2004 TEXAS PARKING ASSOCIATION "The Lone Star in Parking"

The Texas Roundup

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Did You Know:

Texas ranks number one in the United States in production of oil, natural gas, cattle, sheep, and cotton

The largest military base in the world, Fort Hood, is located in Killeen, in central Texas

Two of the three largest universities in the United States are in Texas; Texas A&M University in College Station and the University of Texas at Austin

Individual Highlights:

President's Message

Dear Members:

Greetings from Austin. I bring three requests to each of you.

First, it with great pleasure that I invite each of you to attend the Annual Conference and Trade Show to be held in Dallas, April 13 to April 15, 2004. This year's show will have great support from the industry's best vendors with important teaching and learning sessions for all that attend. There is a great session for those new to the parking industry entitled the "ABC's of Parking". It will give a good basis for those that are new. There have been some very hard times over the last few years. We are in a service industry and as things get tight the pressure is on each of us to provide the best customer service and products. This year's show will help all organizations improve. So please join us in Dallas!!

My second request for help is for you to join us in expanding the membership of the Texas Parking Association. We have a good base, but with your help we can reach out and bring in new members. Each of us has the challenge to bring in 2 new members. How are you doing????

The last challenge that I have for you is to help us give back information to our members through this newsletter. We are always looking for input and articles that you want to share with the Texas Parking Association Membership. Please contact Dan Huberty with any information or articles that you want to include in future editions.

To each have a happy holiday. Looking forward to seeing you in Dallas!!

Bob

Dallas Fort Worth Selected For Next TPA Conference

The annual TPA Conference is scheduled for April 13-15, 2005, and will be held at the Doubletree Hotel, Dallas (Near the Galleria) 4099 Valley View Lane Dallas, TX 75244 Phone: 1-972-385-9000. "We have an exciting and fun filled event planned for the 2005 TPA Conference", announced Jim Moran who is the Conference Chairman. In addition to the golf tournament, which will be held at Brookhaven Country Club, 3333 Golfing Green Drive, Dallas, TX 75234-3705 on April 13, there will be multiple sessions on things such as the ABC's of parking and how to manage special-event parking. "We have planned a full agenda" stated Jim, "but we understand that people also want to come and mingle with each other and meet new contacts, all while sharing an adult beverage or two". As a result, the Board has secured an exhibit hall that can accommodate up to 50 vendor spaces, but as space is filling up fast we would recommend reserving your space now. We received excellent feedback from the attendees last year, and the Board and the committee is working hard to make sure this year's conference exceeds everyone's expectations as they did last year.

Mark your calendars, reserve your space, as we look forward to seeing you at this year's conference. As always new members are encouraged to attend this meeting, you will find it very beneficial. For additional information on the conference or on the Texas Parking Association, please log onto the Website at www.texasparking.org.

ADA Parking For Special Events

by Gerald Robert Harkins Ed.D, Director,
Parking and Transportation Services
The University of Texas at Austin

For those that manage special event parking at multi-purpose venues, one of the common questions raised is:

"How much parking for those with disabilities is needed?"

The simple answer is, whatever is required by the Americans with Disabilities Act! However, the manuals for the American with Disabilities Act has a noticeable absence of firm guidance on the actual parking space requirement for disabled parking for an event. In the absence of firm guidance, what drives the number of parking spaces for those with disabilities? Is it the actual number of spaces around an event center or is it the population inside? The manual outlines the formula for the number of spaces in a specific lot but the problem comes when trying to accommodate a crowd of 5,000 to 100,000.

"How do you calculate the projected number of spaces that the center will need to accommodate the expected crowd?"

Most event centers use a variety of parking spaces that may or may not be close to the arena or center. Almost all centers have some parking surrounding or adjacent to the facility. The question is "How many spaces do you devote to the disabled parker?" If there were only 1,000 parking spaces in close proximity to a 16,000 seat arena, there would be an "ADA" requirement for 20 disabled parking spaces. Our experience tells us that number would never satisfy the need.

The question is, *"How do you calculate the projected number of spaces that the center will need to accommodate the expected crowd?"* The University of Texas at Austin has been working on a procedure that outlines the steps used to determine the parking requirements for Disabled Parking Spaces for athletic and special events at the University.

This policy starts with the number or seating capacity in the arena. For example, at the Erwin Center at The University of Texas at Austin there are 16,175 seats.

An initial look indicates that the ADA manual indicates a need for 20 spaces within a parking lot for the first 1,000 and then 1 for every 100 thereafter.

16,175
- 1,000 **= 20 space ADA Req.**
15,175 (divided by 100) **= 152 space ADA Req.**

Disabled Space Requirement = 172 total spaces for the facility

The number of Disabled Parking Spaces for an event at this facility, which the University would identify and provide, would be 172 disabled spaces.

