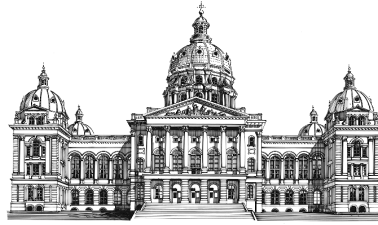

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State Capitol
Des Moines, IA 50319
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Parking On The Capitol Complex

ISSUE

Parking spaces on the Capitol Complex are at a premium, and funding for capital projects from the General Fund is at a minimum. Several options are available to the Department of General Services (DGS) to provide adequate parking for State employees and visitors to the Complex.

AFFECTED AGENCIES

All Capitol Complex agencies

CODE AUTHORITY

Chapter 18.8, Code of Iowa

BACKGROUND

Prior to 1987, the Buildings and Grounds Division of the DGS was responsible for maintenance of the Capitol Complex parking lots. At that time, the Director of the DGS combined that Division with the Design and Control Division to form the Property Management Division. Since the formation of the Property Management Division, a line item for parking lot maintenance has not been included in the DGS budget. Moneys spent for maintenance have come from the operations budget of the Property Management Division. For the past 3 years, \$5,000 has been spent annually to repair control gates and less than \$5,000 has been spent annually for maintenance of the parking lots.

CURRENT SITUATION

Currently there is no charge for parking on the Capitol Complex. There are 3,321 parking spaces for State employees and visitors on the Capitol complex. This includes 2,750 employee spaces, 82 spaces for handicapped employees, 104 reserved employee spaces and 385 visitor spaces. Of these, 2003 are in controlled lots. According to the DGS, there are 4,988 employees with access to controlled parking spaces. This does not include the additional personnel on the Complex during Legislative Session. During last Session, 181 additional access cards were assigned to Session-only Legislative employees. (See attached map.)

Since not every employee requires a parking space every day, the DGS assigns more cars to each lot than the number of parking spaces available. There is an over-assignment of 69.9%. However, since the access cards are not always updated to indicate current employee status, the over-assignment percentage may be inflated. Assignment of parking spaces is done by the DGS, in cooperation with parking coordinators from each department.

Each building on the Capitol Complex has an assigned lot. The only time an employee is not assigned to that lot is for logistical reasons. The only department exempted from this policy is Employment Services which assigns parking internally. The Capitol Complex lots are not monitored by the DGS for utilization, but the Capitol Police monitor the lots daily for parking offenses.

Complaints received by the DGS regarding parking on the Capitol Complex include:

- Control gates malfunctioning which causes traffic hazards, especially on Walnut Street.
- Not enough parking space during the Legislative Session.
- Mud in the gravel lots.
- Not enough handicapped employee spaces near the Capitol Building.
- Not enough visitor handicapped spaces especially on the west side of the Capitol Building.
- Not enough service vehicle parking for each building.
- Not enough parking at the New Historical Building for State employees when they are attending a class in the Building.

The Americans with Disabilities Act of 1990 may have an effect on the number of spaces available for parking and will involve reassigning of spaces.

CAPITOL COMPLEX PARKING IN OTHER STATES

Several states were contacted to determine the status of parking on the capitol complexes. The following table indicates if state employees have to pay for parking on the Capitol Complex. Partial paid parking indicates employees pay for premium spaces.

	Paid Parking	Non-Paid Parking	Partial Paid Parking
IOWA		X	
Colorado	X		
Florida	X		
Illinois			X
Michigan	X		
Minnesota	X		
Missouri		X	
Nebraska	X		
New Jersey		X	
New York	X		
South Dakota		X	
Texas			X
Wisconsin	X		

ALTERNATIVES

- The DGS could maintain the status quo, however, without proper maintenance, the lots will develop more deficiencies. Also, the DGS may be forced to go to open lots with no assignments if the 15-year-old control gates are not replaced. Control gates cost

approximately \$15,000 each. The average life expectancy is 10 years and some replacement parts for the present gates are no longer available. Currently 2 gates are used at each of 17 stations.

- Maintenance procedures could be improved. According to the DGS, private industry currently estimates \$0.10 per square foot of parking lot area per year as an appropriate amount to budget for parking lot maintenance. If this standard would be adopted for the current hard surfaced lots, maintenance costs would be \$80,375 annually. The DGS estimates an initial 3-year funding of \$241,125 is necessary for gate replacement, crack repair, and lighting replacements.
- Existing gravel lots (Lots 4, 5, 16, and 17) could be paved which would increase available parking by 151 spaces. Random parking without lines causes less efficient use of space. The cost of construction of the lots is estimated to be \$496,170 including surfacing, lighting, retention and storm system, 2 gates per lot, and landscaping. Additional maintenance costs would be \$26,820 per year.
- Lot 16 could be expanded. Lot 16 is located across Grand Avenue from the Grimes Building. Land is available to the south, east and southeast of the lot. Currently people park on the grass and get stuck. Cost to construct the new lots would be \$379,920 including site preparation, asphalt, retention and storm system, lighting, gates, and landscaping. This would add 470 spaces.
- Build a ramp. To construct a ramp would cost between \$9,000 and \$12,000 per space compared to the cost of constructing a lot at \$720 per parking space. If land availability is a factor, a ramp should be considered. According to the DGS, availability of land is not a factor,

BUDGET IMPACT

Funding for parking improvement could come from several sources.

- A capital project appropriation could be made to fund a total package of deferred maintenance, surfacing graveled lots, expanding Lot 16, or any combination of the above options. An appropriation could be made for parking lot maintenance each year thereafter.
- Funding for the initial outlay could be borrowed and be repaid by General Fund appropriations or charging employees for parking. (See Attachment A.)

