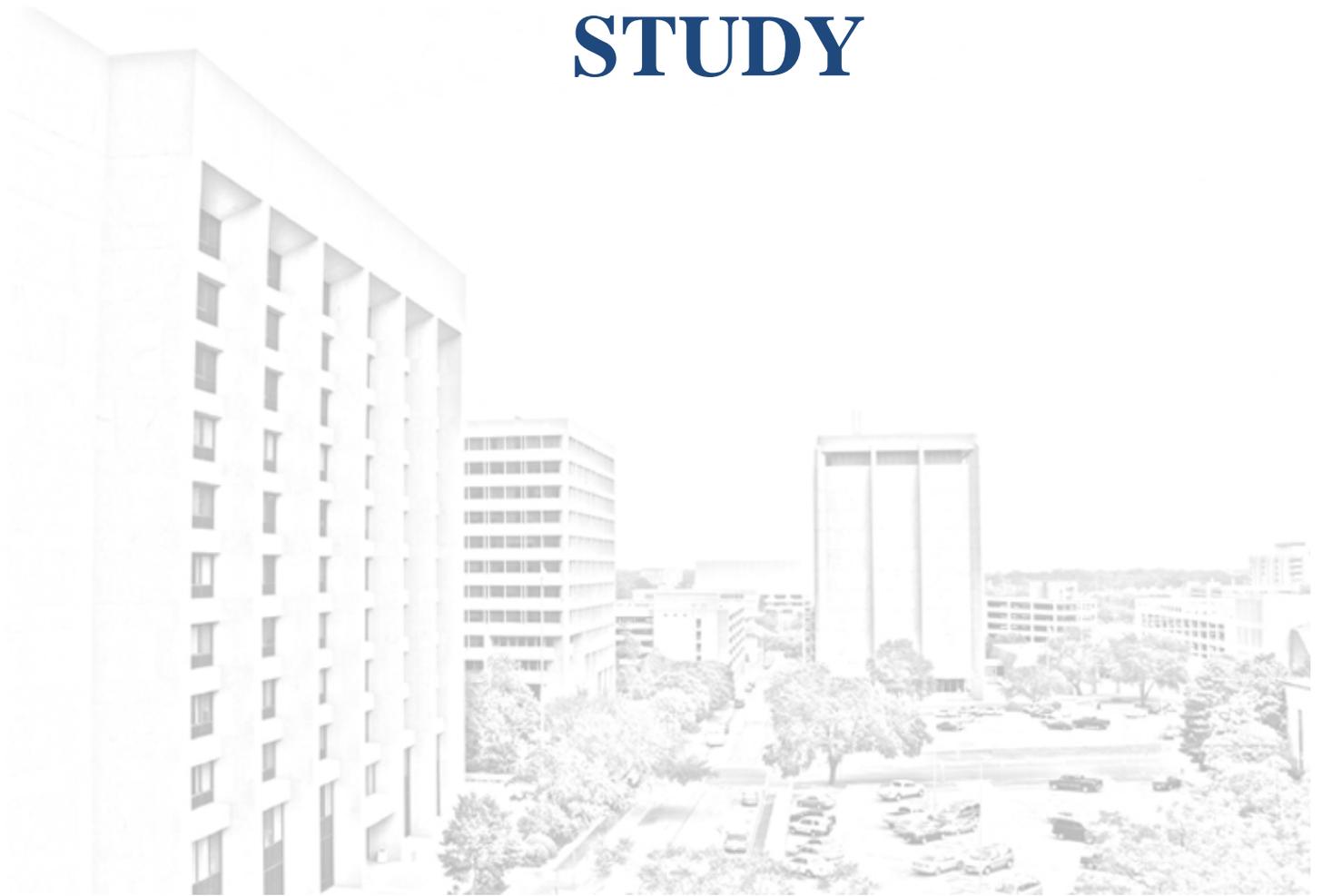




# **PARKING USAGE STUDY**



**TEXAS FACILITIES COMMISSION**

**2010**

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## ***Introduction***

The bill pattern for the Texas Facilities Commission (TFC) in the 2010-2011 General Appropriations Act included Rider 17, Parking Usage Study. Rider 17 directed TFC to report on the inventory and usage of TFC managed parking facilities, the actual usage of those facilities by state employees, and revenues generated through after-hours use of the facilities, and report on recommendations for the redevelopment of significantly underused parking facilities to purposes more suited to the efficient administration of state government. This report is submitted pursuant to Rider 17.

## ***Study Purpose and Objectives***

The purpose of this study is to report on the following objectives specifically identified in Rider 17:

- the available parking capacity of each facility;
- the number of state employees using the facility;
- the number of visitors using the facility;
- the amount and nature of revenue realized through the facility; and
- excess capacity of each facility.

## ***Study Area and Methodology***

The study area includes the Capitol Complex, the William P. Hobby complex (the Hobby complex), the Health and Human Services Commission facilities (North Austin complex), and other facilities managed by TFC. However, due to the large concentration of state employees housed within the Capitol Complex and the Hobby complex, these two areas were the primary focus of the study.

The methodology to accomplish the study included an on-site audit of the available parking spaces; the use of regularly monitored traffic counters at all state parking garages and surface parking lots managed by TFC in the Capitol Complex and the Hobby complex; and a review of existing data collected by TFC in June 2008 and March 2009.

## ***Parking Administration***

Texas Government Code, Section 2165.001, provides that TFC has charge and control of all public buildings, grounds, and property, and is responsible for the proper care and protection of state property from damage, intrusion, or improper use. Section 2165.2035 mandates TFC to develop private, commercial uses for state-owned parking lots and garages located in the City of Austin at locations the agency determines are appropriate for commercial uses outside of regular business hours. TFC is permitted to contract with a private vendor to manage the commercial use of state-owned parking lots and garages. Revenues received under this program are deposited to the credit of the General Revenue Fund. The limitation on the amount of space allocated to private tenants prescribed by Section 2165.205(b) does not apply to the lease of a state-owned parking lot or garage under Section 2165.2035.

By statute, any lease of state-owned parking lots or garages must contain a provision that allows state employees who work hours other than regular working hours to retain their parking privileges in a state-owned parking lot or garage. The lease must also provide that any state employee showing a State of Texas employee identification card is permitted to park in any state-owned parking lot or garage free of charge after normal business hours and on weekends. This provision does not apply to a lease to an institution of higher education under which all spaces in a parking lot or garage are leased for a time certain if parking in an alternate state-owned parking lot or garage is available to state employees. Statutes further provide that nonprofit, charitable, and other community organizations may apply to use state parking lots and garages located in the City of Austin in the area bordered by West Fourth Street, Lavaca Street, West Third Street, and Nueces Street free of charge or at a reduced rate. The executive director of TFC may approve or reject an application made under statute.

Texas Government Code, Section 411.063, provides that parking rules for the Capitol Complex shall be adopted by the State Preservation Board and that the rules shall be administered and enforced by the Department of Public Safety (DPS). Employees of state agencies are eligible for assigned parking if they office four hours or more a day during the normal state work week between the hours of 7 a.m. and 6 p.m. within the Capitol Complex. Individual space assignments are not permitted in open parking facilities and DPS may assign more individuals to park in a lot or garage than there are spaces available. Adjustments in the number of permitted assignments may be made to obtain full utilization of state parking facilities.

Each state agency housed in the Capitol Complex is allotted a number of reserved spaces based on the needs of the agency and the availability of spaces, and all agencies are allocated at least one space for individual assignment. Each state agency is responsible for assignment of these spaces. A monthly charge, established by DPS and currently set at \$10 for each assigned reserved space within a lot or garage, shall be paid quarterly in advance.

When the legislature is in session, DPS is required to assign and have marked, for unrestricted use by members and administrative staff of the legislature, the reserved parking spaces in the Capitol Complex requested by the respective houses of the legislature. A request for parking spaces reserved pursuant to the statute shall be limited to spaces in the Capitol area and the additional spaces in state parking lots proximately located to the Capitol. When the legislature is not in session, DPS shall, at the request of the respective legislative bodies, assign and have marked the spaces requested in these areas for use by members and administrative staff of the legislature.

In addition to reserved parking spaces, the parking rules administered by DPS allow for open parking for other state employees. Assignments for open parking are to be made to locations as near as possible to the employee's work location and parking in these locations is on a first-come basis. Open parking is defined as the privilege to park anywhere within the Capitol Complex parking lots or garages except in those spaces marked as "reserved," "handicap reserved," "visitor parking," or designated by DPS not to be open parking. No monthly charge is made for open parking.

Access to state parking areas is granted to eligible state employees who work in the Capitol Complex via a state-issued parking decal and all vehicles utilizing open parking must display a current parking decal. The granting of a permit to an employee does not guarantee the availability of a parking space but merely guarantees the opportunity to park within a designated area as defined by the privileges of the parking permit issued.

