

Appropriations Committee November 8, 2018

Rough Draft

STINNER: [00:00:00] Good afternoon and welcome to the Appropriations Committee. My name is John Stinner. I'm from Gering and represent the 48th Legislative District. I'd like to start off by having members do self-introductions, starting with Senator Clements.

CLEMENTS: [00:00:18] Thank you. Rob Clements from Elmwood. I represent District 2, Cass and Sarpy County.

HILKEMANN: [00:00:24] Senator Robert Hilkemann, District 4, west Omaha.

STINNER: [00:00:28] John Stinner, District 48, all of Scotts Bluff County.

WISHART: [00:00:31] Anna Wishart, District 27, west Lincoln.

STINNER: [00:00:33] We have a lot of absentees today, some of them sick, some of them are out of town, and some of them are just not excused but, anyhow, they're just not here. On the cabinet to your right you'll find cream testifier sheets. If you are planning to testify today, please fill one out and hand it to the page when you come up, which we don't have a page so you'll just have to hand it to Senator Clements--

CLEMENTS: [00:00:57] Yes.

STINNER: [00:00:57] -- and he'll pass it on. If you have any handouts, please keep those until you

come up to testify and then hand them again to Senator Clements. We will need 12 copies. If you don't have enough copies, raise your hand and we'll have somebody make 12 copies for you. We will begin testimony on our interim study today with the introducer's opening comments. Followed-- following opening comments we'll hear from invited testimony, followed by others who would like to testify. We will use the light system, three minutes for not invited-- noninvited testimony. We will finish with a closing statement by the introducer, if they wish to give one. We ask that you begin your testimony by giving your first name and last name and spelling them for the record. For the public testimony portion of our hearing today, we will be using the three-minute light system. And I'm going to turn this over. As a matter of committee policy, I would like to remind everyone that the use of cell phones and other electronic devices are not allowed during public hearings. At this time I would ask for all of us to silence our cell phones and make sure that they're on vibrate. With that, we'll begin our today's hearing, Senator Pansing Brooks.

PANSING BROOKS: [00:02:18] Thank you.

STINNER: [00:02:19] And thank you for being on time. She found her parking place, so.

PANSING BROOKS: [00:02:23] I did find a good parking spot. We have them. Okay. I'm-- I just want to clarify something, Senator Stinner. I thought that the invited testimony was getting five minutes and that's what I've told them. I thought they were--

STINNER: [00:02:37] Well,--

PANSING BROOKS: [00:02:38] -- getting five and the others were getting three, so.

STINNER: [00:02:39] You know, normally on invited testimony we try to keep it to five minutes.

PANSING BROOKS: [00:02:43] Yeah.

STINNER: [00:02:44] But if they're--

PANSING BROOKS: [00:02:45] OK.

STINNER: [00:02:46] -- if they need a little more time,--

PANSING BROOKS: [00:02:47] I just was trying to--

STINNER: [00:02:47] - we've been pretty lenient about that.

PANSING BROOKS: [00:02:49] OK. I must have misunderstood. Perfect. Well, thank you.

STINNER: [00:02:52] I usually tell the people keep it to five minutes, please.

PANSING BROOKS: [00:02:54] Yeah. OK. Perfect.

STINNER: [00:02:55] But we're just not going to use the lights on that. Hey, our page showed up.

_____ : [00:02:59] Hey, there. How is it going?

STINNER: [00:02:59] All right.

PANSING BROOKS: [00:03:01] Perfect. Well, good afternoon, Chairman Stinner and members

of the Appropriations Committee. Thank you for having me here today. For the record, I'm Patty Pansing Brooks, P-a-t-t-y P-a-n-s-i-n-g B-r-o-o-k-s, and I represent District 28 right here in the heart of Lincoln. I'm here to introduce the LR361, my interim study to examine the parking deficiencies around the Capitol Environs and surrounding neighborhoods and to provide possible solutions to eliminate these deficiencies while being sensitive to the fact that the state is negatively impacting the day-to-day lives of our neighbors who live around this beautiful great building.

Among other impositions, there are elderly neighbors and/or others with disabilities who must walk blocks to their homes with their groceries, and you can imagine that difficulty on a day like today. I am sure that the parking issues are not a surprise to any of you who are here today. For years, the Capitol has been-- has-- the parking around the Capitol has been difficult for visitors, for state employees, and for neighborhood residents alike. Visitors to the Capitol and other state offices nearby constantly struggle to find any sort of short-term parking on the street or anywhere.

Moreover, the people in the surrounding neighborhoods, my constituents, often find themselves unable to park their own-- park their own cars or have appropriate access to their homes due to the influx of vehicles that they find along the streets every day from 8:00 to 5:00. Our own legislative employees confront this acute lack of parking each and every day. Stuck for years on waiting lists for the state parking garages and surface lots, many have taken, naturally, to parking in the stalls around the Capitol, stalls which ideally should be used for visitors. But really, who can blame-- blame them considering the circumstances? We as senators are fortunate enough to have access to the senators lot for our parking needs, but I want you to take a moment to try to imagine if that were not the case. Do you really think that we would be able to find a place to park around the Capitol in the midst of the legislative session? It would clearly not be an easy task. As elected officials, our duty first and foremost is to our constituents and the citizens of the state of Nebraska. The citizens, of course, serve as our second house and we are doing them a grave disservice by not ensuring easy access to the Capitol. It is imperative that we work together to remove the barriers to participating in our unique legislative process without unduly burdening those residents who live nearby. The

parking deficiencies that exist in the Capitol Environs are not a recent problem. In 2009 the Department of Administrative Services, DAS, hired a nationally recognized firm that specialized in parking to complete a report on ways to potentially remedy the parking woes at that time, but that's almost ten years ago. Unfortunately, those recommendations were never acted upon. And since then, the parking problems have clearly gotten worse. In late September of this year DAS released a 288-page "Comprehensive Capital Facilities Plan." This Facilities Plan aims to better utilize office space and increase parking or, excuse me, increase employee efficiencies. In addition, the Facilities Plan also allows the state to keep pace with the projected growth and change in technology, all while bringing agencies that work together on a day-to-day basis within close geographic proximity to each other. And it also sets forth that the agencies that would benefit from being close in proximity to the Capitol would be housed together. So literally what you have is the housing study, a facility study. We are fortunate today that Doug Wilken, the general counsel for DAS, is here with us and I'm sure he'll be covering this Facilities Plan in more detail. I really appreciate DAS's willingness to testify because I think it's really important that the executive and legislative branches work together to solve this parking problem. The release of the "Comprehensive Capital Facilities Plan" marks the first time in history that the state has undertaken a comprehensive planning process for the area surrounding the Capitol for the next 20 years, and I really applaud them for their foresight. Meanwhile, I am concerned that the Facilities Plan still does not provide an adequate solution for the increasing parking problems we are encountering-- two different things. In fact, the Facilities Plan is not a parking study and should not be misconstrued as anything other than a long-range plan for housing the growing number of state employees. While the Facilities Plan does have a brief section that is included with what you've been-- what you've received, it has a brief section on parking, the parking is clearly not the focus and, thereby, does little to sufficiently address the state's parking problem. Currently the state maintains 2,349 off-street parking stalls in the Capitol Environs and 3,514 employees work in this same area. Even with the current policy of overselling the available parking spaces by 9 percent, because 2,562 parking spots have been issued, if every

state employee working in the Capitol Environs drove to work, 43 percent would be without parking, 43 percent of our employees. In the recently released Facilities Plan, DAS estimates that within 20 years 5,000 people will be working in the Capitol Environs, an increase of 40 percent from the number of state employees working in the same area today. If all of the Facilities Plan's recommendations in regards to parking were followed, the state would only see an addition of about 425 to 450 parking stalls within the same 20-year period. And if the estimates of the 40 percent increase in employees in the area are correct, these additional spots will do-- do little to alleviate the problems we continue to face on a daily basis. Furthermore, most of these spots that are the increase that-- that they're showing as an increase, the 425 to 450, are actually secure parking and would be prohibitively expensive to most of our state employees. There are a number of really learned experts behind me ready to testify and they can attest to the validity of the parking deficiency in the Capitol Environs. In addition, these experts will be able to discuss and propose potential solutions and cost-saving measures that are available for the state to pursue while striving to rectify the current parking shortage. Clearly, something must be done. That is why Senator Watermeier and I came together to introduce this parking study. I really feel grateful to have had that time with him and I'm sorry that he's moving on, but we can still figure out ways to work on this. It is our hope that this study will serve as a good starting point to bring all interested parties together and move forward to finally address the myriad of problems that stem from the lack of parking around the Capitol and its surrounding neighborhoods. This parking issue is imposing on the lives of those who live around here, as well as the visitors to our Capitol. We must work together to solve these issues. Thank you for your time. I appreciate your being here. And I'm happy to answer any questions. And thank you, Senator Watermeier, for working with us on this.

WISHART: [00:11:14] Doesn't PSC stand for parking service coordinator?

PANSING BROOKS: [00:11:20] [LAUGH] Hey, good one.

WATERMEIER: [00:11:20] Peru State College.

PANSING BROOKS: [00:11:20] Parking service coordinator, that's a good one.

STINNER: [00:11:22] Are there any questions?

WATERMEIER: [00:11:22] Peru State College.

PANSING BROOKS: [00:11:22] Peru State College.

WATERMEIER: [00:11:22] Yeah.

STINNER: [00:11:23] Questions? So we have two, two different studies here, a facilities study that builds buildings and has office space, and a parking study with it?

PANSING BROOKS: [00:11:37] Uh-huh, from 2009.

STINNER: [00:11:39] From 2009. Just wanted to get that clear.

PANSING BROOKS: [00:11:41] Yes.

WATERMEIER: [00:11:41] We don't have a parking study.