Since not everyone drives or drives individually to the event, the next question is *"What is the number of cars that we expect to have present for the event?"* Here an example:

16,175 Seating Capacity
4,000 Student tickets are sold. We can assume that some live either on campus or within walking distance and that they will walk or take the bus to the game.

12,175 That leaves 12,175 people
Most statistics will indicate that there are approximately 3 passengers per vehicle. If we use the requirement to park cars, the number is 4,059.

4,059 Expected vehicles
1,000 = 20 spaces
3,059 (divided by 100) = 31 spaces
Requirement = 51 spaces

If you assume that everyone will arrive by vehicle and no one will walk or ride mass transportation the calculations are:

16,175	
5,392	= (16,175 capacity divided by 3 passengers per vehicle)
1,000	= 20 spaces
4,392 (divided by 100)	= 44 spaces
Requirement	**= 64 spaces**

Therefore, for a capacity crowd at the Erwin Center we would anticipate and have ready a minimum of 51 spaces designated for parkers with a disability. Each venue that is used to hold special events must be assessed to determine the number of parking spaces for those with disabilities that must be identified and available. This gives event planners a guide to avoid embarrassment and possible litigation.

Superkart Racing at Austin -Bergstrom International Airport

By: Jerry Dinse, Parking Program Manager, Austin Bergstrom International Airport

The innovative use of a seasonal parking lot at Austin-Bergstrom International Airport will commence in January. Iron Rock Raceway has entered into a lease with the Department of Aviation to lease 8.1 aces and a 22,000 sq. ft. building that is located adjacent to the terminal.

Iron Rock Raceway will rehabilitate the surface of a parking lot and construct a .65-mile FIA/CIK-compliant, semi-permanent kart sprint track with 12 turns that can be periodically reconfigured to create new challenging racecourses. Superkarts are capable of 0-60 mph in three seconds and top speeds of 130 mph.

"Superkarts are capable of 0-60 mph in three seconds and top speeds of 130 mph."

When it opens at Austin-Bergstrom International Airport on January 15, 2005, Iron Rock Raceway will be Texas' only country club devoted to kart racing. It also will be one of the only tracks in the nation offering all the thrills and amenities of a first-class superkarting club, including:

- *A fully lit racecourse for night racing
- *Automated scoring and timing with an on-track scoreboard
- *A 22,000 square-foot member clubhouse with concessions, locker rooms and showers
- *Full-service kart construction and tuning by MRP Motorsport, Inc.
- *An extensive driving development school
- *A karting pro shop
- *Kart rentals and sales
- *Regularly scheduled racing events
- *Accommodations for corporate team building and training events

In addition to private indoor pit spaces with electrical service, water and compressed air; indoor stacker kart storage; outdoor trailer storage and personal lockers, Iron Rock Raceway will offer "arrive and drive" for the general public as well as club memberships for the serious racing enthusiasts.

DESIGN-BUILD OR BID-BUILD: A PRIMER

Prepared by: Walker Parking Consultants

When starting a project, one of the owner's key decisions is whether to separate design from construction, or integrate them. This decision determines the power structure of the project team. The most common approach to integrating design and construction is known as ***Design-Build***. Separating design from construction is typically known as ***Design-Bid-Build*** or just ***Bid-Build***.

Overview of the Design and Construction Process

Before we review either approach let us look at the design and construction process. The process can be simplified into 5 steps as follows:

Step 1:	Discover	*(the need)*
Step 2:	Define	*(the need)*
Step 3:	Select	*(the solution to the need)*
Step 4:	Refine	*(the solution)*
Step 5:	Act	*(to implement the solution)*

The following simple example illustrates the process.

Downtown Mayberry is growing at a fantastic rate. Citizens and shop owners start complaining to Town Council that there is not enough parking. Council notices the trickle of complaints has turned into a torrent and **discovers** there is a need for more parking. But who needs parking, what kind of parking is required, and where should the parking be? The Council hires a designer to **define** who needs parking, where it is needed, how much it will cost, how long it will take to build, how the town can pay for it and other pertinent issues. After spending thousands of dollars, taking surveys, having public and private meetings, the Council obtains a report that provides several solutions. The best solution costs the most money (no surprise here), but each solution has a unique blend of advantages and disadvantages, as well as varying costs. The Council **selects** as the solution a new 6-level parking structure one block from downtown. The designers begin to ask many questions: what should the façade look like, how much is the budget, should it have expansion capability, who will use the parking structure, etc., and they **refine** the solution. After more public and private meetings, thousands of dollars, and months of work, the drawings and specifications are completed. Now the contractor **acts,** building the parking structure using these documents while being paid millions of dollars. Finally the parking structure opens and the need is satisfied.