Handicap reserved parking is only to be utilized by an employee who has been issued a handicap parking decal by DPS. These spaces are marked by signs and/or red painted curbs or stops. Reserved spaces designated as handicap accessible are generally located near the elevators in the parking garages or in convenient locations in the parking lots. Additionally, all vehicles with handicap decals, license plates or temporary placards are entitled to park in designated accessible parking spaces and at any on-street meter without charge or time limit.

Visitor parking is for the exclusive use of visitors to the complex. A state employee may use a space designated by DPS as visitor parking only if his/her principal place of employment is outside the Capitol Complex.

TFC does not manage the following parking facilities: the Texas Workforce Commission parking facility; the capitol extension parking garage and the parking spaces on the Capitol grounds; and the Capitol Visitor's Parking Garage.

### *Parking Inventory*

Three (3) primary types of parking are available to state employees in the study area: on-street public parking spaces; off-street parking in state-owned garages; and off-street parking in state-owned parking lots. On-street parking at meters throughout the Capitol Complex and Hobby complex are not managed by TFC and, therefore, were not included in the inventory.

A comprehensive, on-site parking inventory was conducted to identify all existing parking spaces in 13 parking garages and 17 surface parking lots owned by the State of Texas and managed by TFC within the core study area. To determine the actual number of spaces available for use by state employees, a physical count was conducted in each parking facility during March and April 2010. Data from this inventory was used to update and verify the number and type of spaces available at each facility. This report summarizes the on-site audit count of parking spaces into the following four (4) sub-areas:

- Capitol Complex;
- William P. Hobby complex;
- North Austin complex; and
- other facilities

### *Capitol Complex*

DPS issued 12,855 parking decals to state employees in the Capitol Complex for Fiscal Year 2010. Table 1 shows a break-down of the decals issued by DPS.

Table 1				
Parking Sticker Decals - FY 10				
Single Decal	Secondary Decals	Handicap Decals	Secondary Handicap Decals	Total Decals
9,087	3,525	185	58	12,855

TFC manages approximately 9,529 spaces in 13 state-owned parking garages and 17 surface parking lots in the Capitol Complex and most of these available spaces are located in parking facilities along San Jacinto Boulevard. This parking supply of 9,529 spaces serves approximately 10,101 full time employees (FTEs) in the Capitol Complex during a non-legislative year. Based on the decals issued by DPS, a total minimum of 9,087 parking spaces are needed to accommodate state employees authorized to utilize open parking in state-owned parking garages and surface lots on any given work day during a non-legislative year. During a regular legislative session, the number of FTEs assigned to the Capitol Complex increases by an average of 500 to 700 as additional staff members are hired. Many of these staff members are assigned reserved spaces at parking garages and lots within one (1) block of the State Capitol.

As shown on Table 2, 7,992 of these spaces are located in parking garages and 1,537 spaces are located in surface lots. A summary of the parking spaces managed by TFC at the Capitol Complex is listed by type of facility in Table 3.

Table 2			
Available Parking Spaces			
Garages	Lots	Meters	Total
7,992	1,537	900	10,438

Table 3	
State Facilities	Total Spaces
Garages	7,992
Parking Lots	1,537
Total:	<b>9,529</b>

Table 4 lists the total available parking spaces at each garage and Table 5 summarizes the adjusted parking spaces available at each garage by type of designated use. Of the approximately 7,992 garage parking spaces, 1,316 spaces are designated as reserved for assigned personnel, fleet vehicles, or handicap accessible, leaving 6,676 spaces available as open parking for state employees.

Table 4	
Texas Facilities Commission Parking Garages Inventory	
<i>Facility Name</i>	<b>Manual Count of Spaces</b>
Parking Garage A	803
Parking Garage B	766
Parking Garage C	46
Parking Garage E	1,422
Parking Garage F	445
Parking Garage G	303
Parking Garage J	795
Parking Garage K	259
Parking Garage M1	36
Parking Garage M2	20
Parking Garage P	620
Parking Garage Q	735
Parking Garage R	1,742
<b>Subtotal:</b>	<b>7,992</b>

Table 5					
Capitol Complex					
<b>Parking Garage</b>	<b>Total Spaces</b>	<b>Reserved Spaces</b>	<b>Handicap Reserved Spaces</b>	<b>Fleet Vehicles</b>	<b>Spaces Available for Open Parking</b>
Garage A	803	119		46	638
Garage B	766			26	740
Garage C	46	46			0
Garage E	1,422	11	20		1,391
Garage F	445	141	2		302
Garage G	303	8			295
Garage J	795	26	25		744
Garage K	259	50	11	1	197
Parking Garage M1	36	36			0
Parking Garage M2	20	20			0
Garage P	620	245	10	2	363
Garage Q	735	25	5		705
Garage R	1,742	79	80	282	1,301
<b>Subtotals:</b>	<b>7,992</b>	<b>806</b>	<b>153</b>	<b>357</b>	<b>6,676</b>

While the on-site count indicates a total of 6,676 of spaces available as open parking for state employees, it is important to note that Garage C, Garage K, Garage M1, Garage

M2, and Garage P are restricted entirely for use by designated state employees. Therefore, the actual number of spaces available as open parking for state employees is further reduced by 981 parking spaces.

Unlike the garages, the majority of spaces in many of the surface parking lots managed by TFC are only available to designated agency employees or assigned staff members of the Texas Legislature. The cyclical fluctuation in the assignment and use of these spaces during legislative and non-legislative years can create the impression of surplus parking spaces in the Capitol Complex.

In addition to the assigned parking, the surface lots contain many spaces that are reserved for fleet vehicles or designated as handicap accessible only. Of the 1,537 available parking spaces in surface lots managed by TFC in the Capitol Complex, 704 spaces are reserved for these purposes. This number represents 46.7% of the available parking in these lots and leaves only 773 spaces available as open parking for state employees. Another 299 spaces in Parking Lot 6, Parking Lot 8, Parking Lot 18, Parking Lot 25, and part of Parking Lot 22 are restricted to assigned staff members of the Texas Legislature year-round, further reducing the number of spaces available as open parking for state employees.

Table 6	
Texas Facility Commission Parking Lots Inventory	
<i>Facility Name</i>	Manual Count of Spaces
Parking Lot 2	122
Parking Lot 3	173
Parking Lot 6	18
Parking Lot 7	266
Parking Lot 8	133
Parking Lot 11	147
Parking Lot 12	179
Parking Lot 14 (Temporarily closed)	134
Parking Lot 15	55
Parking Lot 18	60
Parking Lot 19	89
Parking Lot 22	51
Parking Lot 24	17
Parking Lot 25	49
Parking Lot 27	43
<b>Subtotal:</b>	<b>1,536</b>

Table 6 above lists the total available parking spaces at each surface lot and Table 7 summarizes the adjusted parking spaces available at each lot by type of designated use.

Parking Lots	Total Spaces	Reserved Spaces	Handicap Reserved Spaces	Fleet Vehicles	Spaces Available for Open Parking
Parking Lot 2	122	113	2	0	7
Parking Lot 3	173	81	0	0	92
Parking Lot 6	18	18	0	0	0
Parking Lot 7	266	19	9	0	238
Parking Lot 8	133	133	0	0	0
Parking Lot 11	147	113	1	30	3
Parking Lot 12	179	17	7	0	155
Parking Lot 14 (Temporarily closed)	134	0	0	0	134
Parking Lot 15	55	13	2	0	40
Parking Lot 18	60	60	0	12	48
Parking Lot 19	89	0	4	22	63
Parking Lot 22	51	39	0	0	12
Parking Lot 24	17	0	2	0	15
Parking Lot 25	49	49	0	0	0
Parking Lot 27	44	8	10	0	26
<b>Subtotal:</b>	<b>1,537</b>	<b>603</b>	<b>37</b>	<b>64</b>	<b>773</b>