PANSING BROOKS: [00:11:43] We, now, there was something in 2009 that was a parking study but it's not a--

WATERMEIER: [00:11:48] It's not current and we need to-- I think we need to talk about it in Appropriations.

STINNER: [00:11:51] How -- what was the number again on the shortage of parking places we have today without building any more buildings around here?

PANSING BROOKS: [00:12:00] On what we have today?

STINNER: [00:12:01] Right.

PANSING BROOKS: [00:12:01] The--

CLEMENTS: [00:12:03] [INAUDIBLE] thousand.

WATERMEIER: [00:12:04] Fourteen hundred. Seventeen hundred.

PANSING BROOKS: [00:12:05] Well, currently the state maintains 23-- 2,349 off-street parking stalls and we have 3,514 employees. So we have a-- and-- but meanwhile, we've issued 2,562 permits for parking. So even without the-- so that's 9, we're overselling by 9 percent right now.

STINNER: [00:12:31] So we're 1,000 short, in rough numbers, right today without having any more employees. And your projection in ten years is we will add how many more employees?

PANSING BROOKS: [00:12:42] They-- they say that within 20 years, 5,000 will be working, an increase of 40 percent. But this plan, this Facilities Plan, only adds about 425 spaces. So that's why

this was not really a facility-- and that's not anybody's fault. You know, the-- I think that DAS went forward because they've got to look at how to house all of these people as well. So the next issue is how do we park all of these people and what will happen. So it isn't like, you know, somebody did anything wrong. We've just-- one step is looking at housing and facilities for the employees and another step is we've got to figure out the parking, which is already not in good shape, so.

STINNER: [00:13:28] OK. Ten-year period of time we're going to have 5,000 employees.

WATERMEIER: [00:13:32] Twenty years.

PANSING BROOKS: [00:13:32] Twenty.

STINNER: [00:13:34] Twenty years period of time. Excuse me. I'm sorry. I got these numbers wrong.

PANSING BROOKS: [00:13:38] That's OK.

STINNER: [00:13:38] Twenty-year period of time we'll have 5,000 employees. Today we have 2,500 parking places. So we're going to have to figure out how we put together 2,500 new parking places to accommodate the increase.

WATERMEIER: [00:13:56] The way I looked at it is it's 3,500 employees today--

STINNER: [00:13:59] Right.

WATERMEIER: [00:13:59] -- and we issued 2,500 permits.

STINNER: [00:14:01] Yeah, I got that number.

WATERMEIER: [00:14:02] Potentially you could write 3,500 permits, but they've only issued 2,500. So we're really only 10 percent short today, where potentially we could be on our permits today that much shorter as well. With government growth, in 20 years we'll be at 5,000 people.

STINNER: [00:14:14] OK.

PANSING BROOKS: [00:14:15] But-- but if everybody-- right now if everybody, I don't know what everybody is doing. I guess people are--

WATERMEIER: [00:14:20] Riding their bikes.

PANSING BROOKS: [00:14:20] -- biking, and biking in this weather and using the bus. I'm hoping that's what's going on. But even today, if everybody drove, 43 percent would be without parking. That's a shocking statistic.

STINNER: [00:14:34] So has anybody got together with the city of Lincoln and presented this problem and say--

PANSING BROOKS: [00:14:38] Yes, and that's what--

STINNER: [00:14:39] I mean it's Lincoln's problem along with ours, obviously.

PANSING BROOKS: [00:14:41] Yes, absolutely. And fortunately, we have Wayne Mixdorf here--

-

STINNER: [00:14:43] OK.

PANSING BROOKS: [00:14:43] -- who will-- who's one of our brilliant testifiers, so I'm glad about that.

STINNER: [00:14:49] I just wanted to get my numbers right--

PANSING BROOKS: [00:14:50] Yeah.

STINNER: [00:14:50] -- as we start out. Senator Hilkemann.

HILKEMANN: [00:14:52] What's the difference between while the-- when we're in session and-- and when we're out of session as far as the parking shortage?

PANSING BROOKS: [00:14:59] Well, it's-- it's much more accelerated, obviously, when in session, and you can tell just by knowing. And you know I think that that-- that really the goal should be making all four faces of the Capitol available for visitors and constituents and people to come visit their senators. I mean really we should not be at a point where staff either has to park eight blocks away or-- or they come and start moving around. And I am not blaming staff because, you know, every once in a while I have to run in here for something and I will use a spot, usually only if there's a ton of spaces out there, not during session. Gosh, that was a statement against interest, wasn't it? But [LAUGH] it is, it's true. I mean the goal would be, and there are-- there are clearly not enough handicapped spots either.

HILKEMANN: [00:15:50] So are these numbers that you gave us, are they reflective of during session numbers, or are these numbers that are [INAUDIBLE]?

PANSING BROOKS: [00:15:58] I think these are general figures and I wish you would talk to the people behind me and ask them that--

HILKEMANN: [00:16:03] OK.

PANSING BROOKS: [00:16:03] -- because I think they can answer those questions better than I.

HILKEMANN: [00:16:08] Thank you.

STINNER: [00:16:08] OK. Any additional questions? Seeing none, thank you.

PANSING BROOKS: [00:16:10] Thank you.

DOUG WILKEN: [00:16:19] I think I get the honor of being first.

_____ : [00:16:21] I believe so. Thank you, sir.

STINNER: [00:16:34] Afternoon.

DOUG WILKEN: [00:16:35] How are you?

STINNER: [00:16:36] Good.

DOUG WILKEN: [00:16:44] Good afternoon, Chairman Stinner and members of the Appropriations Committee. My name is Doug Wilken, it's D-o-u-g W-i-l-k-e-n. I'm the general counsel and legislative liaison for the Department of Administrative Services. I'm here today to discuss parking around the Capitol Environs. The agency is keenly aware of the parking issues and we've been working on solutions. The major problems, I'm sure you're aware, is that there's a lack of state property available to utilize for parking structures and parking lots. The last parking study was completed in 2009. At that time there were 2,339 parking permits which were issued and there were 301 people on a waiting list. As of this week there's 2,480 parking permits that have been issued and 595 people on the waiting list. The good news is that in the near future the agency expects to develop a public-private partnership with a builder to construct a four-story office building that will be at the 17th Street, L to M, where the geothermal well field is being built. This-- this proposed design is going to consist of two levels of parking and then two levels of office space. Of course, construction cannot begin on that structure until the well field is completed. We project that we'll get approximately 180 to 120 parking spaces out of that structure and 120,000 square feet of additional office space. The agency has also had discussion with the owner of the property lot, that owns the lot behind the Department of Labor and the parking garage that's one block west of the State Office Building. We're trying to acquire those properties for parking as well. The lot behind the Department of Labor has approximately 60 spaces in it. And if we purchase the parking garage, we're going to move TSB from the parking garage that's east of the State Office Building over there, and that will gain us about another 120 to 130 parking stalls. Other possibilities-- we've been examining include converting existing state parking lots to multilevel parking structures or office building parking structure combinations. Those would be the lots east of the Capitol and south of the Capitol. Fixing the-- parking problem is going to be-- would have to be a phased task. Beyond the budget issues, a number of projects will require that we temporarily forfeit parking on surface lots if we're going to build on those. So we'll lose some parking while we're trying to gain parking through parking structures. I'd like to thank you for the opportunity to talk to you here

today and I'll be happy to answer any questions for you. On the back of the sheet that I submitted to you there's some numbers on there that address the Lincoln parking permits that we currently have, It shows part-time employees that have parking permits, full-time employees, number of state vehicles, number of senators, visitors parking, and for the fusion project that we currently have going on. That makes up the 2,480-space parking permits that we currently have out there. And then we have some parking spots that were removed from the Executive Lot. We lost 13. And at the 1731 Lot we lost 282 because of the construction. So those numbers are out there. I would like to mention that, in talking about some of our state employees, there's a lot of our state employees that actually use commercial lots. They're paying rent to private lot owners. And so some-- that's what some of our state employees do as well. So I'll answer any questions that you might have.

STINNER: [00:20:26] Questions? Senator Hilkemann.

HILKEMANN: [00:20:30] So where they're putting the geothermal, there's going to be-- there's going to be an actual building built on that.

DOUG WILKEN: [00:20:37] Yes. When we did the geothermal project we included footings so that if we ever decided to build there we could do that. And so right now we've got the go ahead to look at doing the private-public partnership to build a four-story building, two levels parking and two levels of office.

HILKEMANN: [00:20:56] And so these geothermal wells, whenever they need any kind of maintenance that we'll need to get that that-- that would-- I knew there was going to be a parking lot over it. I thought it was going to be just like an asphalt so that if there was problems with any of the geothermal wells that they could service them and so forth. What's going to happen to that?

DOUG WILKEN: [00:21:15] Well, what we're hoping to do is to avoid those costs by immediately going into building the structure rather than put in the lot, wait, and then build the building. It would have required us to remove all that.

HILKEMANN: [00:21:27] Right.

DOUG WILKEN: [00:21:27] So we're hoping to save that money by going directly into construction. Your question is a good one about maintenance of geothermal. I don't-- I don't have the answer to that. I'll take that back and get that for you.

HILKEMANN: [00:21:41] It would seem to me that there were, even the best systems possibly you could get, be aware of some problems that could exist down the line. If we have a building on top, it's going to be awfully hard to do any.

DOUG WILKEN: [00:21:55] And I'll take it back and get an answer for you.

STINNER: [00:21:59] Senator Wishart.

WISHART: [00:22:01] Is there any legislative authorization you need from us to move forward on the K Street development?