Who is in charge with Design-Build and Bid-Build?

One of the most significant differences between ***Design-Build*** and ***Bid-Build*** is who the owner perceives is in charge.

For most ***Design-Build*** projects, the owner selects the contractor to be in charge. The owner spends a lot of time with the contractor. The contractor acts as the owner's primary advisor, hiring the designer to work for the contractor, not for the owner. When the contractor and the designer disagree, the contractor determines what to do, and forwards the final decision to the owner. Typically, the contractor is more familiar with building methods, schedules, and costs and less familiar with governing building code requirements and design. Contractors typically focus on providing quick, low cost solutions since their expertise is in cost and schedule control. The contractor's strength is in Action (**step 5)**.

Design-Build has another important internal distinction since it can either be competitive (a team is selected based on price to complete a conceptually defined project) or negotiated (a team is selected on qualifications and pricing evolves with design). Most ***Design-Build*** is competitive.

For ***Bid-Build,*** the owner places the designer in charge of design and the contractor in charge of construction. The owner spends a lot of time with the designer, especially early in the process. The designer acts as the owner's primary advisor during design, often recommending a list of prospective contractors. The designer typically acts as the owner's agent in observing the contractor's work during construction. Both the designer and the contractor have contracts with the Owner and when there is a disagreement, the Owner has to determine whose advice to follow. Typically, the designer is more familiar with building codes and the levels of serviceability, and less familiar with costs and schedule. Designers are typically focused on providing the most serviceable solution to the project since their expertise is design and function. The designer's strength is in Selecting and Refining (**steps 3 and 4).**

Note that designers are versed in cost and schedule issues and that contractors are versed in building codes and product differences; the better contractors and designers are prudent in explaining both issues to owners. But their focus and depth of knowledge is different because their tasks are different. The Owner receives the price earlier in the process with Design-Build.

Which Approach is Right for Your Project?

When determining which approach is best, consider the issues of money, time and trust.

Money

Project costs include both "hard" costs (construction and land) and "soft" costs (design, financing, governmental fees and owner's internal administrative costs). Land, financing, government fees and owner's internal costs vary widely. But for design and construction, the cost-sharing ratio is typically 5% to 10% for design (step 4) and 90% to 95% for construction (step 5).

Therefore if the owner makes changes to already completed work, her cost to change is less during design (step 4) since design costs are small in comparison to construction costs. Owners often incur serious financial pain when making significant changes after starting step 5. In ***Bid-Build*** it is easier to fully complete step 4 before going to step 5 since the contractor needs all the details to provide a price, and the designer is familiar with helping the owner refine her solution.

Owners with bad ***Design-Build*** experiences often feel they had a firm price but received less than what they requested. Other bad experiences occur when owners issue a contract (step 5) for a fixed fee and then change what they want to build (step 4). In competitive ***Design-Build*** the owner must give prospective contractors a clear, concise set of documents defining the project to ensure she receives comparable, responsive bids. Often she hires an independent designer to create these documents, to provide technical advice and to represent her interests during the process.

Owners with good ***Design-Build*** experiences typically have a clear and concise idea of what they want before entering the contract (step 4 well underway) and are typically more design and construction savvy.

Contractors and designers with bad ***Design-Build*** experiences often feel they complete expensive competitive proposals only to have the owner cancel the project leaving these costs to be absorbed by the ***Design-Build*** teams. It takes few occurrences for owners to get a reputation for this practice and thereafter their pricing becomes higher since firms place less effort into their proposals.

In both competitive ***Design-Build*** and ***Bid-Build*** decisions made after hiring the contractor often result in a significant portion of the cost savings accruing to the contractor. However, in ***Bid-Build***, the contractor is hired late in the process (step 5) and savings that occur due to earlier design decisions (step 4) accrue to the owner.

Time

The design and construction process can take a surprisingly long time, and intermittently scheduling is critical. In ***Design-Build,*** the duration can be less since the interaction between designer and contractor is less rigid and therefore it can take less time to complete step 5. However, the time it takes in step 4 to prepare the necessary documents to competitively select the ***Design-Build*** team and the time to award the project can nullify any schedule saving. Therefore the meaningful schedule is the combined step 4/step 5 schedule to determine which approach is faster. The figure below illustrates the critical time is the total time from project start to finish, not the time from bid to finish.

A specialized version of ***Design-Build*** can be “fast-track” construction. In “fast-track” construction, the owner willingly commits to starting step 5 before completing step 4. This requires that the contractor be hired before the final price is known. If completing the project is the difference between success and failure, then “fast-track” is the right solution. This process is not for the faint-hearted. The savings of completing the project faster may be difficult to define but the costs to re-do some portions of work as typically occurs during fast track construction is brutally well-defined with change orders.