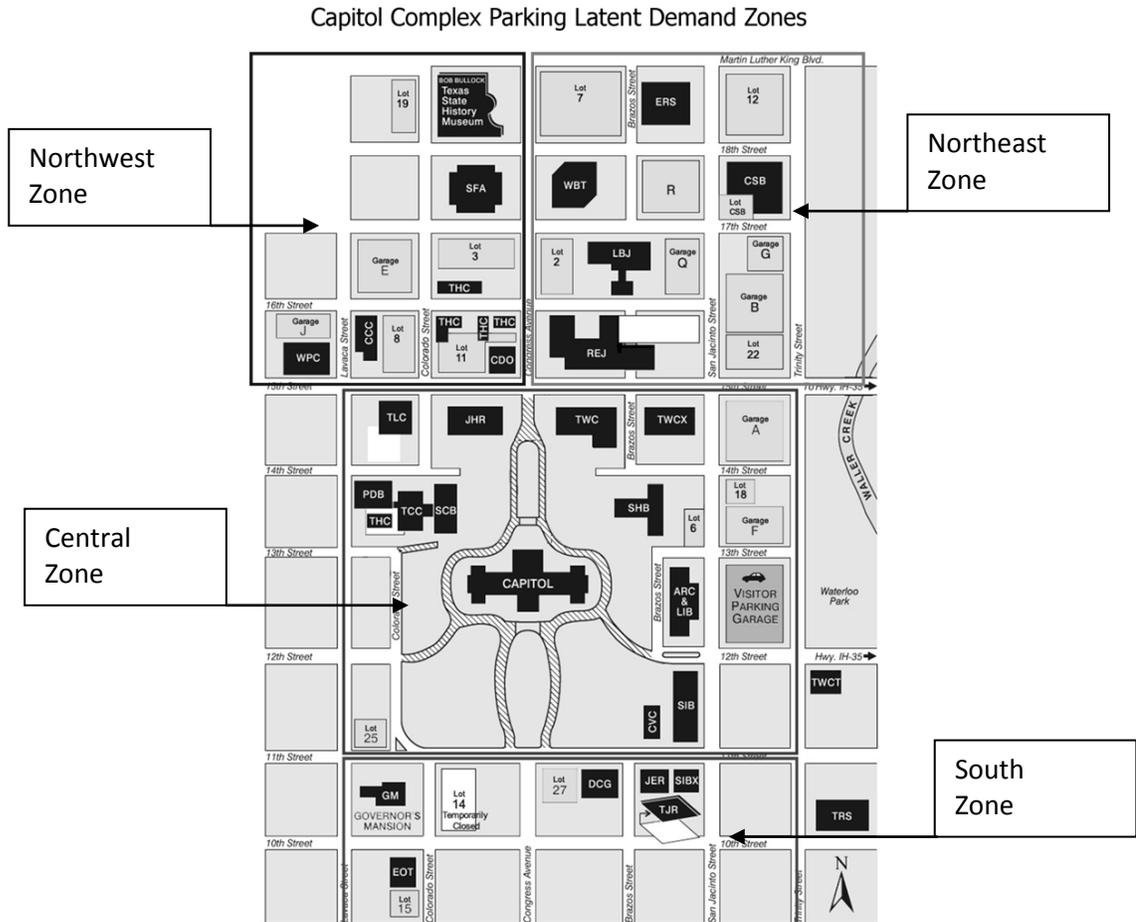
### *Parking Supply vs. Usage at the Capitol Complex*

Parking demand refers to the amount of parking needed in a specific area. Since drivers can only park where spaces are provided, occupancy rates alone do not necessarily indicate the demand. Latent demand refers to that demand which is not directly visible in an area and the latent demand for a particular parking facility may exceed the capacity of that one facility. Employees prefer to choose a parking space at the facility closest to their work site and, as previously mentioned, assignments for open parking are to be made to locations as near as possible to the employee's work location. However, parking in these locations is on a first-come basis and an example of latent demand would be an employee who cannot find a parking space within an area where they would prefer to park and who ultimately parks outside the preferred area.

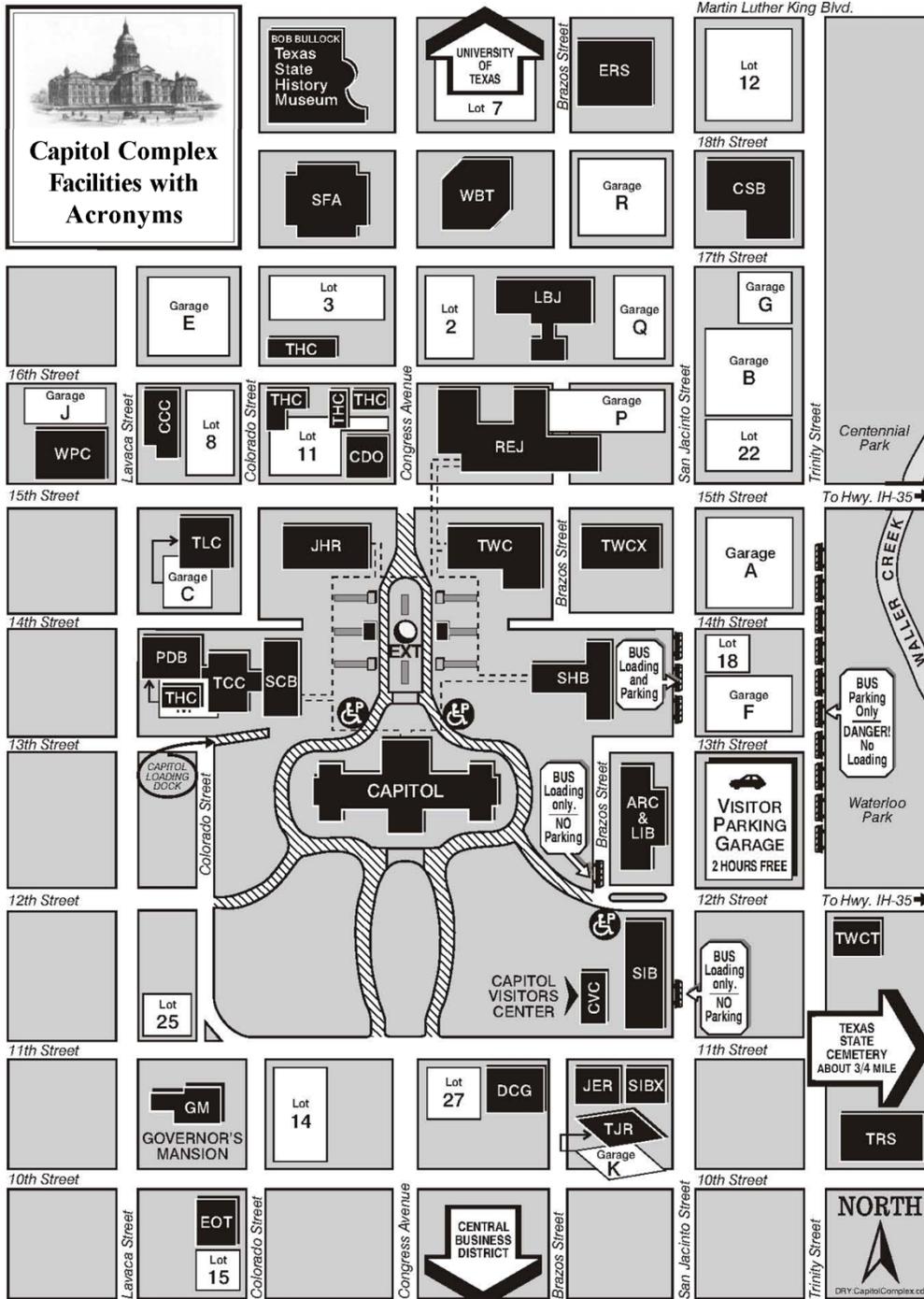
To address the latent parking demand at the Capitol Complex, the parking facilities were divided into four (4) Latent Zones:

1. Northwest Zone – this zone includes all work sites and parking facilities bounded by Martin Luther King Boulevard on the north, 15<sup>th</sup> Street on the south, Congress Avenue on the east, and Lavaca Street on the west.

2. Northeast Zone – this zone is bounded by Martin Luther King Boulevard on the north, 15<sup>th</sup> Street on the south, Trinity Street on the east, and Congress Avenue on the west.
3. Central Zone – this zone includes the State Capitol, bounded by 15<sup>th</sup> Street on the north, 11<sup>th</sup> Street on the south, Trinity Street on the east, and Lavaca on the west.
4. South Zone – this zone includes state offices and parking facilities in the Capitol Complex located south of 11<sup>th</sup> Street.



A comparison of the total parking spaces to the total number of FTEs at the Capitol Complex may appear to indicate a small deficit of available parking spaces. However, parking demand by state employees in three (3) of the four (4) zones indicates a more significant deficit of available spaces to meet the demand per zone. The latent zone simulations only take into account the FTEs within each respective zone. The simulations do not account for visitors to the agencies within the zone.