DOUG WILKEN: [00:22:07] We're looking into that more. This, this project we don't-- don't believe an appropriation is going to be necessary. We think that because typically with our state buildings the residents in the building, the agencies that are in there then pay rents and that will go towards it. And of course the parking lot will be charged for as well. And that should all go towards this public-private partnership, which is done by entering into an agreement with the contractor.

They finance and build the building and on what I call a rent-to-own. So over a period of years we'll pay rent until at some point in time we'll actually own it, because they're building on state property. It's going to-- it's ultimately going to be a state-owned building.

WISHART: [00:22:50] OK.

STINNER: [00:22:50] So you're leasing to own that property. How long of a period of time? Twenty years?

DOUG WILKEN: [00:22:55] Well, it'll depend on the financing, Senator, and we'll try to get it-- keep it within square-footage costs that are typical. You know we don't want to have exorbitant costs going forward, but it will probably be over a period of a couple of decades or more. We just don't know what the financing is right now.

STINNER: [00:23:14] Let me ask you this. With-- and you probably know the leasing per square foot in the city of Lincoln better than a lot of people do. Is it more efficient to lease the space that's available in Lincoln or build buildings?

DOUG WILKEN: [00:23:32] I believe the study shows that it's cheaper to actually build--

STINNER: [00:23:37] Really?

DOUG WILKEN: [00:23:37] -- than it is just to rent in the long term.

STINNER: [00:23:41] OK. Let me-- let me ask about the waiting list. Now obviously it's gone up a little bit. You've tried to explain that with the 300. So we've got 5-- over 500 employees on a

waiting list. If I'm a new employee coming on, how long do I have to wait for a parking place?

DOUG WILKEN: [00:24:02] My paralegal has been waiting six years, sir.

STINNER: [00:24:03] Six years. OK, and still-- still on a waiting list.

DOUG WILKEN: [00:24:07] Yes. She's in a commercial lot.

STINNER: [00:24:09] OK. We're building a 120,000 square-foot building on top of this.

Obviously, there's going to be employees in that. Is there a bunch of new employees coming on that are going to need additional parking or is this people that we're moving around?

DOUG WILKEN: [00:24:27] In that building there are established agencies and-- so they would be people that are just moving from one building to another.

STINNER: [00:24:35] OK, so no additional parking is going to be needed?

DOUG WILKEN: [00:24:39] I don't know that for sure.

STINNER: [00:24:41] OK.

DOUG WILKEN: [00:24:42] But, unless those agencies would be expanding. To be honest with you, Senator, I don't know which agencies are going in there so I don't know where they're coming from.

STINNER: [00:24:51] Well, my problem with that is you're creating-- not problem. My

observation is when you create more office space, even though you're moving employees and not increasing your employees, there are available spaces to be rented over here that someone else could rent in the private sector, for an example, which would require parking. And so I'm really familiar with parking studies that have to be done in Fort Collins, Colorado. I had to do traffic studies and water studies and, you know, you have a certain amount of square feet per parking. I mean you have-- you build a building and you have to have X amount of parking per square foot. Do we work on that basis? Do we look at it that way or is that-- ?

DOUG WILKEN: [00:25:40] To be honest with you, Senator, I-- I don't know how the Buildings Division does that, whether they base it on square feet or their-- it's been some time since we've actually constructed a building in the Lincoln area, so I'm not sure how they do that. I can-- I can take that back to Buildings Division and ask them how they would do it in this area.

STINNER: [00:26:02] But we're creating more office space in a congested area right now without really a long, long-term solution, and I'm talking in terms of 10 to 20 years, as we study what's happening here around the Capitol.

DOUG WILKEN: [00:26:15] And one of the goals is we're looking at areas like innovative-- Innovation Campus as other locations to go to. There's more space out there. It takes people out of the area. But the Comprehensive Plan talks about those areas where we have land down here available for us to use to-- to try to relieve some of the spaces for, say, the Supreme Court, move them into their own facility and plus get parking out of it as well. So it's an attempt to-- to accommodate the people that need to be in this area but yet still need parking and try to meet the lack of parking that we have for the rest of the state employees at the same time.

STINNER: [00:26:59] So "need to be in this area" to me tells me that there are agencies that are

critical to be here and that's X amount of square foot that they need. Agencies that are not critical to be here can be moved out into other areas, relieving the congestion.

DOUG WILKEN: [00:27:14] Could be.

STINNER: [00:27:14] Is that-- is that-- have you gone through that? I mean do you put things in tiers similar to that?

DOUG WILKEN: [00:27:21] I-- I have not, Senator. You know, as the general counsel, that's not something I'm involved in.

STINNER: [00:27:27] OK.

DOUG WILKEN: [00:27:27] So--

STINNER: [00:27:32] OK. Senator Wishart.

WISHART: [00:27:34] Well, adding to that, how many people do you have on your team at DAS that are focused on this parking issue?

DOUG WILKEN: [00:27:42] Well, I don't know that there's, per se, a team involved in it, but the-- the State Buildings Division administrator has a staff that deals with construction projects. And parking is always part of the construction and design of any facility. So I mean all of our team, as they work on construction projects, are going to be focused on-- on-- on answering that question for the facilities. I mean the ones that have been built during my time with the state have all been outstate, like Kearney, the Veterans' Home, and obviously there's a lot of space there to do parking.

It's easier. But I mean this is a-- this is a issue that we know is high anytime you talk about the Capitol area, and this has been something that's been worked on the entire time I've been here. I mean this is always part of the conversation when we talk about the Capitol Environs.

STINNER: [00:28:48] Senator Hilkemann.

HILKEMANN: [00:28:48] We have-- we have several high-rise parking garages for the state employees now. Any of those that could be expanded to go up two or three additional layers?

DOUG WILKEN: [00:29:01] That I don't know. I know that it's possible to do that if they constructed that way original. I'll ask State Buildings Division that question.

HILKEMANN: [00:29:08] Because those have been around for quite some time now.

DOUG WILKEN: [00:29:12] Yes, sir.

HILKEMANN: [00:29:15] OK. Yeah, I would think that if-- if-- I don't know if the footings or the base structures would, but that would be something I would have thought if you could add two or three stories on that, that would be--

DOUG WILKEN: [00:29:21] I'll ask that.

HILKEMANN: [00:29:22] You wouldn't have to have additional land. You just go up.

DOUG WILKEN: [00:29:29] I'll ask that question. We-- we have been talking with the city about the parking garages they have and the possibility of during the day utilizing the excess capacity that

they have. So we-- we're looking at all the parking garages in downtown Lincoln to see if there's anything available to use.

STINNER: [00:29:47] So-- so you are working with the city of Lincoln, looking at their underutilization and possibly having some solutions, even though they may be remote. Pinnacle Center, for an example, comes to mind. They've got several parking garages there. Would you then have to incorporate some kind of busing system?

DOUG WILKEN: [00:30:10] That's been mentioned and just in conversation. I'm not sure how that would work but, yeah.

STINNER: [00:30:19] I'm sure either and I'm not sure that I can put a number to it, but I'd like to see the number put to it. Senator Wishart.

WISHART: [00:30:24] Do you have any incentive programs? Do we at the state level have any incentive programs that incentivize people walking or biking or taking public transportation?

DOUG WILKEN: [00:30:38] Not that I'm aware of.

WISHART: [00:30:41] OK.

WISHART: [00:30:42] Do we have shower facilities?

DOUG WILKEN: [00:30:45] Not that I'm aware of.

WISHART: [00:30:47] OK. Well, that's a disincentive right there.

DOUG WILKEN: [00:30:49] Yes, it is.

STINNER: [00:30:54] OK. Any additional question? I just have one, is-- and I want to make this more as a remark, that whenever we're building a building we should consider the adequacy of parking as it relates to the square footage that we're adding, especially when you have a congested area like this. I'm sure the city of Lincoln has some kind of requirements, whether it pertains to us or not. But we got a problem already that has to be resolved and we're-- sounds like we're going to build more square footage, which is just going to increase that problem. So I-- I would like to see, as we move forward, to try to address the parking along with the square footage that we're adding, so we can relieve some of the congestion certainly on the neighborhood. So anyhow, any additional questions? Seeing none, thank you.

DOUG WILKEN: [00:31:42] Thank you.

STINNER: [00:32:00] Good afternoon.

WICKERSHAM: [00:32:02] Yeah, good afternoon. Senator Stinner, members of the committee, my name is Bob Wickersham, B-o-b, I'm always afraid of misspelling that, Wickersham, W-i-c-k-e-r-s-h-a-m. For the record, I'm appearing on behalf of the Nebraska Association of Former State Senators. The "formers," if I can refer to us as the "formers," it's a little bit shorter, the "formers" became interested in parking around the Capitol about five years ago. We had a annual meeting in the cafeteria, a little south portion of it. One of our more senior members said, I had a heck of a time finding a parking place. I couldn't get into the building. I thought I was going to be late. He said, why don't we do something about it [LAUGH] or try to do something about it? And so we passed a resolution, said we wanted to start studying the issue. We'd want to try to find out what kind of