Trust

The issue of trust is paramount. Time spent confirming the integrity and skill of both the designer and the builder is time well spent. Neither ***Design-Build*** nor ***Bid-Build*** can overcome either unscrupulous or inept contractors and designers. The delivery method selected may help smooth over a moderate weakness, but it cannot compensate for a true deficiency. Neither system can be made foolproof from fraud. Neither system can overcome an owner’s budget that is too small or a schedule that is too tight. If either were consistently superior, the other system would not exist.

When changes are made, there is always some suspicion that the cost of the change may be inflated. In a ***Bid-Build*** there is an automatic tension between the designer and the contractor. One of the designer’s primary goals in ***Bid-Build*** is to help the owner pay as little as possible for the work scope changes. If cost review is of paramount importance, as it often is in public work, this is an important consideration.

One situation where ***Design-Build*** is difficult for owners is in complicated renovations where step 4 cannot be completed before step 5 begins. In these projects there will be many change orders as new unforeseen conditions occur. The costs for these changes grow and are difficult to confirm unless there is an independent firm reviewing costs. Often the independent firm takes on the “watchdog” duties of the designer in the ***Bid-Build*** process.

One situation where ***Bid-Build*** is difficult for owners is when the designer and contractor are both selected based on offering the lowest price without considering qualifications. These firms have the lowest prices for one of the following reasons:

1. The firm is very efficient and can complete the work for less.
2. The firm underestimates the true effort required to complete the work.
3. The firm is desperate for work and will take it at a low price.

If both firms are efficient the owner gets a good bargain. If not, the owner will have a project full of conflict, headaches, delays, cost overruns and potentially even a failed project.

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See us at:
www.
TEXASPARKING.ORG

Each system has an Achilles' heel when owners consider the issue of trust.

- The Achilles' heel of ***Design-Build*** appears when an owner becomes suspicious of the contractor since she cannot turn to the designer for an independent opinion.
- The Achilles' heel of ***Bid-Build*** appears when an owner becomes frustrated with serious bickering between the contractor and the designer and it appears they are "guarding their turf" at the expense of completing the project.

Unintended Consequences of Design-Build

For many years ***Bid-Build*** was the more favored delivery system. But since the early 1990's, the number of projects proceeding with the ***Design-Build*** approach is increasing.

There are several unintended consequences due to this change in the popularity of *Design-Build*.

First, when performing a ***Bid-Build*** the owner assumes that the designer is objective. However, it is difficult for the designer to be objective if the designer does ***Design-Build*** on other projects with the contractor. Owners need to know if their designer has any of their ***Design-Build*** partners bidding the project.

Second, when owners ask ***Design-Build*** teams to provide significant, competitively priced proposals that include large up front design costs, there is a need for designers to be selective in chasing the work due to the potential for large financial losses. If they do less up front work in step 4, the owner may pay more, and any savings that occur in step 5 accrue to the ***Design-Build*** team.

Third, innovations in design used to be touted by design firms in their advertising and in professional publications. Now design firms heavily involved in ***Design-Build*** may keep quiet about advances since this information may be a competitive advantage in the next project.

So, what is the Next Step?

This primer's intent was to paint a broad picture of these two design and construction approaches. Both have strengths and neither is a panacea. Select a quality team at a fair price and either approach can work well. Time spent investigating team member quality is worth the effort.

Let's Make A Deal – Members Wanted!

As President Bob stated, we are always looking for new members to help the organization grow. His challenge was to have each member find a new member to join the association. Well do we have a deal for you! Each member who signs up a new member between now and the annual conference will be entered into a drawing for a full refund "in cash" of their annual conference fee at the conference. To make it easier for you to find a new member to join, the dues for this new member will be waived in the first year. So ask a colleague, a client, or a potential client to join, and you may be the lucky member who wins. In reality, we all win, because as the membership grows, so does the opportunity for each of us to meet new people. Please contact Chris Archer at carcher@associatedtime.com for more information.

Coming Next Issue:

Conference Update

Shuttle Maintenance

Revenue Control Systems

Auditing

About Our Organization…

The foundation of the TPA is that it is a volunteer-based organization designed to enhance the parking industry within the State of Texas. The following is a list of current 2004 Board Members:

President - Bob Harkins, The University of Texas at Austin

Vice-President – Jim Moran, Walker Parking Consultants

Secretary – Patsi Davis – Texas Children's Hospital

Treasurer - Julie Allen, Texas A&M

Immediate Past President – Chris Archer, Associated Time and Parking Controls

Chris Golgert, Program Management

Daniel Huberty, Ampco System Parking

Jerry Dinse – Austin Bergstrom International Airport

Brad Conner – Federal APD

Rod Weis - Texas A&M

Donna Wade – UT Southwestern