**KEY TO BUILDINGS**

- |   |  |
|---|--|
| <b>ARC&amp;LIB</b> Lorenzo de Zavala State Archives and Library | <b>SCB</b> Supreme Court Building                  |
| <b>CCC</b> Capitol Complex Child Care Center                    | <b>SFA</b> Stephen F. Austin Building              |
| <b>CVC</b> Capitol Visitors Center                              | <b>SHB</b> Sam Houston Building                    |
| <b>CDO</b> Capitol District Office (DPS)                        | <b>SIB</b> State Insurance Building                |
| <b>CSB</b> Central Services Building                            | <b>SIBX</b> State Insurance Building Annex         |
| <b>DCG</b> Dewitt C. Greer Building                             | <b>TCC</b> Tom C. Clark Building                   |
| <b>EOT</b> Ernest O. Thompson Building                          | <b>TJR</b> Thomas Jefferson Rusk Building          |
| <b>ERS</b> Employee Retirement System Building                  | <b>TRS</b> Teacher Retirement System Building      |
| <b>EXT</b> Capitol Extension Building (Underground)             | <b>THC</b> Texas Historical Commission             |
| <b>GM</b> Governor's Mansion                                    | <b>TSHM</b> Bob Bullock Texas State History Museum |
| <b>JER</b> James Earl Rudder Building                           | <b>TWC</b> Texas Workforce Commission Building     |
| <b>JHR</b> John H. Reagan Building                              | <b>TWCX</b> Texas Workforce Commission Annex       |
| <b>LBJ</b> Lyndon B. Johnson Building                           | <b>TLC</b> Texas Law Center                        |
| <b>PDB</b> Price Daniel, Sr. Building                           | <b>WBT</b> William B. Travis Building              |
| <b>REJ</b> Robert E. Johnson Building                           | <b>WPC</b> William P. Clements, Jr. Building       |

### Northwest Zone

Lot 8 and Lot 11 are restricted to legislative personnel and are not available for use by state employees from the William P. Clements (WPC) Building, Stephen F. Austin (SFA) Building, and the Texas Historical Commission facilities.

Not including building security and cafeteria personnel, the WPC building houses 1,382 FTEs who compete for the 795 parking spaces available at the attached Garage J. The 587 FTEs who are unable to find a space at Garage J will likely park along the street or attempt to park in a space at Garage E or Lot 2 and Lot 3. Furthermore, removing the restricted use parking spaces from Lot 8 and Lot 11, a breakdown of the results of the latent zone simulation indicates a real deficit of 469 spaces in the Northwest Area, not the 189 shown in the summary.

A renovation project in the SFA building, scheduled for completion in June 2011, will make approximately 28,000 additional square feet of office space available in the building. This space will accommodate the relocation of two agencies, with a combined total of 120 FTEs, from leased office space into the SFA building. The addition of these FTEs will increase the deficit in this zone to 589 spaces.

### Northeast Zone

The latent zone simulation indicates a deficit of 350 parking spaces in the Northeast Area, despite the fact that the area contains two of the larger state garages.

TFC is currently expediting extensive renovations in the William B. Travis (WBT) Building that will make approximately 40,000 additional square feet of office space available in the building. This additional space will accommodate the relocation of more than 200 FTEs currently housed in leased office space. The addition of these FTEs will increase the deficit in this zone to 550 spaces.

<u>Northwest Zone</u>	<u>Amount</u>
Building	FTE's
SFA	1,427
WPC	1,382
THC	113
Total	2,922
Parking Facilities	Spaces
Garage E	1,422
Garage J	795
Lot 3	173
Lot 8	133
Lot 11	147
Lot 19	63
Total	2,733
Deficit / Surplus	(189)

<u>Northeast Zone</u>	<u>Amount</u>
Buildings	FTE's
ERS	340
CSB	535
LBJ	1,291
WBT	1,382
REJ	925
Total	4,473
Parking Facilities	Spaces
Garage B	766
Garage G	290
Garage Q	758
Garage R	1,742
Lot 2	122
Lot 7	266
Lot 12	179
Lot 22	0
Total	4,123
Deficit / Surplus	(350)

South Zone

The South Zone contains the state facilities along 11<sup>th</sup> Street and south of the State Capitol. Although the area contains smaller agencies, the simulation indicates a deficit of 353 available parking spaces.

Since the fire at the Governor’s Mansion, Lot 14 has been temporarily closed, resulting in a loss of 134 spaces traditionally utilized by FTEs at the E.O. Thompson Building, the James Earl Rudder Building, and the Dewitt H.C. Greer Building. Prior to the loss of the 134 parking spaces at Lot 14, the area already contained a deficit of approximately 353 parking spaces needed for the FTEs in the area. Currently, the zone has a deficit of 487 spaces.

Central Zone

Although the latent zone simulation for the Central Zone indicates a surplus of 98 parking spaces, the simulation does not include the FTEs employed at the State Capitol.

As mentioned earlier, during a legislative year, the number of FTEs typically increases by 500 to 700 additional staff. Therefore, each legislative session the surplus of 98 parking spaces in this area turns into a deficit of at least 402 spaces.

Again, the simulation does not account for security personnel provided by DPS or the personnel at the Capitol Cafeteria. Since the installation of metal detectors at the State Capitol, there has been an increase in utilization of Garage A and Garage F by DPS personnel assigned to operate the detectors.

The Central Zone also contains 734 parking spaces in the state-owned Capitol Visitors Parking Garage managed by the State Preservation Board.

<u>South Zone</u> Buildings	<u>Amount</u> FTE's
EOT	231
JER	187
SIBX	347
TJR	263
Total	1,028
<u>Parking Facilities</u>	<u>Spaces</u>
Garage K	259
Lot 14 (Temporary Closed)	134
Lot 15	55
Lot 25	49
Lot 27	44
Total	541
Deficit / Surplus	(487)

<u>Central Zone</u> Buildings	<u>Amount</u> FTE's
Capitol	
Lorenzo De Zavala	129
Garage F	86
JHR	102
PDB	331
SCB	88
SHB	272
SIB	150
TCC	158
Total	1,316
<u>Parking Facilities</u>	<u>Spaces</u>
Garage A	799
Garage C	46
Garage F	445
Garage M1	37
Garage M2	20
Lot 6	18
Lot 18	60
Lot 25	49
Lot 27	43
Total	1,425
Deficit / Surplus	109

### *Other Parking Demands*

Parking conditions vary by time-of-day and time-of-year for both the Capitol Complex and the Hobby complex and special issues affect parking demand in one or both of these areas.

- Agencies within these two areas often host training sessions, staff meetings or other similar activities that include state employees housed at other locations with the expectation, on the part of both the agency and the individual state employees, that state parking facilities will be available at no charge to accommodate the parking needs of the employees.
- The influx of visitors to the Capitol during a legislative session increases dramatically and affects the availability of parking at the Capitol Visitors Parking Garage or at one of the 900 on-street parking meters in the Capitol Complex. This further compounds the availability of these parking options for state employees required to attend legislative meetings or hearings at the Capitol, often for extended periods of time that are difficult to predict.

As mentioned previously in this study, in order to avoid long walking distances from available open parking and due to the deficit of available parking in some of the latent demand zones, state employees housed in the Capitol Complex also utilize the parking meters on a regular basis.

### *Utilization of Existing Parking Supply*

In conducting the current parking usage study, TFC reviewed previous occupancy data collected during June 2008 and March 2009. Counts for these previous studies were done twice a day, once in the morning and once in the afternoon during the study periods. Parking occupancy is the number of vehicles observed in any parking facility at any given point in time and is typically expressed as a percent of the parking supply.

The June 2008 data was collected during the weeks of June 16, 2008, and June 23, 2008. While this data showed a high vacancy percentage in various facilities, it should be noted that during the two-week study period, many state employees traditionally take leave for events such graduations, weddings, and vacations.

Additional data was collected during the weeks of March 9, 2009 and March 16, 2009. Even though this data was collected during a legislative session, results indicated a lower vacancy percentage in certain facilities than the June 2008 data.

Additionally, both the June 2008 and March 2009 studies counted spaces designated as reserved for assigned personnel, fleet vehicles, and handicap accessible as being empty if no vehicle utilized the space during the study period. As a result, the vacancy percentages were artificially inflated. Table 8 and Table 9 summarize this data.

The overall utilization rate of parking facilities in March 2009 by state employees was between 69% and 75% but utilization varied widely by time-of-day.

Table 8

Parking Garages		Jun-08				Mar-09			
<i>Facility Name</i>	<i>Number of Spaces</i>	<i>Average Vacant Spaces</i>	<i>Average Occupied Spaces</i>	<i>Occupancy %</i>	<i>Vacancy %</i>	<i>Average Vacant Spaces</i>	<i>Average Occupied Spaces</i>	<i>Occupancy %</i>	<i>Vacancy %</i>
Garage A	799	357	497	62%	45%	148	706	88%	19%
Garage B	766	566	201	26%	74%	546	221	29%	71%
Garage E	1,422	149	1,278	90%	10%	158	1,269	89%	11%
Garage F	445	73	381	86%	16%	42	412	93%	9%
Garage G	290	113	129	44%	39%	166	76	26%	57%
Garage J	795	164	700	88%	21%	25	839	105%	3%
Garage K	259	44	215	83%	17%	39	220	85%	15%
Garage L	415	98	317	76%	24%	79	336	81%	19%
Garage N	718	157	561	78%	22%	125	593	83%	17%
Garage P	620	170	450	73%	27%	98	522	84%	16%
Garage Q	758	306	452	60%	40%	342	416	55%	45%
Garage R	1,742	629	1,058	61%	36%	510	1,177	68%	29%
<b>TOTAL GARAGES:</b>	<b>9,029</b>	<b>2,826</b>	<b>6,239</b>	<b>69%</b>	<b>31%</b>	<b>2,279</b>	<b>6,786</b>	<b>75%</b>	<b>25%</b>

All spaces on Lots 6, 8, 11, 18, part of Lot 22, and Lot 25 are reserved for staff members of the Texas Legislature. These lots are minimally utilized during non-legislative years. It should be noted that results of the previous study showed both Lot 8 and Lot 25 as fully occupied when both lots were mostly vacant. Additionally, during the previous study period, Lot 14 was closed due to the fire at the Governor's Mansion and was not available for general use.