problem it really was and what kind of solutions there might be. That was five years ago. Today as I hear the testimony from the counsel from DAS, I think we've made real progress. I think we've made real progress not only with what I heard, the testimony today, but the "Comprehensive Facilities Plan" that the department has produced. I think that was a real step forward. But as I was listening to Senator Pansing Brooks's opening and the testimony, they did touch on many of the things that I was going to discuss with you so I don't need to-- don't think I need to go over all them. But I think there was one salient point that Senator Pansing Brooks made and that is if you don't have parking, and I used to have parking, I didn't worry. There was no reason for me to worry. I wasn't the person out there walking four or five blocks to get into the Capitol, try to go to a hearing, and then wondering if I could get back to my car in the dark. That never happened to me. Never happened to you. So it's something that we could easily ignore, except that I don't think we want to ignore it because it does happen to other people. Last Saturday I was in Chadron having coffee. You know, you go down to the coffee shop, you have coffee in the morning, talked to some people I knew. One of the women said, you know, I was in the Capitol or I was in Lincoln three years ago, tried to visit the Capitol, and I couldn't get there, just almost couldn't get there. I just wanted to visit the Capitol. I had to-- had to park four blocks away. Why hasn't somebody done something?. Well, I couldn't tell her exactly why nobody had done something except that when I was there I didn't have a problem. But you see the point. I mean if-- but if we don't take responsibility for the kind of problems that we see other people having, I don't think we're doing our job or your, well, what I used to think was my job. Now it's yours. So I hope you do pick up on this study. And again I'm delighted to hear the testimony from the representative for the administration that they do plan to build a structure over the well field at 17th and K. Senator Stinner, to address your questions, my understanding, based on the Comprehensive Plan, is that the two stories of office space would be dedicated to employees from HHS and from the Library Commission. And the Library Commission is currently downtown. The HHS employees I think are also downtown. HHS is spread all over the place. But it would consolidate some of HHS and the Library Commission in that building. It would

create on two floors of parking about 400, as I read the study, about 430 spaces. Now that is fewer than the number of employees. Because some of those would already have parking spaces and it would do something, a little bit, to alleviate the parking issues around the Capitol. It isn't a complete solution, Senator, but is, in my understanding, it does not add to the problem, which I think was your concern. It's not a complete solution but I don't think it adds to the problem; doesn't solve the problem but doesn't add to the problem. At least I would hope that that's the result. I see the yellow light. There are real options available and one of those was addressed by the DAS representative. I don't think you would have to use General Funds for anything that approach solutions to these problems. They can be self-financing if you-- if you work at it.

STINNER: [00:36:46] OK. Senator Wishart.

WISHART: [00:36:46] I guess you sparked a thought in my mind. If we're thinking long term about how we solve this problem, because it's not going to be something that we can solve all in a year, I'm wondering if, going off of what you said, it would make sense that we put in to the regulatory process, whenever we build a building or increase staff, that we cushion what is sort of, you would see at the city level, expected for the amount of parking space you should have, if we cushion that up a little more so we're just slowly starting to build the amount of spaces we need.

WICKERSHAM: [00:37:31] Yeah. I-- I, Senator, I agree with you and here's why. Senator Stinner mentioned trying to build, I think, a building in Fort Collins and he had to meet-- he had to meet zoning or code requirements. And part of those requirements, that for every number-- for some specific number of square feet in a building you had to have a parking place, off-street parking place--common zoning or code requirements in any city for private business. But those are not applicable to the state of Nebraska. We're the-- we're the top of the heap. And because we're the top of the heap, we get to say what the rules are for anybody else, but they don't get to say what the

rules are for us. Now usually in that kind of a circumstance when you're the top dog, it's my view that you should feel a sense of responsibility. If you're going to make somebody else do something then you ought-- you ought to live by the same burdens. And I think we ought to meet the city, I would, I would urge the state to meet the same requirements that a private enterprise would have to bear in the city of Lincoln. I don't see why we're different.

WISHART: [00:38:39] And I'm wondering if we-- we require ourselves to meet that standard and then add a buffer, so that we're making up for the-- the lost time.

WICKERSHAM: [00:38:51] Well, if you set a standard and you took the number of employees that are in the Capitol Complex or Capitol Campus or whatever you want to call it and you say that for the number of employees there you need X number of-- of-- of parking spaces, then you'd-- then you'd accomplish that.

WISHART: [00:39:07] Yes.

WICKERSHAM: [00:39:07] The standards, it's a little bit difficult to apply a square-footage standard to the Capitol Building because a lot of the Capitol Building isn't office space. It's public spaces for hearings. And how do you-- you might have some difficulty calculating that. But I think for the other office buildings that the state utilizes that the same kind of a zoning standard that for every number of square feet of office space you have an off-street parking place would be a reasonable standard for the state to set for itself. Now again, you have to set that for yourself. The city-- but why is it not reasonable to think that the state should meet the same standards that are required of a private business in the same area? Why wouldn't we do that, except that we don't have to and so we don't. And we push our problems off into the neighborhoods. That's what we've done. And we've done something else that I think was just very bad form, at a minimum, very bad form.

And I'm sure this happened. A number of years ago there were complaints because people were getting tickets for parking around the Capitol Building. So people made some calls and all of a sudden the city stopped enforcing its parking rules as a favor to somebody in the state, didn't enforce its parking rules. That's not a way to run a city. That's not a way for us to run a state where we ask somebody else not to enforce their rules. Luckily, at least from my perspective and I think our perspective, the city of Lincoln decided this summer that they were going to enforce their parking rules and you see the result. There is some parking around the Capitol available for visitors and certainly that's desirable. But the offshoot of that is that you've now pushed employees further into the neighborhoods and now we have people who can't leave their apartments during the day for fear that they can't get back to them in the afternoon. That isn't fair. That isn't right. But we've created-- we've created the circumstances the drive that behavior.

STINNER: [00:41:26] Senator, I do you have a question and it really relates back to Senator Hilke's question about the kind of peak periods, which is in session. Have you or anybody done a study on what is needed during that period of time to handle peak, peak session periods?

WICKERSHAM: [00:41:45] No, there's nothing current that I'm aware of, Senator. The most current study that I think would address that kind-- specifically that kind of an issue is the 2009 study and it's just-- and the 2009 study is obviously a little bit outdated. We've got more employees, etcetera. But it is a more critical issue during the session because you do have people coming and trying to testify or to meet with their senators or to do other business in the Capitol. That's the peak business period. And it now, and of course, because with the longer legislative schedules, extends almost to the beginning of the summertime for the neighborhoods.

STINNER: [00:42:30] But you would agree that it should include that in a parking study.

WICKERSHAM: [00:42:32] Oh yes. Yes, sir. And not only is that at a time of increased visitation and use of the building by persons who aren't normally here, I think the Legislature and maybe some other folks ramp up their employment a little bit during session. Some people don't have full staff during the summer, but they have full staff during the legislative sessions. So you get some-- you also get some increase in employment during the sessions.

STINNER: [00:43:02] Any additional questions?

WISHART: [00:43:02] One more.

STINNER: [00:43:04] Senator Wishart.

WISHART: [00:43:04] Do you think we need to study this more or do we just-- are there some things where we just need to take action?

WICKERSHAM: [00:43:10] Well, I wouldn't want to say that additional study wouldn't be appropriate. I think it would perhaps help you flesh out additional options. The one thing I was concerned about before the hearing today was that I would divide this up into two different phases: one the near term and the other the long term. I was very concerned that for the near term that we would miss the opportunity to construct over the well field, because I think that's a no-brainer. We've got the footings, we have the opportunity. Everybody says that there's a need. Why wouldn't we do it? But I-- we hadn't heard any commitment to do that. So in the near term, if that one is done at least you've made a decision and you've moved forward. Now longer term, whether or not the rest of the Comprehensive Plan is implemented or not, I'm sure that times will change, the plan will change. But at least it sets out a process and you can make reasonable decisions as you go down the road. Additional emphasis on the issue of parking alone I think is-- is warranted because, as noted,

the Comprehensive Plan is not exclusively a parking plan. In fact most of the plan, the Comprehensive Plan, deals with other issues. Although it acknowledges that parking is a important component, it doesn't isolate that component and give it the kind of attention that an individualized study would. So from that standpoint, yes, you may want that. And if-- and if, Senator, I could have just a moment of leeway, Senator Hilkemann, you raised the issue of covering over the well field with a structure and the impact on potential, as I understood your concern to be, maintenance of the well field.

HILKEMANN: [00:45:03] Right.

WICKERSHAM: [00:45:03] I've been assured. I-- I-- that was my first question when I heard that option. What are you going to do when you have to get to one of those wells? And I was assured, I hope appropriately, that that's not an issue; that they've got-- they've thought about that, they know how to do it, and that it isn't going to be a-- it isn't going to be a problem. I hope they're right.

HILKEMANN: [00:45:28] I do too.

STINNER: [00:45:30] Thank you. Any additional questions. Seeing none, thank you.

WICKERSHAM: [00:45:34] OK. Thank you.

STINNER: [00:45:48] Afternoon.

SHAWN RYBA: [00:45:49] Good afternoon. My name is Shawn Ryba, the executive director of the South of Downtown Community Development Organization. The spelling is S-h-a-w-n, last name is R-y-b-a. The organization that I'm a part of has just recently been established to provide an

ongoing framework for all community development activity in an area that's bound by 10th to 17th, A to L Street, so the State Capitol is right in there. The ultimate goal for us is to improve the quality of life for all the residents that live in that area. Our focus is going to be, and is, work force development, affordable housing. We're looking at infrastructure improvements, neighborhood services, and community building. So I have staff right now that have knocked on-- on over 2,000 doors in the neighborhood. And, surprise, people are frustrated. Property owners and renters are very frustrated with their parking situation. So I guess I'm here today because I cannot ignore that. We keep hearing it. I'm asking for your help today. And I would love that this Appropriations Committee make the employee parking and the visitor parking a priority. So I think we've already referenced the new state of Nebraska, the "Comprehensive Capital Facilities Plan." I think it was already highlighted in the newspaper this morning, 250 pages, so I will say that I did not read it all. But I did peruse it and there's some takeaways, there's some concerns that I have, and we've kind of already touched on it. We have increased number of employees coming, increased facilities and-- office space. The study does not address parking or provide any solutions. And the existing parking spaces, there are going to be-- I think there's going to be a lot that are going to be taken out of service as construction moves forward. So, to me, that's a recipe for making something worse, even more of a-- of a huge problem. I'm-- we're deeply concerned by this. We've also referenced the study, the parking study, that was done in 2009 that the state of Nebraska paid for, August 2009. Our concern again, I think there was five recommendations and only one of them was-- was completed. That's a real concern. We're not seeing any progress. I want to speak real brief on my own experience. I used to live in this area at Goodhue and E Street, 2002 to 2006. I had to carry my groceries a few blocks to my apartment. I had friends and parents that had a hard time finding parking. They had to park like two or three blocks away to come visit me, which-- which caused a real problem. And the one parking stall that we did have off-- off-- off the street was always used illegally by other people parking in it. My point there is back then, 2002, it was an issue and it's still an issue now. We have not made it a priority. I'm asking us to take action here. So-- so I guess I