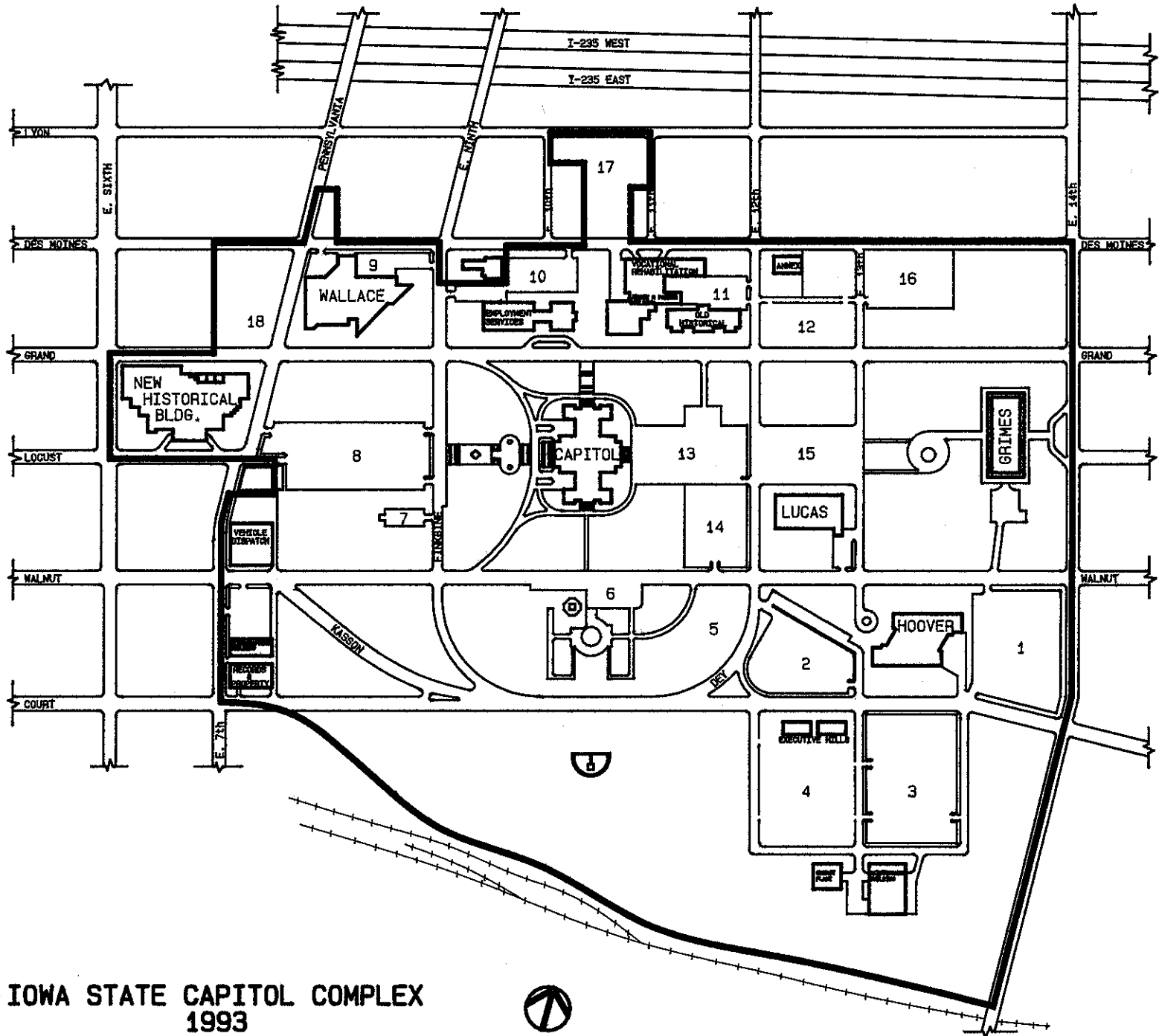
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**Parking on the Capitol Complex
Costs of Options**

Option	Cost Breakdown	Total Cost	Annual Appropriation from General Fund	Cost/access Card/month
Open Lots		\$ -5,000	\$ 0.00	\$ NA
Lot improvement for existing surfaced lots	Initial Outlay (3 years)	241,125	91,881	1.86
	Annual Maintenance (each year)	80,375	80,375	1.67
	Total - each year for 3 years		172,256	3.53
Asphalt Gravel Lots & Improve Existing Lots	Initial Outlay (10 years)	737,295	104,974	2.14
	Annual Maintenance	107,195	107,195	2.23
	Total - each year for 10 years		212,169	4.37
Expand Lot 16, Pave Gravel Lots & Improve Existing Lots	Initial Outlay (10 years)	1,117,215	159,066	3.24
	Annual Maintenance	123,025	123,025	2.56
	Total - each year for 10 years		282,091	5.80

Assumptions:

- Additional personnel costs for implementing an access card fee system are not included.
- "Construction and Maintenance" loans interest rate is 7.0% with 12 payments per year for 10 years for access card costs and 1 payment per year for 10 years for General Fund Costs.
- "Maintenance" interest rate is 7.0 % with 12 payments per year for access card costs and 1 payment per year for General Fund Appropriations.
- There are 4,500 access card holders and 4,000 holders would pay fees.
- The \$5,000 currently spent from the Property Management Division's operations budget has not been considered in these calculations.



IOWA STATE CAPITOL COMPLEX
1993