Table 9

Parking Lots		Jun-08				Mar-09			
<i>Parking Lot</i>	<i>Number of Spaces</i>	<i>Average Vacant Spaces</i>	<i>Average Occupied Spaces</i>	<i>Occupy %</i>	<i>Vacancy %</i>	<i>Average Vacant Spaces</i>	<i>Average Occupied Spaces</i>	<i>Occupy %</i>	<i>Vacancy %</i>
Lot 2	122	48	74	61%	39%	37	85	69%	31%
Lot 3	173	27	141	82%	16%	20	148	85%	12%
Lot 6	18	10	8	44%	56%	7	11	60%	40%
Lot 7	266	47	219	82%	18%	18	248	93%	7%
Lot 8	133	-	134		0%	67	67	51%	50%
Lot 11	147	70	71	48%	48%	29	112	76%	20%
Lot 12	179	31	148	83%	17%	33	146	81%	19%
Lot 14 (Temporary Closed)	134	-	134		0%	-	-		0%
Lot 15	55	5	50	91%	9%	5	50	91%	9%
Lot 18	60	13	46	77%	22%	23	36	60%	38%
Lot 19	89	14	75	84%	16%	7	82	92%	8%
Lot 22	51	42	6	12%	82%	28	20	38%	54%
Lot 24	17	4	15	88%	24%	5	14	82%	30%
Lot 25	49	-	49		0%	17	32	65%	35%
Lot 27	43	22	21	49%	51%	13	30	70%	30%
<b>TOTAL LOTS:</b>	<b>1,536</b>	<b>333</b>	<b>1,191</b>	<b>78%</b>	<b>21%</b>	<b>309</b>	<b>1,081</b>	<b>70%</b>	<b>20%</b>

These studies showed high utilization of some parking facilities while other facilities experienced high vacancy rates. Factors for this variation include the fluctuations that normally occur between legislative sessions and the interim, attendance by staff at meetings located away from their assigned workplace, work conducted by employees at locations other than their assigned office, and employee absences due to sick or vacation leave.

For parking planning purposes, the Urban Land Institute has established guiding principles for providing additional public parking spaces. According to these principles,

when demand is at 70% on average, agencies should be planning for additional parking spaces; when demand is at 80% on average, agencies should be designing additional parking spaces; and when demand is at 90% on average, agencies should be constructing additional parking spaces.

Occupancies of 85-90% or just below are considered ideal – the demand is being met without waste. High occupancies in one area combined with lower occupancies nearby indicate a parking management problem. Lack of knowledge of nearby spaces, resistance to increased walking distances between the location of parking facilities and the workplace (or other destination), or restrictions on who can park at a particular facility, are examples of this problem.

State parking facilities in the study area with capacity utilization within 70% to 85% are:

- |             |            |
|-------------|------------|
| 1. Garage A | 10. Lot 3  |
| 2. Garage E | 11. Lot 7  |
| 3. Garage F | 12. Lot 11 |
| 4. Garage J | 13. Lot 12 |
| 5. Garage K | 14. Lot 15 |
| 6. Garage L | 15. Lot 19 |
| 7. Garage N | 16. Lot 24 |
| 8. Garage P | 17. Lot 27 |
| 9. Lot 2    |            |

While the surface lot at the Central Services Building (Lot CSB) is not listed on the utilization study, it is managed by TFC. Of the nineteen (19) spaces at Lot CSB, four (4) are reserved as handicap accessible, three (3) are reserved for staff members of the Comptroller of Public Accounts, seven (7) are reserved for TFC Commissioners, leaving five (5) spaces designated for visitors. This number does not provide an adequate number of parking spaces for the visitors that utilize the lot each day. As a result, many visitors use the spaces reserved for TFC Commissioners or metered spaces on the street.

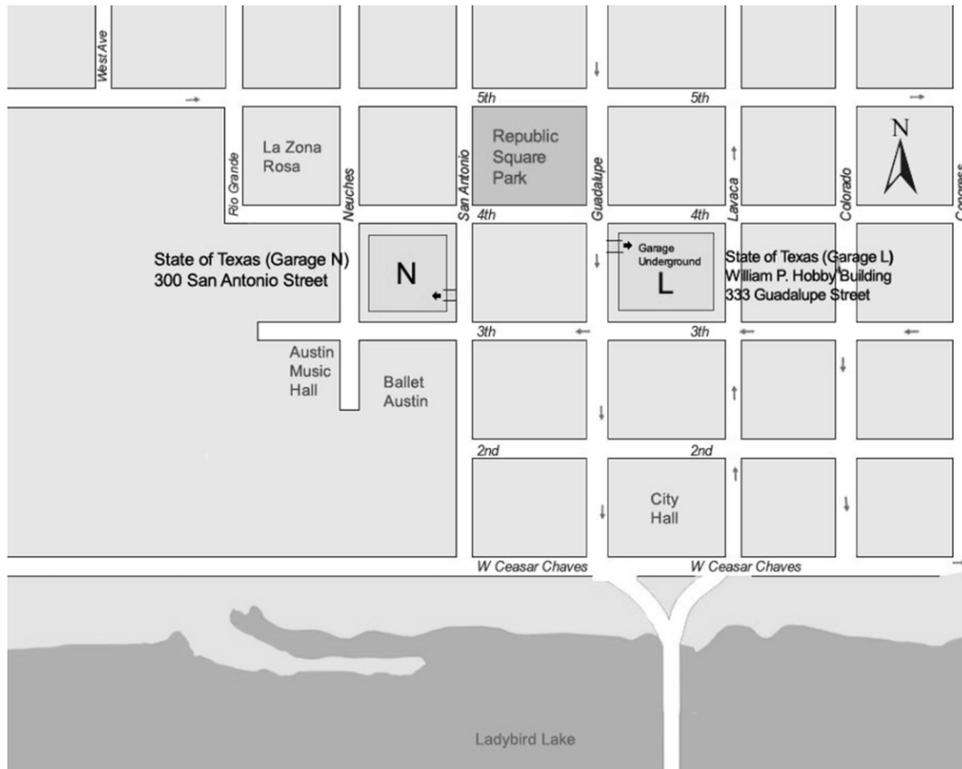
Based solely on the utilization study baseline, the underutilized parking facilities for State Employees during business hours are:

1. Garage B
2. Garage G
3. Garage Q
4. Garage R
5. Lot 8
6. Lot 22

### ***Visitors to the Capitol Complex***

Visitor parking within the Capitol Complex is very limited and most visitors must park on the street utilizing the State Preservation Board parking meters or in the Capitol Visitors Parking Garage.

## Hobby Complex



The recent on-site audit for the Hobby complex indentified a supply of 1,060 spaces for approximately 1,374 FTEs housed at the William P. Hobby Building. A summary of the garage parking spaces managed by TFC at the Hobby complex is listed in Table 10.

Table 10	
Hobby Complex	
<i>Facility Name</i>	<i>Number of Spaces</i>
Parking Garage L, WPH	381
Parking Garage N	679
<b>Subtotal:</b>	<b>1,060</b>

Of the 1,060 available parking spaces at the Hobby complex, 463 spaces are designated as reserved for assigned personnel, fleet vehicles, or handicap accessible, leaving 597 spaces available as open parking for state employees. This information is summarized in Table 11.

Table 11					
Hobby Complex					
Parking Garage	Total Spaces	Reserved Spaces	Handicap Reserved Spaces	Fleet Vehicles	Spaces Available for Open Parking
Garage L	381	372	2	7	0
Garage N	679	71	5	6	597
<b>Subtotal:</b>	<b>1,060</b>	<b>443</b>	<b>7</b>	<b>13</b>	<b>597</b>

Just as in the Capitol Complex, all parking facilities at the Hobby complex are parking by permit only between 7:00 a.m. and 6:00 a.m., with two exceptions. Garage L contains 15 spaces reserved for visitors and additional visitor spaces are available on the top level of Garage N. Visitors may also park at available city parking meters. TFC currently has an agreement with Ballet Austin for parking spaces at the top level of Garage N for members of their teaching staff. For Fiscal Year 2010 (FY2010), Ballet Austin has been assigned 50 parking spaces for use by their staff on a first-come, first-served availability.