will-- I would say that I guess one step that I'm asking this group is that we explicitly acknowledge that the state has a serious parking problem. I really do want us to take action. It's really frustrating. So this problem is unfairly being pushed on to residents and property owners in the south of downtown. Having the pressure to be the state's parking lot is unfair, undeserving, and an undue burden. In order for me to improve the quality of life for folks who live in that area, we have to address the parking needs of the residents. And when the state is unable to approach or address their own state-- or their own parking problems for their employees and visitors, that does not make my job very easy. In fact, it makes it impossible. We are-- so, furthermore, let's see, where-- where am I? Furthermore, this area is the most densely populated neighborhood in the whole city of Lincoln and we are struggling to find and accommodate parking for our own residents. Our urban space has already been shrunk and shrinking it is no-- is no-- there's no option there's unless we're parking in people's yards. There's really no option there to continue to park in our-- in our-- in our neighborhoods. So as the Comprehensive Plan suggests, there will be increased demand for parking. The need to store cars will multiply, and adding more facilities without addressing parking will push the neighborhood to a breaking point. We're already at a breaking point. So my observations: Residents and property owners are frustrated with parking problems being caused by the state. The historic, beautiful Goodhue Boulevard is visibly, visually blighted with cars. We already have resident parking crisis. Urban space and green spaces are scarce. Streets cluttered with cars are unsafe and hazardous, causing narrow streets; line of sight is impaired--we're right next to a school, the safety for young, young kids; blocked walkways; increased litter. It goes on. All I know is the neighborhood was not designed and built to be a parking lot for the state. It's that simple. We weren't designed for that. So I conclude, I'm asking the Appropriations Committee to prioritize parking and find solutions to the parking problems that the state is unfairly pushing on residents. My recommendations: pay for a parking study. Focus and make sure, focus on 17th and K. Let's-- let's add parking there. Let's work with the city to build parking and defray costs. One example, I think the city has already built parking before and the state has paid-- paid the bonds. Also work

with the city to manage the existing state employee parking. And also, to be a good neighbor, work with residents to identify, fund, and implement solutions that will improve the quality of life for folks in the neighborhood. So I've-- my final comment, so the two neighborhoods that we're talking about, Everett and Near South, again, they are not-- they're not parking lots. They are neighborhoods where people live. Questions for me?

STINNER: [00:52:24] Any questions? Senator Wishart.

WISHART: [00:52:27] So I am an Everett neighborhood dweller and also, as a former staff member for six years, I navigated the complex parking system.

SHAWN RYBA: [00:52:40] Uh-huh.

WISHART: [00:52:41] So I'm glad that we're having this conversation today. I did want to talk specifically to you about the balance of, you know, obviously, we have a parking problem. We're going to need to dress it with more spaces for parking. But being an Everett resident, I do also want to see investment in terms of businesses and other kind of-- of living, affordable housing situations. And so how do we balance more parking spaces, which would take the space then of a green space or a future business or housing, you know, you know, a mixed-use kind of housing and shopfronts? I mean how do we balance that?

SHAWN RYBA: [00:53:35] So my-- or my-- my-- I guess my observation is, first of all, we need to do something because I don't think we've really tried to do anything about resolving this. And I talked about how not addressing the state employee parking is making my job harder. It is actually hindering all progress that we can make because we're right there with you. Our vision for the neighborhood is to provide and create jobs in the neighborhood,--

WISHART: [00:54:04] Yes.

SHAWN RYBA: [00:54:05] -- small businesses, mixed-use spaces. In order for us to do that,--

WISHART: [00:54:06] Restaurants.

SHAWN RYBA: [00:54:08] -- yes, we can't do-- we can't do any of that with this parking problem.

So I guess, I think there's going to be more experts behind me, Wayne for sure will probably be better at answering that. But it-- it is going to be a necessity that we that we address it. And I think it's going to have to be, and this was already mentioned, a pretty comprehensive approach, lots of different strategies, short term and long term, some of the ones that I've already suggested, but I think there's going to be more that we're going to have to look at. But first of all, we need to start and just start addressing it. We don't even have a plan, so there's that.

STINNER: [00:54:51] Any additional questions? Seeing none, thank you.

SHAWN RYBA: [00:54:55] Thank you.

STINNER: [00:55:13] Good afternoon.

DAVID SCHMIDT: [00:55:14] Good afternoon. Thank you for hearing me. My name is David Schmidt. I'm on the-- or, excuse me, my spelling is D-a-v-i-d S-c-h-m-i-d-t.

STINNER: [00:55:26] Thank you.

DAVID SCHMIDT: [00:55:27] I'm on the South of Downtown board with Shawn and I was asked to be here on behalf of the South Downtown. I've been involved in this organization from day one. It started about three years ago and-- and we started probably three or four years ago now, we hired H3 Studios out of St. Louis. They did a major report for us, a plan, a masterplan for this neighborhood down here, as Shawn mentioned, the Everett and Near South neighborhoods. So I brought my report here just in case they-- I wanted to refer to anything and if you have any questions maybe I can refer to-- to this as well. It's a long report. It's a big report, as you can see, but it was very well done and we-- we think that they did a great job for us. It was finished about two and a half years ago and we've got a good start in the South of Downtown. Shawn is doing a great job. I won't belabor the-- all the statistics and parking issues because I think we know what they are down here. I just want to bring up some, maybe some salient points from our report that relates to the parking in this area. Throughout our report, and if anybody wants to have one of our reports we can make sure that you get one, but from almost page 1 they refer to the Capitol environment-- Environs area as a very important part of this south of downtown area. They go on to say that we need a clear strategy for many things. One is housing. One is parking. One is job creation, as Shawn mentioned. There's-- there's probably about six major parts of this report that-- that is kind of our task, you might say, in the South of Downtown for the board and primarily for Shawn. He's got a good start. He's been with us for about two years. The fact is, though, we-- he mentioned we are troubled with some things down here. There's very high poverty in this neighborhood, very low incomes. The renter and landlord ratio is-- it's about 95 percent renters. So we've got our challenges. And one of the things that we really need is to get this strategy built on parking. I have not seen the-- the state report that was just done. And I-- I did not see the older report on parking from 2009. The only thing I can add I think to this, to the mix here, is some facts about supply and demand. I'm in the commercial real estate business. I deal with facts and demographics and so forth day in and day out. One of the things that will be happening in the south of downtown area is new housing, and I hope that whatever strategy the state develops and whatever plan is-- is put into place for parking

includes the fact that there's going to be a lot of new housing built in this-- in this general neighborhood. That will probably add to the need for more parking. Our report says that we need 425 to 450 housing-- new housing units in the next 15 years in this neighborhood. There will be a lot of properties that will probably be-- probably be torn down and many that will be remodeled. But as far as new housing, there is a need for good, new housing for the work force. And many of those people that will be living in these units, whether they're for sale or for rent, many of them will be for rent, will be state workers, I'm convinced, just because of the proximity to the Capitol and the other buildings. So that's a-- that's a-- your plan and your strategy should be the same as ours. It needs to be fluid. Things change. People are riding more bicycles today. We're trying to incorporate bike lanes into the-- into the south of downtown neighborhood. So those are-- those are some of my comments I will answer any questions that you might have.

STINNER: [01:01:02] Senator Wishart.

WISHART: [01:01:02] Yeah, I'm-- thank you so much for being here and for your interest in this neighborhood. It's a-- it's a really special one and it's part of my district. So Patty and I share, share this area in terms of our responsibility. I'm interested, and maybe you're the person to ask this since you're involved in commercial real estate. You know, I think it's very-- it's very good, relevant that we're talking about parking. I want it to be comprehensive enough so that we don't focus exclusively on parking and shut out then the ability for affordable housing development and for business development here. So from your experience, are there ways where architecturally you can have really mixed-use spaces so when you build a building you have parking included but then also commercial use and residential use?

DAVID SCHMIDT: [01:02:01] Yes.

WISHART: [01:02:02] I'd be intrigued in your--

DAVID SCHMIDT: [01:02:02] Yeah, we--

WISHART: [01:02:02] -- thoughts on that.

DAVID SCHMIDT: [01:02:02] -- if you ever wanted to read the report, there's--

WISHART: [01:02:06] Yeah.

DAVID SCHMIDT: [01:02:06] -- there's actual renderings--

WISHART: [01:02:09] OK.

DAVID SCHMIDT: [01:02:09] -- of buildings that-- that need to be built, exactly as you're talking about.

WISHART: [01:02:16] OK.

DAVID SCHMIDT: [01:02:16] So, yes, there are. There are ways to do that. There are ways to put diagonal parking in off of the street that-- that actually gains more parking, instead of parallel parking to the curb. And so there's many techniques that-- that can be used for-- for mixed-use properties that actually can add more parking than what's currently there. But the buildings on mixed-use are tricky. And the city is working with us right now to-- to do some possible new building codes and zoning that might be a little bit different to allow that.

WISHART: [01:02:59] Is there anything additional that we can help you with at the state level, since I-- since I have you here, anything we can help you with for the work that you're doing to help develop the space?

