposal would be used to:

- Fund debt service to expand two existing patient and visitor parking structures;
- Increase faculty, staff, and student parking capacity in surface lots;
- Expand CAMBUS service; and
- Improve commuter programs such as the van pool and bus pass programs for faculty, staff, and students.

Financial
 Information

	<u>Actual</u> <u>FY 2001</u>	<u>Estimated</u> <u>FY 2002</u>
Revenues		
Fees	\$8,390,824	\$8,520,269
Fines	782,806	800,000
Other	881,140	700,000
Total Revenues	\$10,054,770	\$10,020,269
Expenses		
Salaries/Wages	\$3,108,310	\$3,523,080
Supplies/Equipment	2,092,015	2,115,863
Other	468,227	500,000
Subtotal	\$5,668,552	\$6,138,943
Improvements from Reserves	1,121,005	2,750,000
Debt Service	1,776,402	1,799,776
Total Expenses	\$8,565,959	\$10,688,719
Net Income	\$1,448,811	(\$668,450)

Demand

Increased demand and displacement of some surface parking has lead to:

- Development of additional remote surface parking serviced by the University transit system (CMBUS).
- Construction of cashiered and metered facilities in high demand areas; and
- The University encouraging alternative modes of access to the campus, such as:
 - Student and employee reduced fare bus passes;
 - CMBUS service on campus;
 - Employee van pools;
 - Carpooling; and
 - Bicycling.

-
- Long-Range Plan The long-range parking plan consists of four key elements:
- Improve UIHC patient and visitor parking through the construction of ramps and other hourly facilities;
 - Expand employee and student commuter parking facilities and serve them with increased CAMBUS services and other forms of transportation;
 - Expand Commuter Programs by increasing support for bus pass, vanpool, carpool, and bicycling options; and
 - Provide modest additions to close-in employee parking through the construction of ramps and surface facilities.

Oversight
Committee

The Parking and Transportation Committee consists of:

- Four students;
- Three faculty; and
- Three staff.

The Committee approved the proposed rate changes based upon the long-term parking needs and projected revenues and expenses of the system.

The proposal was also reviewed by other campus groups, including:

- Faculty Council;
 - Staff Council; and
 - Student Government.
-

Iowa State University Parking Proposals

Parking System

Approximately 17,000 parking spaces are available for visitors, faculty, staff, and students.

Iowa State University does not have any outstanding bond indebtedness on its parking system. The Board's bond issuance schedule, approved at the November 2001 Board meeting, includes \$11.0 million of ISU parking system bonds for May 2002.

Proposed Changes

The University requests that the Board consider three sets of changes:

- The parking rate schedule for FY 2003:

Permit Type	Actual FY 2002	Proposed Increase	% Increase	Proposed FY 2003
24-Hour Reserved	\$590.00	\$25.00	4.2%	\$615.00
Reserved	295.00	25.00	8.5%	320.00
Vendor	89.00	15.00	16.9%	104.00
General Staff	59.00	15.00	25.4%	74.00
Departmental	59.00	15.00	25.4%	74.00
Motorcycle (staff)	20.00	5.00	25.0%	25.00
University Student Apt. Community (2 nd car)	49.00	15.00	30.6%	64.00
Commuter Student	42.00	15.00	35.7%	57.00
Motorcycle (student)	20.00	5.00	25.0%	25.00
Residence Halls	42.00	15.00	35.7%	57.00
Stadium	42.00	5.00	11.9%	47.00
Student Accessible	42.00	15.00	35.7%	57.00
Student Government	42.00	15.00	35.7%	57.00
Commuter parking at the Iowa State Center and the Orange Route shuttle will remain free.				

- Three-years of rate increases for just five of the fees above:

Permit Type	Current Fee	Annual Increase	Total 3-Year Increase
General Staff	\$59.00	\$15.00	\$45.00
Reserved	295.00	25.00	75.00
24-Hour Reserved	590.00	25.00	75.00
Student Permits	42.00	15.00	45.00
Stadium Permits	42.00	5.00	15.00

The University has developed a financial plan using these proposed rates as part of their long-range plans for increased parking facilities.

- Changes to parking and traffic rules, which will also be incorporated into the Iowa Administrative Code:
 - Including nonmotorized scooters to the definition of skateboards;
 - Designation of indoor areas where vehicles are allowed, such as areas designated for loading vehicles and parking ramps or decks;
 - Including regulation of roller skates, roller blades, and skate boards;
 - Description of parking privileges for persons with disabilities;
 - Language concerning use of a bicycle on campus; and
 - Regulating the use of a moped as a motorcycle.