### **Traffic Counters**

An extensive data collection program was initiated to document traffic movements at TFC managed parking facilities with the installation of surplus manual traffic counters transferred by the Texas Department of Transportation.

The following tables summarize the data collection undertaken during the months of May – June 2010 at designated parking facilities:

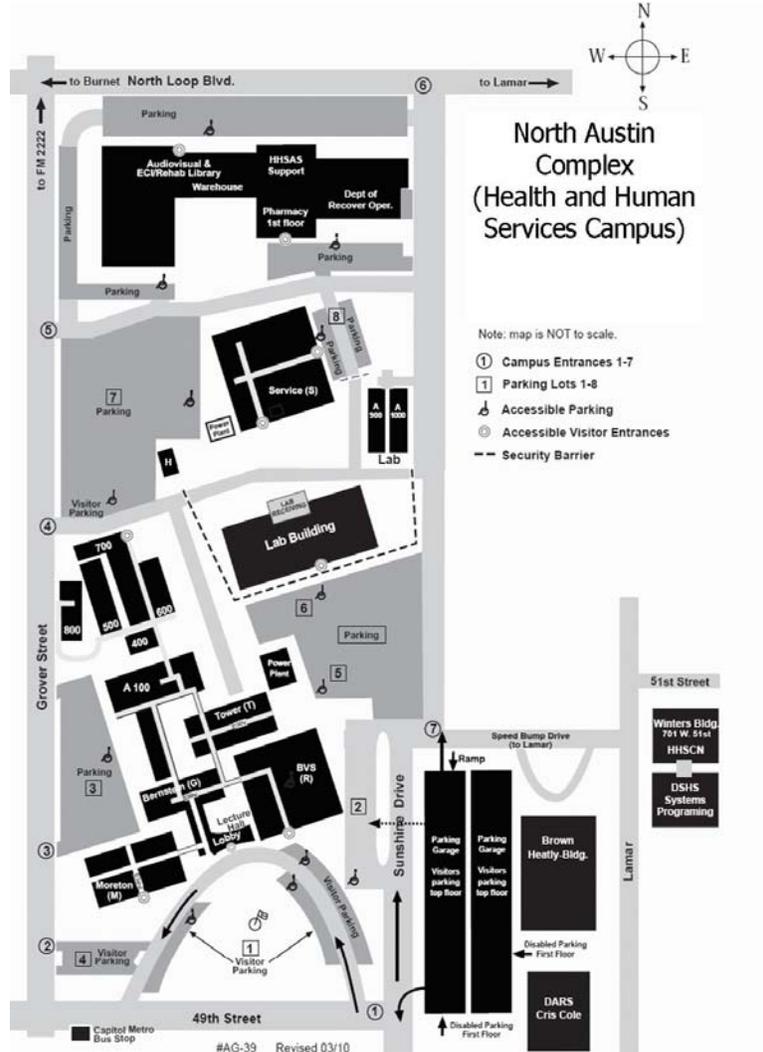
1. Collection of traffic movement counts every 24 hours for 6 days, Sunday through Friday.
2. Collection of eight (8) weeks volume traffic count for garages and lots.

The traffic count analysis of state garages and parking lots is summarized in Table 12 and Table 13 reflects state employee usage between 7:00 a.m. to 6:00 p.m., Monday through Friday.

Facilities	Week 1	Week 2	Week 3	Week 4	Week 5	Week 6	Week 7	Week 8	8 Wks Totals	Daily Average
Garage A	8,180	4,001	3,859	3,935	4,412	3,884	4,437	4,175	36,883	922
Garage B	3,466	2,528	2,754	3,075	2,710	2,232	3,648	2,390	22,803	570
Garage E	7,736	8,821	8,357	10,293	7,908	8,373	7,156	6,905	65,549	1,639
Garage F	2,720	3,419	3,700	3,934	3,843	3,772	2,603	3,790	27,781	695
Garage G	1,902	1,679	1,136	1,626	2,418	1,387	2,819	1,257	14,224	356
Garage J	313	4,711	8,825	5,963	6,092	5,652	4,971	6,925	43,452	1,086
Garage L	3,830	3,210	3,145	3,138	3,202	2,506	3,341	3,650	26,022	651
Garage N	7,950	5,206	5,202	5,693	5,197	3,225	4,117	4,422	41,012	1,025
Garage Q	2,712	3,310	3,455	3,484	3,520	3,364	2,766	3,375	25,986	650
Garage R	9,457	9,709	8,853	9,167	10,710	8,866	8,995	10,872	76,629	1,916
Weekly Total	48,266	46,594	49,286	50,308	50,012	43,261	44,853	47,761	380,341	9,509

Facilities	Week 1	Week 2	Week 3	Week 4	Week 5	Week 6	Week 7	Week 8	8 Wks Totals	Daily Average
Lot 2	84	1,721	1,648	1,871	1,544	1,610	1,288	1,608	11,374	284
Lot 3	978	1,752	2,275	2,116	2,394	2,324	2,070	2,306	16,215	405
Lot 7	3,913	5,724	5,328	3,614	3,500	3,970	5,042	5,256	36,347	909
Lot 8	372	617	496	563	599	501	355	513	4,016	100
Lot 11	1,161	1,196	865	1,196	1,223	1,019	1,015	1,219	8,894	222
Lot 12	137	4,060	4,446	2,682	5,218	2,984	2,967	2,955	25,429	636
Lot 18	478	810	1,039	800	724	708	710	854	6,123	153
Lot 19	538	769	691	811	830	866	875	858	6,238	156
Lot 22	383	1,915	920	1,012	908	790	466	478	6,872	172
Weekly Total	8,044	18,564	17,708	14,665	16,940	14,752	14,788	16,047	121,508	3,038

## North Austin Complex



The North Austin complex contains 4,598 parking spaces in two (2) garages and eight (8) surface lots as shown on Table 14. These parking facilities serve a total of 5,545 FTEs. As a result, state employees housed at the North Austin complex may be required to search for parking spaces along Grover Street, Sunshine Drive, West 49<sup>th</sup> Street, and along neighboring residential areas.

Table 14	
Parking Garages	
<i>Facility Name</i>	<i>Number of Spaces</i>
Parking Garage H	1,130
Parking Garage H West	735
<b>Subtotal:</b>	<b>1,865</b>

Parking Lots	
<i>Parking Lot</i>	<i>Number of Spaces</i>
Parking Lot 26	1,472
DSHS Parking Lots	749
Human Services Warehouse Parking Lot	183
HHSC (Old MHMR)	329
<b>Subtotal:</b>	<b>2,733</b>

<b>Grand Total:</b>	<b>4,598</b>
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Of the 4,598 available parking spaces at the North Austin complex, 515 spaces are designated as reserved for assigned personnel, fleet vehicles, or handicap accessible, leaving 4,083 spaces available as open parking for state employees as shown in Table 15.

Table 15					
Parking Garages					
<i>Facility Name</i>	<i>Number of Spaces</i>	<i>Reserved Spaces</i>	<i>Handicap Reserved Spaces</i>	<i>Fleet Vehicles</i>	<i>Spaces Available for Open Parking</i>
Parking Garage H	1,130	88	12	6	1,024
Parking Garage H West	735	1	18	24	692
Parking Lot 26 (JHW)	1,472	71	60	1	1,340
Brown-Heatly/ DARS	30	21*	6	3	0
DSHS Parking Lots	749	62	19		668
HHSC (Old MHMR)	329	8	11	6	304
Human Services Warehouse	183	124	4		55
<b>Total:</b>	<b>4,598</b>	<b>354</b>	<b>124</b>	<b>37</b>	<b>4,083</b>

\*Restricted to Visitors ONLY

Of the 4,083 open parking spaces listed on TFC's inventory at the North Austin complex, an additional 98 spaces are reserved for visitors, further reducing the number of parking spaces available as open parking for state employees to 4,006.

Not listed on the TFC parking inventory are 30 parking spaces at the Brown-Heatly Building and Department of Assistive and Rehabilitative Services (DARS) entrance reserved for handicap accessible only, visitors, and fleet vehicles.

### ***Other Facilities***

TFC is mandated to assist more than 100 state agencies in over 290 cities throughout Texas with office and parking facilities.

The Texas Commission on Environmental Quality has 1,332 FTEs at the Park 35 Business Complex in Austin with 1,418 available parking spaces.

The Office of Attorney General has approximately 109 FTEs at Promontory Point in Austin with 370 available parking spaces.

The Texas State Library & Archives Commission has 64 FTEs housed at the State Record Center at 400 Shoal Creek Boulevard in Austin with 108 available parking spaces.