DAVID SCHMIDT: [01:03:13] I would say that if you could get a better relationship with the city to work hand-in-hand with the city on parking, I think it will behoove both-- both entities.

WISHART: [01:03:37] OK.

DAVID SCHMIDT: [01:03:37] There are some things that can be accomplished that are bigger than the whole if you work together. And just from what I've heard in the past, those two entities don't work very well together. I'm sorry to say that, but they just don't.

WISHART: [01:03:54] That's good to know.

DAVID SCHMIDT: [01:03:56] Yeah.

STINNER: [01:03:56] Any additional questions? Now you're in the real estate business you said,--

DAVID SCHMIDT: [01:04:02] Yes.

STINNER: [01:04:03] -- commercial real estate business. So you know the zoning. As you add these housing, new housing or these multi-- mostly multifamily dwellings,--

DAVID SCHMIDT: [01:04:12] Right.

STINNER: [01:04:13] -- so they would require under the building code a certain amount of parking with each unit.

DAVID SCHMIDT: [01:04:18] Right. It's generally, right now I think it's 1.2 to 1.5 parking stalls per building unit,--

STINNER: [01:04:27] And that's--

DAVID SCHMIDT: [01:04:28] -- housing unit.

STINNER: [01:04:28] -- that-- that is off-street parking, is it not?

DAVID SCHMIDT: [01:04:30] That is off-street parking.

STINNER: [01:04:33] I got a buzz on my phone. I'm sorry. At least it's vibrating, right? How many new-- as you look at your study in the plan, how many new parking places are you going to create within the neighborhood? Do you have a feel for that?

DAVID SCHMIDT: [01:04:47] No, we don't have a number on that.

STINNER: [01:04:49] OK.

DAVID SCHMIDT: [01:04:51] One of the things that-- that I mentioned, though, is that we can actually do diagonal parking--

STINNER: [01:04:59] OK.

DAVID SCHMIDT: [01:05:00] -- that can add more parking stalls. There's some very wide right of ways in-- in this whole area here, like G Street is a wide, very wide right of way compared to other streets. So it makes sense to possibly use some of that right of way to add more parking stalls. They do it in Omaha, I know, in older parts of Omaha where they've allowed that. And so instead of maybe six parking stalls parallel to the curb, you can get perhaps nine or ten diagonal. And there's just a-- if you've seen a lot of the slip-in apartment buildings in this neighborhood around the Capitol and in the south of downtown area, they utilize every square inch, that there's no green space. There's-- they've slipped in maximum square footage on that lot with maximum parking. It's-- it's going to be a challenge for us to work with some of those structures and to redo them.

STINNER: [01:06:07] OK.

DAVID SCHMIDT: [01:06:08] But we're working on it.

STINNER: [01:06:10] And you have a plan,--

DAVID SCHMIDT: [01:06:12] We do have a plan.

STINNER: [01:06:13] -- so that's good. Any additional questions? Seeing none, thank you.

DAVID SCHMIDT: [01:06:18] Thank you.

WISHART: [01:06:20] I'm surprised we don't do diagonal around the Capitol.

STINNER: [01:06:20] You do around the Capitol. [INAUDIBLE].

WISHART: [01:06:27] We do--

STINNER: [01:06:27] [INAUDIBLE] diagonal.

WATERMEIER: [01:06:28] On the south side.

WISHART: [01:06:28] On the south side but--

WATERMEIER: [01:06:29] Because of widening.

STINNER: [01:06:29] Good afternoon.

MISHA COLEMAN: [01:06:40] Good afternoon. My name is Misha Coleman, that is M-i-s-h-a C-o-l-e-m-a-n. I am a Near South neighborhood resident and South of Downtown CDO board member. I live on 14th between D and E, just a few blocks from here. The building we are sitting in now is surrounded by a relatively dense residential neighborhood and many residents rely on on-street parking. I see how crowded the streets can become, especially during legislative session. You can see people get creative about where to park, bumpers hanging over alleys and drives. Neighbors who can usually park in front of their buildings may have to park a number of blocks away. I'm young and commute primarily by bike, so for me personally this is only a minor inconvenience, say, when grocery shopping or when it's cold and snowy. But I have been listening to the concerns of my neighbors, and for those who are more dependent on their cars, who are elderly, disabled, who have young children, what is for me a minor inconvenience for them is a much larger struggle. I'll relate an anecdote. I moved to my present address in August from just a few blocks away, moved from your district into Patty Pansing Brooks's district. And the first conversation I had with the

owner of a neighboring apartment building was relatively friendly. He was very curious about our reel-type lawn mower. But he was also quite concerned we were using his parking, the parking lot adjacent his building, and we had a pretty hard time convincing him that was not the case. I'm not sure he entirely believes us still, but. So-- and this is something that I hear from my neighbors just kind of in passing that it's something that is kind of a cyclical concern for them. So I appreciate Senator Pansing Brooks's and this committee's attention on this issue and for your time today. Have any questions?

STINNER: [01:08:34] Thank you. Questions? Seeing none,--

CLEMENTS: [01:08:34] I have one.

STINNER: [01:08:34] Senator Clements.

CLEMENTS: [01:08:37] Does your residence have any off-street parking?

MISHA COLEMAN: [01:08:43] We are fortunate to have off-street parking. We're in a house where much of, unfortunately, the green space has been converted to parking, so we've got a couple parking spots in the back. And, as I said, I commute primarily by bike so those cars don't move a ton. But it's the street in front of our house is always full. And for people who are coming and going during the day, you can-- creative parking over the alley we're next to is kind of bumpers hanging over the back when I take off on my bike in the morning, so.

CLEMENTS: [01:09:11] Uh-huh. Thank you.

STINNER: [01:09:15] Additional questions? Seeing none, thank you.

MISHA COLEMAN: [01:09:17] OK. Thanks.

WAYNE MIXDORF: [01:09:39] Good afternoon.

STINNER: [01:09:40] Good afternoon.

WAYNE MIXDORF: [01:09:41] My name is Wayne Mixdorf. I am the parking manager for the city of Lincoln. And that last name is M-i-x-d-o-r-f. I started my position in 2013, June of 2013. I was primarily brought to Lincoln to manage the new parking for the new arena which was something that no one in the city had any great experience at doing but I've been fortunate enough to do in two other locations. Prior to assuming my duties in Lincoln, I managed municipal parking operations in Ann Arbor, Michigan; Montgomery County, Maryland; Tampa, Florida; and Baltimore County, Maryland, which is where I was immediately preceding Lincoln. As had been mentioned by others, the state has recently released a "Comprehensive Capital Facilities Plan." This planning document speaks to the need of the state government to manage future growth. Among the recommendations contained in the document is construction of new buildings to house various government departments. One of the things that hasn't been spoken about by previous testifiers, however, is the cost of the parking that is associated with those buildings. So we'll use one example. The proposed Justice Building that would be built on parking lot A, which is immediately to the south of the Capitol, that construction would displace 254 existing parking spaces. The consultants recommend that the building be supported by three levels of underground parking which they suggest would contain 750 parking spaces. While I disagree with the total number of spaces that would be created on three underground levels, if we use that number of 750 and multiply it by \$33,000, which is the average cost estimate used in the parking industry for construction of underground parking, you'll find an estimated total cost of \$24,750,000 for the parking component

alone. If a different design incorporating above-grade parking is adopted, the estimated cost of the parking component would be \$13,500,000. Now that figure is achieved by using the national average cost of \$18,000 per parking space. The savings based on those numbers would be as high as \$11 million. What this speaks to is not the need for the buildings. It's not speaking to the need of the comprehensive nature of the plan. What it's speaking to is the need to have parking-specific consultants studying the ramifications of building office space of the size proposed on all of the surface parking lots and estimating the cost of what the underground parking would be. They would probably come back and recommend, potentially, different designs or potentially finding other solutions to the parking issues that would be created. The-- all of the other buildings that are suggested to be built on surface parking lots, all would have exactly the same issues. Whether it's one level of parking, whether it's two levels, whether it's three levels, it doesn't make any difference. The general amount of money that it's going to cost is going to be between \$30,000 and \$40,000 per parking space, depending on design. The state Department of Administrative Services did in fact commission a parking study which was completed in August of 2009. The study was conducted by Carl Walker Incorporated. They're top-tier parking consulting firm in the United States, probably one of the top three. They did in fact offer five recommendations for change, which was mentioned earlier, but those recommendations need to be explored for just a moment. The first one is to develop a Parking Management Program. Now this could be done by creating a parking department within administration, Administrative Services and staffing it with state employees, or potentially by outsourcing the work to a private parking management company. That's what the city has done here in Lincoln. While I am the parking manager and I am a city employee, all of our day-to-day operations have been outsourced to Republic Parking System. I manage their work. They recommended that parking rates should be increased. Parking rates that are being charged today are the same rates that were charged nine years ago at all of the locations. There's been no change. And that would be a burden that would be borne by the employees, unless an alternative way of raising money is found. But the fact is that the two parking garages that were referenced earlier were