Additional
Revenue

The additional fees collected from the proposed parking rate increases will be used to help finance the long-term parking plan as described on page 9.

Financial
Information

	<u>Actual</u> <u>FY 2001</u>	<u>Estimated</u> <u>FY 2002</u>
Revenues		
Fees	989,801	1,007,184
Fines	1,046,643	1,067,576
Bond Proceeds	<u>0</u>	<u>5,900,000</u>
Other	<u>68,332</u>	<u>68,332</u>
Total Revenues	2,104,776	8,043,092
Expenses		
Salaries/Wages	814,784	847,375
Supplies/Equipment	712,134	740,619
Improvements from Reserves	398,642	508,870
Improvements from Bond Proceeds	0	0
Other	<u>0</u>	<u>0</u>
Total Expenses	1,925,560	2,096,864
Net Income	179,216	5,946,228

Demand

Increased demand from record numbers of students has led to:

- Inadequate parking facilities;
- Temporary parking for nearly 300 students;
- Parking in excess of capacity on the west side of campus;
- Parking at capacity on the east side of campus; and
- Faculty and staff parking locations further away than is preferable.

The addition of Hoover Hall, the Plant Sciences Institute and the Gerdin Building will also strain parking accommodations.

Long-Range Plan

The long-range parking plan over the next five years will focus on a comprehensive expansion of parking facilities including:

- The construction of three parking facilities.
- Expanded and improved parking at Jack Trice Stadium:
 - Reviewed and approved by the Board in January, 2002;
 - Estimated project cost \$2.9 million;
 - Construction proposed for summer of 2002; and
 - Anticipated funding source from the Athletic Department:
 - The Athletic Department would fund a portion of the annual debt service.
 - The Parking Division would perform administration and lot maintenance duties, estimated at \$30,000 per year.
- A new single-level parking deck:
 - Exact location to be determined;
 - Estimated project cost \$3.0 million; and
 - Construction proposed for summer of 2003.
- A new multi-level parking structure:
 - Exact location to be determined;
 - Estimated project cost \$7.0 million; and
 - Construction proposed for summer of 2004.

All projects would proceed through the normal Board of Regents capital project approval process.

Long-Range
Parking Budget

The University reports that the current budget is stable and is able to support a limited amount of additional parking. However, the only way to fund the projects listed above would be to:

- Increase parking fees; and
- Issue construction bonds to cover the costs of annual debt service.
 - The first bond issuance, scheduled for May 2002, would finance the proposed Jack Trice Stadium addition and the single-level parking deck on central campus.
 - The second bond issuance, needed in 2004, would finance the proposed multi-level parking ramp on central campus.

Oversight
Committee

The Transportation Advisory Council is a 23-member group comprised of:

- Faculty;
- Staff; and
- Students.

The responsibilities of the council are to:

- Serve as a channel for the expression of user-group opinions and preferences on broad policy matters and specific issues;
- Review the movement of people and vehicles to, from, and around campus; and
- Report findings and recommendations to the Vice President for Business and Finance.

The Transportation Advisory Council reviewed this proposal. Additionally, the ISU Government of the Student Body reviewed and approved the proposal.

University of Northern Iowa Parking Rate Proposals

Parking System

Approximately 8,200 parking spaces are available for visitors, faculty, staff, and students.

The University of Northern Iowa does not have any outstanding bond indebtedness on its parking system and does not plans for bonding this system in the near future.

Proposed Changes

The University requests that the Board consider changes to:

- Annual and summer parking rates for FY 2003:

Permit Type	Actual FY 2002	Proposed Increase	Percent Increase	Proposed FY 2003
Annual Rates				
G – Reserved	\$250.00	\$13.00	5.2%	\$263.00
A – Faculty and Staff	98.00	5.00	5.1%	103.00
B – Faculty and Staff	55.00	3.00	5.5%	58.00
B – Students	55.00	0	0.0%	55.00
C – Residence Hall Students	37.00	0	0.0%	37.00
M – Married Student Housing	37.00	0	0.0%	37.00
M – Additional Vehicle	18.50	0	0.0%	18.50
R – Night/Remote	20.00	0	0.0%	20.00
L – Lab School	20.00	0	0.0%	20.00
T – Temporary (per week)	5.00	0	0.0%	5.00
Motorcycle	17.50	0	0.0%	17.50
Summer Rates				
G – Reserved	\$62.50	\$3.25	5.2%	\$65.75
A – Faculty and Staff	24.50	1.25	5.1%	25.75
B – Faculty and Staff	13.75	.75	5.5%	14.50
B – Students	13.75	0	0.0%	13.75
C – Residence Hall Students	9.25	0	0.0%	9.25
M – Married Student Housing	9.25	0	0.0%	9.25
M – Additional Vehicle	4.65	0	0.0%	4.65
R – Night/Remote	5.00	0	0.0%	5.00
L – Lab School	5.00	0	0.0%	5.00
T – Temporary (per week)	5.00	per week		
Motorcycle	4.40	0	0.0%	4.40

Students will not experience parking rate increases due to above-average tuition increases for FY 2003.

- The UNI parking manual:
 - Students, faculty, and staff may register for permits on-line;
 - The B permit has been split between faculty/staff and students. Rates for faculty/staff permits will increase approximately five percent while rates for students will not;
 - Beginning in FY 2003, students living in the R.O.T.H. complex will be given the option of purchasing B (commuter student) or C (Residence Halls) permits. Distance to campus for R.O.T.H. students is farther than many off-campus apartments;

The University is not proposing changes to parking fines or penalties.

Additional Revenue

The University reports that the limited additional revenue will continue to be used to:

- Repair and maintain current parking lots;
- Potentially expand temporary parking lots; and
- Build the parking reserve to address cost sharing or other costs that may result from the construction of the multi-modal facility.

Financial Information

	<u>Actual</u> <u>FY 2001</u>	<u>Estimated</u> <u>FY 2002</u>
Revenues		
Fees	\$649,034	\$590,000
Fines	446,970	356,000
Bond Proceeds	<u>0</u>	<u>0</u>
Other	<u>222</u>	<u>0</u>
Total Revenues	\$1,096,226	\$946,000
Expenses		
Salaries/Wages	\$273,523	\$362,600
Supplies/Equipment	236,658	190,000
Improvements from Reserves	361,284	360,600
Improvements from Bond Proceeds	<u>0</u>	
Other	<u>0</u>	<u>0</u>
Total Expenses	\$871,465	\$913,200
Net Income	\$224,761	32,800

Demand

The University reports that it has sufficient parking, selling approximately 11,333 permits during FY 2002 (not every permit is used 5 days per week). However, demand for closer parking is an issue. Parking locations are further away than is preferable.

The McCollum Science Hall Addition has resulted in the loss of 77 spaces. The University added approximately 300 spaces last summer. An additional 150 spaces will be added this summer.

Long-Range
Parking Plan

Multi-modal Parking/Transit Facility:

- Partnered by the University, the Metropolitan Transit Authority (MET), and the City of Cedar Falls;
- To be located on university property;
- Will serve to alleviate parking congestion at the University and on City streets; and
- Prior to completion, a comprehensive review will be conducted to address all permit types, rates, lot designations and parking regulations.

Project Status:

- The MET has received a Federal line item appropriation of \$537,000 to begin the planning process.
- The project is now in the queue to receive Federal funds for construction.
- The total project will be based on 80-20 Federal/local cost share.
- When information about the Federal appropriation is known, this facility will be included in the University's five-year All-Funds Capital Plan presented to the Board.

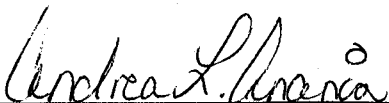
Oversight
Committee

The Public Safety Advisory Committee is comprised of:

- Four staff members, which represent the four University divisions:
 - Academic Affairs
 - Educational and Student Services
 - Administration and Finance
 - University Advancement
- Four students appointed annually by the president of the Northern Iowa Student Government; and
- Two ex officio nonvoting members:
 - Director of Physical Plant
 - Director of Public Safety

The responsibilities of the committee are to:

- Serve as an advisory body to the Director of Public Safety
- Receive, evaluate, and recommend:
 - Alternatives for providing adequate parking and traffic control;
 - Personal safety;
 - Crime awareness/prevention programs;
 - Public safety services; and
 - Fire safety related programs.



Andrea L. Anania
aa/h:\bf2002\02mardoc\margd12.doc

Approved:


Gregory S. Nichols