With the exception of the Elias Ramirez State Office Building in Houston, ample parking is provided to meet the staffing needs of the various state agencies located throughout Texas.

At the Elias Ramirez Building in Houston, approximately 1,500 state employees from 12 state agencies, the DARS Cafeteria, and Senator Gallegos' Office share 696 parking spaces. Of the 696 available parking spaces, 103 parking spaces are designated as reserved for assigned personnel, fleet vehicles, or handicap accessible, leaving 593 spaces available as open parking for state employees. TFC property management estimates that a daily average of 150 visitors must share the 57 designated visitor parking spaces. As a result, many of the visitors to the building use the open parking spaces that are supposed to be available to state employees.

### ***Parking Revenues***

TFC's After Hours Parking Program generates revenue from parking and interagency contracts.

TFC's after hours parking contractor only collects paid parking at the Capitol Complex for special events at or near the Capitol Complex. At the Hobby complex, the contractor collects paid parking Wednesday through Saturday generated by visitors to a variety of private venues and public events in the surrounding area.

Both parking facilities at the Hobby Complex can be secured by electronic gates and are closed to the public Sunday, Monday, and Tuesday for after hours parking.

Exceptions can be made to open the facilities for special events on days the facilities are typically closed.

At the Capitol Complex, almost none of the parking facilities have electronic gates or arms to secure the facilities after hours when the parking contractor is not managing the facility for paid event parking. As a result, there is no way to prevent public access without charge during non-business hours on weekdays and anytime on weekends.

TFC's After Hours Parking Program is not regularly available for after hours parking use at the North Austin complex or other facilities. However, event promoters wishing to utilize the facilities can contact program staff with their requests.

### ***Fiscal Year 2009***

A total of \$778,158.00 was generated for Fiscal Year 2009 (FY2009) by paid after hours parking events at the Capitol Complex and the Hobby complex.

As shown in Table 16 below, of the \$778,158.00 in parking revenue, \$467,254.23 was transferred to the General Revenue Fund, \$59,305.32 was paid in sales tax, and \$251,598.47 was paid in contractor fees, which are currently set at 35% of gross revenue. Table 16 also provides monthly breakdown for the fiscal year.

Table 16				
FY2009 Parking Revenue				
Month	Gross Revenue	Transfer to General Revenue	Sales Tax	Parking Contractor Fees
September	68,535.00	41,152.65	5,223.22	22,159.13
October	135,159.00	81,157.83	10,300.79	43,700.37
November	74,326.00	44,629.93	5,664.58	24,031.50
December	52,452.00	31,495.42	3,997.50	16,959.08
January	58,950.00	35,397.23	4,492.72	19,060.04
February	62,548.00	37,557.70	4,766.93	20,223.38
March	92,150.00	55,332.56	7,022.98	29,794.46
April	70,996.00	42,630.39	5,410.78	22,954.83
May	42,987.00	25,812.05	3,276.15	13,898.81
June	28,014.00	16,821.34	2,135.01	9,057.65
July	24,437.00	14,673.50	1,862.40	7,901.11
August	67,604.00	40,593.63	5,152.26	21,858.11
<b>Total</b>	<b>\$778,158.00</b>	<b>\$467,254.23</b>	<b>\$59,305.32</b>	<b>\$251,598.47</b>

A combined total of 106,168 parking spaces were sold by the TFC parking contractor for after hours parking and on weekends in Fiscal Year 2009 and a monthly breakdown of revenues by rate and type of event is shown in Table 17, sorted by highest gross revenue amount received.

Table 17

**FY2009 Parking Space Count**

<b>Parking Facilities</b>	<b>ERS Tailgate (\$50)</b>	<b>Tailgate Pre-Paid (\$14)</b>	<b>Spaces at \$10</b>	<b>Spaces at \$7</b>	<b>Reduced Rate at \$5</b>	<b>Reduced Rate at \$4</b>	<b>Reduced Rate at \$2</b>	<b>Total Spaces</b>	<b>Total Revenue</b>
Garage N			4,837	20,037		970	694	26,538	\$193,897.00
Garage L			2,086	15,584				17,670	\$129,948.00
Garage B				14,495				14,495	\$101,465.00
Garage A				6,099	3,653			9,752	\$60,958.00
Garage F				3,718	3,653			7,371	\$44,291.00
Lot 12		1,140		3,586				4,726	\$41,062.00
Garage E				4,680				4,680	\$32,760.00
Lot 7		1,710		867				2,577	\$30,009.00
Lot 22				3,574				3,574	\$25,018.00
Garage G				3,516				3,516	\$24,612.00
Garage R				3,059				3,059	\$21,413.00
Lot 3		477		1,732				2,209	\$18,802.00
Lot 2		581		810				1,391	\$13,804.00
ERS Lot	163			74				237	\$8,668.00
Garage J				1,214				1,214	\$8,498.00
Lot 8				981				981	\$6,867.00
Lot 11				726				726	\$5,082.00
Lot 19				574				574	\$4,018.00
Lot 18				496				496	\$3,472.00
CSB Lot		120		63				183	\$2,121.00
Lot 6				94				94	\$658.00
Garage Q				84				84	\$588.00
Lot 24				19				19	\$133.00
Lot 27				2				2	\$14.00
Lot 14				0				0	\$0.00
Lot 15				0				0	\$0.00
Lot 25				0				0	\$0.00
<b>Total:</b>	<b>163</b>	<b>4,028</b>	<b>6,923</b>	<b>86,084</b>	<b>7,306</b>	<b>970</b>	<b>694</b>	<b>106,168</b>	<b>\$778,158.00</b>

As discussed previously in this report, Section 2165.2035(h) of the Texas Government Code directs TFC to provide nonprofit, charitable, and other community organizations use of state parking facilities for free or at a reduced rate. A total of 8,970 spaces were provided at a reduced rate to such organizations in FY2009. Additionally, local nonprofit, charitable, and other community organizations requested and received the use of 32,634 parking spaces free of charge in FY2009.

As also discussed previously in this report, any lease of state-owned parking lots or garages must contain a provision that allows state employees who work hours other than regular working hours to retain their parking privileges in a state-owned parking lot or garage.

Additionally, SB 1533, adopted by the 79<sup>th</sup> Legislature in 2005, requires that TFC provide parking free of charge to state employees presenting a valid State of Texas identification card at any state-owned garage or lot after normal business hours and on weekends during paid after hours parking events.

Compliance with SB 1533 prevented TFC from collecting parking fees for 17,717 spaces used free of charge by state employees during paid parking events after hours and on weekends that could have generated an additional \$124,019.00 in gross parking revenues in FY2009.

Table 18		
<b>SB1533</b>		
<b>FY2009</b>		
Parking Spaces Utilized	Standard Parking Fee	Potential Gross Revenues not Generated
<b>17,717</b>	<b>\$ 7.00</b>	<b>\$124,019.00</b>

A total of 156,519 parking spaces were utilized through the After Hours Program during FY2009 and a breakdown by type of use is shown in Table 19.

Table 19			
<b>Parking Spaces Utilized – FY2009</b>			
After Hours Paid Events	State Employees	FREE Charity	Total
106,168	17,717	32,634	156,519

### *Fiscal Year 2010*

A total of \$774,324.00 was generated for FY2010 by paid after hours parking and events at the Capitol Complex and the Hobby complex. As shown in Table 20, of the \$774,324.00 in parking revenue, \$464,952.07 was transferred to the General Revenue Fund, \$59,013.13 was paid in sales tax, and \$250,358.79 was paid in contractor fees, which are currently set at 35% of gross revenue.

Table 20				
FY2010 Parking Revenue				
Month	Gross Revenue	Transfer to General Revenue	Sales Tax	Parking Contractor Fees
September	75,970.00	45,617.10	5,789.87	24,563.05
October	140,488.00	84,357.69	10,706.94	45,423.37
November	103,162.00	61,944.85	7,862.23	33,354.93
December	55,290.00	33,199.54	4,213.79	17,876.68
January	78,709.00	47,261.75	5,998.60	25,448.62
February	51,078.00	30,670.39	3,892.79	16,514.83
March	93,438.00	56,105.96	7,121.14	30,210.91
April	52,674.00	31,628.73	4,014.41	17,030.86
May	31,983.00	19,204.58	2,437.50	10,340.92
June	33,936.00	20,377.28	2,586.34	10,972.37
July	14,945.00	8,973.91	1,138.99	4,832.09
August	42,651.00	25,610.29	3,250.53	13,790.16
<b>Total</b>	<b>\$774,324.00</b>	<b>\$464,952.07</b>	<b>\$59,013.13</b>	<b>\$250,358.79</b>

A combined total of 103,138 parking spaces were sold by the TFC parking contractor for after hours parking and on weekends in FY2010 and a monthly breakdown of revenues by rate and type of event is shown in Table 21, sorted by highest gross revenue amount received.