opened in the mid-1980s and they are at an age where they will probably need a great deal of preventive maintenance work, a fair amount of concrete restoration work, and obviously that does have to be paid for. They also recommended that enforcement be increased to ensure that parking spaces on the Capitol campus are used for their intended purpose: visitors, parking where the visitor is supposed to; employees using employee spaces. The big one is the creation of a Transportation Demand Management Program. This was something that was inquired about earlier and that means the creation of carpool spaces, strategies for maximizing the use of those spaces, creation and management of van pools, and incentivizing the use of public transportation or other alternative transportation methods. One of the things that was recommended is a program simply called Cashing Out. In its simplest form, it is paying your employees not to drive to work. Surprisingly, it's a strategy that's worked in many places. One of the places that is probably one of the more famous examples in our industry is the Coca-Cola corporate headquarters in Atlanta. When faced with the dilemma of having too many employees driving single-occupancy vehicles to work in a city like Atlanta, which has tremendous parking-- or tremendous traffic problems, they looked at building a parking garage for their employees. They actually found that it was cheaper to pay them not to drive to work and subsidize finding other ways for them to get there. The city of Lincoln has been able to assist the state in partial implementation of two of the recommendations from the earlier study. New parking and revenue control equipment was purchased and installed in the South Garage, the East Garage, the 501 Garage, and on three of the surface lots. We were able to offer technical expertise. We were also able to help install that equipment and we are currently helping staff learn how to manage the reporting capability of that equipment. We are, as mentioned before also, since April, enforcing the city parking regulations on the streets surrounding the Capitol, which has freed up some visitor spaces. But it has been an inconvenience for the employees and it has moved them into the neighborhoods, unfortunately. Finally, the state is not going to be able to build its way out of-- out of this issue. That's not going to happen. That costs too much money. Employee recruitment, retention, and productivity are not going to be enhanced by a parking garage that's built sometime in

the future. That problem is right now. But it's not to say that a parking garage shouldn't be built. An opportunity has been identified on the site of the surface parking lot at 17th and K Street. I think that the garage that was described earlier is probably too small, that that project is-- probably needs to be scaled somewhat larger. A 500-space parking garage on that block would probably be a nice start. Plans do need to be made to implement transportation demand management strategies. This is not only mentioned in the 2000 study; this is mentioned by the consultants that compiled the latest study on the Facilities Plan. And I would also recommend that a new parking-specific study updating the 2009 plan be conducted and that would be supplemental to the "Capital Facilities Plan" and would help formulate management strategies for the future. Thank you.

STINNER: [01:18:44] Senator Wishart.

WISHART: [01:18:46] I'm glad that you brought up that-- that this isn't an issue that's going to be solved by-- exclusively by building, especially because of the price tag.

WAYNE MIXDORF: [01:18:58] Uh-huh.

WISHART: [01:18:58] I introduced legislation on autonomous vehicle technology.

WAYNE MIXDORF: [01:19:03] Uh-huh.

WISHART: [01:19:03] And from a lot of the research I've done, and again this is into the future, but when we're talking about major investments, we're talking about 20-30-year investments. What I read from this technology is that it's going to significantly eliminate the need for parking. I'd be interested in your perspective on this.

WAYNE MIXDORF: [01:19:27] Thank you. And I'd be-- would really like to give it to you. It's the autonomous vehicle is coming. There's no doubt about it. It will be here. But most estimates are saying that we're talking about 2040 before we are hitting that tipping point where autonomous vehicles are more popular than the vehicles we're using now. That means that in the United States somewhere between 20 and 25 million vehicles are going to be sold every year between now and then, a declining number of course, but that includes the vehicles sold last year and the vehicles sold next year. The scrap rate for existing vehicles is only about 7 percent per year so there's still going to be millions of vehicles produced this year, last year, next year. They're still going to be on the street. They're still going to be in use. But the autonomous vehicle will need to be taken into consideration. These are vehicles that primarily will not be stopping. They will not be parking. And that's a good thing from that standpoint. But then it changes the things that we have to take into consideration. The autonomous vehicles are predicted to have 2.2 miles of road use for every mile taken out of service by the elimination of a private automobile. So while we won't have a parking problem necessarily with the adoption of autonomous vehicles, personal autonomous vehicles, we will have a road problem. And so it will be shifting the burden for-- for planning from one hand to the other.

WISHART: [01:21:18] So can you talk a little bit more then about some of the other solutions aside from building--

WAYNE MIXDORF: [01:21:25] Uh-huh.

WISHART: [01:21:27] -- that you have seen other private companies or public or--

WAYNE MIXDORF: [01:21:30] Uh-huh.

WISHART: [01:21:32] -- public institutions use?

WAYNE MIXDORF: [01:21:34] One of the things that we are looking to do in the city, we're investigating whether or not it would be feasible for us to do, is to actually buy back parking spaces. We have people that have been parking with us. They pay our normal monthly rates. And we would be willing to buy those spaces back from them and subsidize their use of public transportation, for example, similar to the Cashing Out Program that Coca-Cola is using. That may be something that helps us free up parking spaces. We need to begin to look at how we can build ridesharing. Lyft and Uber are not necessarily popular names in every location, but a service of that kind would be something that would be available to people that they would be able to use if they were not driving their private vehicle to work. So if you're carpooling or van pooling, for example, but you find in the middle of the day that you have to be someplace besides your place of employment, you have to leave early, ridesharing services are the type of thing that would be able to-- you'd be able to develop a program with those companies where your employees would have a guaranteed ride where they would be able to get to the doctor or to get home, whatever the case might be. But the easiest one to achieve is simply increasing whatever incentives are necessary to increase the use of public transportation. Buses are big. They carry lots of people. And the more riders there are, the greater the ridership, the more flexible the transportation system can become and the greater it can accommodate those that need to-- to use it.

WISHART: [01:23:30] Great. Thank you.

STINNER: [01:23:30] You have indicated a couple times about different types of studies, parking studies, those types of things need to be upgraded. Do you get a feeling for how much that would cost? And what-- what should we-- what should we ask for?

WAYNE MIXDORF: [01:23:45] Well, it would be-- it would-- it's difficult to estimate.

Obviously, you're going to-- you're going to have to look at the parameters of it. But I would be thinking that we would be looking for the type of study that I'm thinking about, which would be an update of the 2009 plan, so you're already working from a baseline, and the-- and something that is supplemental to the-- to the "Capital Facilities Plan." You're looking in the vicinity of a \$150,000, I would think,--

STINNER: [01:24:16] OK.

WAYNE MIXDORF: [01:24:16] -- if you're talking about one of our top-flight parking consultants.

STINNER: [01:24:20] And shouldn't we also incorporate what the city is going to do, what their vision is of the downtown and--

WAYNE MIXDORF: [01:24:27] Absolutely.

STINNER: [01:24:28] -- [INAUDIBLE]? So we'd have to coordinate with the city of Lincoln any kind of parking plan that we'd put together. We can't just do it.

WAYNE MIXDORF: [01:24:35] It should be done in conjunction, absolutely. It should be a partnership. You are surrounded by city streets. We do have-- we do have a stake in this in making sure that the parking issues of the Capitol campus are resolved. It certainly has an impact on us. It has an impact in ways that actually haven't been discussed in that many of the people that are not able to park in the state garage or on the state surface lots or find convenient parking close to the Capitol or close to the office buildings, they do park with us in the city garages. While it is

something, while we do have some capacity, all of the city parking garages that are east of Ninth Street are at 100 percent capacity. In fact, our Center Park Garage, where you're dealing with 9 percent oversell at the state garages, at the Center Park Garage I have 140 percent oversell. Because of the employment situation adjacent to that particular facility, folks that are working off-hours, evenings, even third-shift employees, we're able to really maximize the number of people that we can serve with that particular building. Now in the situation with the state, you're not going to be able to go to those lengths. But I think something along the line of a 15 percent oversell rather than the existing 9 percent is capable with good professional management right now. But, yes, everything needs to be done in conjunction with the city.

STINNER: [01:26:08] And that, you know, I've noticed that Lincoln has moved more and more people downtown, apartments and huge high-rises, those types of things, repurposing buildings into residential. That puts a strain on parking. Is there's zoning requirements, I presume, that look at--

WAYNE MIXDORF: [01:26:26] There-- there are. There are zoning requirements. But in B-4 zoning in downtown there is no requirement for the developer to have on-site parking. That's the responsibility of the city. Now that is a development tool. And that you are probably not going to find many developers that are going to take full advantage of that simply because there are market aspects to developing. For example, a residential building that would have zero parking on-site, that would not necessarily be attractive now for our current people that are moving downtown. But one of the buildings, the 8N Building at Eighth and N, actually did build in B-4 by right without any on-site parking. They contracted with us to have 200 of their residents park in one of our garages about two blocks away. The Blue 3 Garage, and they built an off-site parking lot over on West O Street and they operate a shuttle. Actually they have three, I believe, three buses that run. So they have found a way around having the-- the need to have on-site parking. That's an example that can be-- that could be utilized elsewhere also.

STINNER: [01:27:55] When I start to model some of these numbers that you're talking about and say that we're looking at a parking garage five, six, seven years from now, what inflation factor should I put into that? Do you have a feel for that?

WAYNE MIXDORF: [01:28:09] Currently we're using 3 percent in our calculations. Yes, sir.

STINNER: [01:28:11] OK. Monthly parking rates in Lincoln, what-- what's that number?

WAYNE MIXDORF: [01:28:20] We have our parking rates for monthly parking range from \$62.50 at the low end to \$110 at the high end. Now the \$110 would be for secure, gated parking. And we have a limited number of those spaces but-- but they do exist.

STINNER: [01:28:39] So it's only \$62.50 to park in downtown Lincoln.

WAYNE MIXDORF: [01:28:45] The \$62.50 rate is actually in the West Haymarket and we--

STINNER: [01:28:48] OK.

WAYNE MIXDORF: [01:28:49] -- do have folks that work downtown that are willing to walk six blocks to have that rate for parking. But if you're talking about the garages that are east of Ninth Street, which would be the core of all downtown, we start at \$70 a month and run to \$110.

STINNER: [01:29:08] So if the state would build something, \$70 would be a number that I could easily use or can be [INAUDIBLE]?

WAYNE MIXDORF: [01:29:15] Yes, sir, it is. That's a number that allows us to pay our debt and allows us to earn the money we need for maintenance and to pay our employees.

STINNER: [01:29:26] Tell me what the maintenance factor is that I should incorporate into that.