Table 21

<b>FY2010 Parking Space Count</b>									
Parking Facilities	ERS Tailgate (\$25)	Tailgate Pre-Paid (\$14)	Spaces at \$10	Spaces at \$7	Reduced Rate at \$5	Reduced Rate at \$4	Reduced Rate at \$2	Total Spaces	Total Revenue
Garage N			2,884	18,418		120	629	22,051	\$159,504.00
Garage L			2,886	13,780				16,666	\$125,320.00
Garage B				14,058				14,058	\$98,406.00
Garage A				8,686	507			9,193	\$63,337.00
Lot 12		1,140		4,534				5,674	\$47,698.00
Lot 7		1,710		2,711				4,421	\$42,917.00
Garage E				5,602				5,602	\$39,214.00
Garage G				4,490				4,490	\$31,430.00
Lot 22		196		3,668				3,864	\$28,420.00
Garage F				3,649	30			3,679	\$25,693.00
Garage R				3,149				3,149	\$22,043.00
Lot 2		724		907				1,631	\$16,485.00
Lot 3		979		212				1,191	\$15,190.00
Garage J				1,931				1,931	\$13,517.00
CSB Lot		120		266				386	\$11,242.00
Lot 8				1,346				1,346	\$9,422.00
Lot 11				854				854	\$5,978.00
Lot 18				618				618	\$4,326.00
Lot 19				496				496	\$3,472.00
Garage Q				417				417	\$2,919.00
Lot 27				341				341	\$2,387.00
Lot 15				331				331	\$2,317.00
Lot 25				297				297	\$2,079.00
Lot 24				90				90	\$630.00
ERS Lot	308			45				353	\$315.00
Lot 6				9				9	\$63.00
Lot 14				0				0	\$0.00
<b>Total:</b>	<b>308</b>	<b>4,869</b>	<b>5,770</b>	<b>90,905</b>	<b>537</b>	<b>120</b>	<b>629</b>	<b>103,138</b>	<b>774,324</b>

A total of 1,286 spaces were provided at a reduced rate to local nonprofit, charitable, and other community organizations in FY2010. Additionally, such organizations requested and received the use of 87,844 parking spaces free of charge in FY2010. In FY2010, state employees utilized a total of 15,865 spaces at TFC-managed parking facilities in the Capitol Complex after normal work hours on weekdays and on weekends.

Compliance with SB1533 prevented TFC from collecting parking fees for 15,865 spaces used free of charge by state employees during paid parking events after hours and on

weekends that could have generated an additional \$111,055.00 in gross revenues for FY2010.

Table 22		
<b>SB1533</b>		
<b>FY2010</b>		
Parking Spaces Utilized	Standard Parking Fee	Potential Gross Revenues not Generated
<b>15,865</b>	<b>\$ 7.00</b>	<b>\$ 111,055.00</b>

In FY2010 a total of 206,847 parking spaces were utilized through the After Hours Program and a breakdown by type of use is shown in Table 23.

Table 23			
<b>Parking Spaces Utilized – FY2010</b>			
After Hours Paid Events	State Employees	FREE Charity	Total
103,138	15,865	87,844	206,847

## *Conclusions*

Based upon the findings of the inventory and analysis phase of the study, the following conclusions can be drawn about the day-to-day parking situation at facilities managed by TFC. It is important to note that these conclusions relate to the typical or normal parking situation and do not reflect the peak parking situation.

The primary area identified for the study was the Capitol Complex and William P. Hobby complex. Data collected included an inventory of both parking garages and parking lots in the Capitol Complex, the Hobby complex and North Austin complex. While the overall supply of parking appears to be adequate to meet current demands when considered as a whole, there are a number of areas within the Capitol Complex and Hobby complex where the parking supply is inadequate to meet current demand. Excess capacity varies from parking facility-to-parking facility based on the time of year and legislative sessions.

The completion of renovation projects at the SFA and WBT buildings will provide sufficient additional square footage of office space to accommodate the relocation of 320 FTEs currently housed in leased office space. These additional FTEs will increase the parking demand in the Capitol Complex.

A manual on-site parking inventory was initiated to determine the existing parking supply at the Capitol Complex and Hobby complex. The adjusted parking supply decreased from 15,316 spaces to 15,196 spaces when compared to data from June 2008 and March 2009, resulting with a net loss of 120 parking spaces in the Capitol Complex and Hobby complex.

DPS has issued a total of 12,855 parking decals to state employees in the Capitol Complex. This number includes secondary parking decals issued to 3,768 state employees who have registered two vehicles, as well as primary and secondary handicap accessible parking decals. Based on the number of decals issued by the DPS, a total minimum of 9,087 parking spaces are needed to accommodate state employees currently authorized to utilize open parking in state-owned parking garages and surface lots in the Capitol Complex on any given work day during a non-legislative year.

TFC manages a total of 9,529 spaces to serve 10,100 FTEs housed at the Capitol Complex during a non-legislative year. Of these parking spaces, 7,792 parking spaces (81%) are in state garages and 1,537 parking spaces are in surface lots. In the Hobby complex, 1,060 parking spaces are available for 1,374 FTE's.

In the Capitol Complex, with the exception of the Central Services Building, TFC-managed parking facilities do not have designated visitor parking spaces. Until a uniform system for visitor management is established, it is difficult to account for the number of visitors that visit TFC-managed facilities.

In FY2009, the After Hours Program generated a total of \$778,158.00 in gross revenues and transferred a total of \$467,254.23 into the General Revenue Fund. In FY2010, the

After Hours Program generated a total of \$774,324.00 in gross revenues and transferred a total of \$464,952.07 to the General Revenue Fund.

### **Recommendations**

**Recommendation 1:** Repeal or amend Texas Government Code, Section 2165.2035(g), which allows state employees to park free of charge in state parking facilities after hours and on weekends. Implementation of this statutory provision represents a significant loss of potential revenue to the state.

The chart below illustrates the loss of potential gross revenues over the past four fiscal years from spaces used free of charge by state employees during paid parking events after hours and on weekends.

Fiscal Year	State Employees	Parking Fee	Fiscal Year Total
2007	13,886	\$5.00	\$ 69,430.00
2008	9,214 / 5,250	\$5.00 / \$7.00	\$ 82,820.00
2009	17,717	\$7.00	\$124,019.00
2010	15,865	\$7.00	\$111,055.00
<b>Total:</b>	<b>61,932</b>		<b>\$387,324.00</b>

If Texas Government Code, Section 2165.2035(g) is repealed, TFC would work with agencies to determine an accommodation for work-related parking needs of employees during times that coincide with paid parking events after hours and on weekends.

**Recommendation 2:** Evaluate the feasibility and cost-benefits of installing electronic gates or access control devices at each state parking facility managed by TFC. The installation of electronic access control systems would facilitate the collection and analysis of continually updated, detailed occupancy and utilization information for each facility. It would also allow implementation of a lease-to-park program to private citizens, if authorized by the legislature. Any expansion of commercial activity as a primary use of all or any part of a facility financed with tax exempt bonds must take into careful consideration restrictions and other factors the tax exempt status of the bonds during the repayment period. Installation of electronic gates or access control devices would also enable the TFC parking contractor to maintain paid after-hours parking at the Capitol Complex on a regular basis, not just during special events, increasing non-tax revenues to the General Revenue Fund.

**Recommendation 3:** Continue to collect additional parking data during the upcoming legislative session, and provide a report on that data during the session. Occupancy data collected during a legislative session will enable a more accurate assessment of the cyclical fluctuation in the utilization of parking facilities in the Capitol Complex and provide a more comprehensive basis for consideration of any legislative changes to current parking policies.

**Recommendation 4:** A comprehensive evaluation of underutilized state-owned properties in Travis County currently underway by TFC has identified sites in the Capitol Complex and in north Austin that represent significant redevelopment opportunities for the state. Redevelopment of these assets would double the amount of square footage currently used to house state employees, reduce lease costs, and potentially generate significant non-tax revenue for the state over the long term. In addition, it will greatly improve the quality of facilities and amenities surrounding the seat of state government. More specific information on these recommendations will be provided under separate cover.

**Recommendation 5:** TFC is currently conducting a preliminary feasibility study to determine the potential cost benefits to the state of producing its own power through a single, inter-connected combined heat and power (CHP) energy system that would provide chilled water and steam to serve the Capitol Complex. In addition to cost savings, the system would improve reliability and continuity of mission-critical functions. If the feasibility study warrants moving the project forward for legislative approval and funding, the Central Services Annex building, Lot 18 and Parking Garage F have been identified as the prime candidates for potential redevelopment for the CHP plant and first thermal energy storage facility (TES #1) and Lot 19 has been identified as the prime candidate for redevelopment for the second thermal energy storage facility (TES #2).