WAYNE MIXDORF: [01:29:30] We generally use a full-in number of \$100 per year per space as when we're doing our budgeting.

STINNER: [01:29:39] OK. And your usual life is about 30 years on a parking garage?

WAYNE MIXDORF: [01:29:43] No, sir, we're building to a 50-year standard--

STINNER: [01:29:47] OK.

WAYNE MIXDORF: [01:29:47] -- at this time. But I would--

STINNER: [01:29:48] And how long do you have to do the complete redo? The \$100 won't cover it, will it?

WAYNE MIXDORF: [01:29:53] Oh, no. No, sir. No. That at that point we have-- but what we have with-- with the city is we have a system. We have 12 parking garages. We have 3,000 on-street spaces. All of the money from that system is dedicated to-- to whatever maintenance or whatever repair work it needs to be done. Each individual parking garage doesn't have to pay its own way.

STINNER: [01:30:21] OK. OK. Any additional questions?

WISHART: [01:30:25] Yeah.

STINNER: [01:30:26] Lots of them. Senator Clements.

CLEMENTS: [01:30:28] Thank you. Thank you, sir.

WAYNE MIXDORF: [01:30:29] Yes, sir.

CLEMENTS: [01:30:30] It's been mentioned that the state hasn't worked well with the city on this, these types of issues. Would you comment on that, of your experience?

WAYNE MIXDORF: [01:30:43] I think the safest way or the easiest way to explain it is that I have no real counterpart in this state. There is no specific manager with my level of experience in managing large parking systems. They have very good people, very hardworking facility managers that are attempting to get a grasp on the parking situation, and we are assisting them at this point. In fact, Macklin Hunt [phonetic], who works in parking for the state, actually reached out to us for assistance. He didn't have a full grasp of the reporting capability of the parking revenue control equipment, for example, and he asked us if we would be willing to help, to help educate him, and we're certainly happy to do that. As I said before, we did help install all of that equipment and we do maintain that equipment from a technical standpoint. The biggest area where we have not had a great deal of cooperation is-- was mentioned earlier in that we have had some pushback. Over time, individual offices, when we have taken on the enforcement effort around the Capitol, there have been times when that has gone as high as the Mayor's Office complaining about our efforts. And of course, it's easier at that point for us to just simply back off. If the state was willing to live with that situation, then we were willing to let them do so. And that may have been a failing on our part.

They are city streets. But it just seemed a fight not worth fighting at that time. Everyone individually that we've dealt with in the state, though, Senator, I have to tell you has always been as cooperative as they possibly could be. I do think the biggest issue is a lack of experience in managing a system that is growing in the way that the state system is growing.

CLEMENTS: [01:33:01] And the city is interested in being a partner, working together with the state?

WAYNE MIXDORF: [01:33:06] Absolutely. We definitely have a stake in this. Yes, sir.

CLEMENTS: [01:33:09] Thank you.

STINNER: [01:33:11] Senator Hilkemann.

HILKEMANN: [01:33:12] I have just a couple of questions here. You mentioned early on that the State Office Building is, or, I'm sorry, the state office parking out there--

WAYNE MIXDORF: [01:33:20] Uh-huh.

HILKEMANN: [01:33:21] -- is beginning to crumble and needs to have some substantial maintenance work on it. Do you know, were those built-- you mentioned you're building yours with a 50-year standard. Do you know what standard those were built at, at the time?

WAYNE MIXDORF: [01:33:32] Well, in buildings built in the 1980s were probably built to a 40-year standard in terms of the-- terms of the construction techniques of the time. Proper maintenance will extend that for 10 to 15 years before you have to-- before you have to get serious about its end

of life and replacing it with whatever comes next. You're talking about investment in repair and restoration. That is ongoing, however. So you're able to do it in small amounts of money. You're able to spend-- the city, for our parking garages right now, the three JPA garages associated with the arena are not yet in their life cycle costing us any money in maintenance, so we're talking about the other nine garages. We spend a half a million dollars a year just on basic concrete restoration and waterproofing and making sure that the garages are structurally sound. And that is just an ongoing program. That won't ever change. It will only increase by 3 percent a year, as we make our bus-- budget estimates. If you haven't spent that kind of money on a per-space basis then the money that will be necessary to be spent in the future will be greater.

HILKEMANN: [01:34:55] So what you're saying, without having any study on it, that those office-- that parking lot, state parking lot may be getting next, and near its end of its useful [INAUDIBLE].

WAYNE MIXDORF: [01:35:08] They need to be assessed. Yes, sir. You need to, someone needs to find out, to assess their structural integrity. To my-- I'm not an engineer. To my eye, I don't see any serious issues with them. There's no-- there's not a great deal of concrete spalling or any of that type of thing. So you're not looking for-- it's getting a little bit in the weeds here-- you're not seeing a lot of water intrusion, for example. Water is the worst thing that you can have with concrete. But, someone, a structural engineer that needs to do an assessment of them and be able to give you an idea of what needs to be done to extend their useful life.

HILKEMANN: [01:35:52] What the-- the parking at 11th and Q, approximately how many cars are parked, can park in that garage?

WAYNE MIXDORF: [01:36:02] Eleventh and Q, that would be our Q Place Garage.

HILKEMANN: [01:36:02] Right.

WAYNE MIXDORF: [01:36:03] That's an 809-space garage. Yes, sir.

HILKEMANN: [01:36:07] Yeah. What's that-- what's the-- the best bang for your buck as far as size of a parking lot that makes it the most efficient? You mentioned obviously going underground--
-

WAYNE MIXDORF: [01:36:21] Uh-huh.

HILKEMANN: [01:36:21] -- is far more expensive--

WAYNE MIXDORF: [01:36:24] Very expensive.

HILKEMANN: [01:36:24] -- than above ground. So where-- where-- where is that--

WAYNE MIXDORF: [01:36:26] Well, again, it depends on your goal. But we have built parking garages. The smallest one that the city has built is the Haymarket Garage at 409 spaces. That's not true. Cornhusker is only 382 spaces but it's associated with the hotel. But the largest one is our Center Park Garage which has 1,049 spaces. It was built to support a retail shopping development back in the '70s. I'm going to, just as a ballpark, if you have the space, if you have the full block like you have at 17th and K, you should be looking in the 800- to 1000-space size.

HILKEMANN: [01:37:20] That would probably be the most efficient utilization of a-- of a city block.

WAYNE MIXDORF: [01:37:24] That's correct. There are some things that would be-- it would be dependent on. But at 17th and K, again using that as an example, you have K and L which are both larger streets that would be able to handle the traffic. That is-- I need to temper that just a little bit. We're talking about parking. We're talking about the economy of scale. I have to tell you that parking is not the highest and best use of any piece of urban property. The-- it-- if it was me and I was the sole decision maker for that particular piece of property, I would be looking at finding a way to build the office component that is desirable for there and-- on half the block, and on the other half of the block I would be looking at building somewhere in the 500-space size. That would give you the 200 to 250 spaces you need for the building and also give you space for-- to accommodate the other needs.

HILKEMANN: [01:38:32] You mentioned that going down is expensive. Going up, how far, how high can you build a garage that still makes it efficient?

WAYNE MIXDORF: [01:38:43] You-- it's very, very difficult to go above seven stories. Once you're above seven stories, the circulation for people that have to park on the higher levels becomes difficult. It's a-- it's harder to get in the garage to get to the top. Harder if you're at the top to get out of the garage. And it's just something that we find the general public doesn't like the park above the sixth or seventh floor. They will if forced, but they just don't like to do it.

HILKEMANN: [01:39:18] OK. Thank you.

STINNER: [01:39:19] Senator Wishart.

WISHART: [01:39:20] Is it unusual for a state-- so what-- what I heard from Senator Clements'

question to you is that we don't have a version of you, in terms of your expertise, working for the state.

WAYNE MIXDORF: [01:39:35] That's correct. That's-- I am unaware of anyone that would occupy my role with the state.

WISHART: [01:39:41] That seems to me like one of the main reasons why we're in this conundrum.

WAYNE MIXDORF: [01:39:48] It certainly contributes to it. The-- in other places that I've worked, the state campus, state capital campus in Atlanta, for example, or in Madison, they do have people that are specific, specifically running their parking operations. There's any number of other state capitals around the-- around the country that find themselves in that situation.

WISHART: [01:40:16] So there are other states that have a person like you with the expertise in this specific area hired--

WAYNE MIXDORF: [01:40:24] Uh-huh.

WISHART: [01:40:26] -- with the state.

WAYNE MIXDORF: [01:40:28] Yeah. Absolutely. It is the same way that you would look at any other facility manager, that you would look at any other manager for any other water district or anything else. You need specific expertise for that specific job.

WISHART: [01:40:50] Are there ever states that you know of that contract with the city to share

that expertise?

WAYNE MIXDORF: [01:40:57] I'm not-- I can't point to an example of that. I don't know whether they exist or not. I'm not aware of one. If it was going to happen, to be honest with you, it would be in Sacramento, California, where the city of Sacramento operates a great deal of the parking that's around the state capital. But I'm not aware of a state government contracting with the city for that expertise.

WISHART: [01:41:25] OK.

STINNER: [01:41:25] I'm just wondering and I'm wondering out loud, is there a number that you can charge employees for parking? And you were talking \$70. If I charged the employees here \$70 but there's still available free parking down in the neighborhoods, if they want to work at it, is there a number out there that you're aware of that suddenly tips over and doesn't work anymore for employee parking? Is there a maximum amount I can charge or a minimum amount I can charge to-

-

WAYNE MIXDORF: [01:42:01] I--

STINNER: [01:42:01] -- to ensure that they're out of that?

WAYNE MIXDORF: [01:42:02] I understand. If you're using-- if your goal is to-- is to raise revenue in order to be able to manage all of the needs of a parking system, then you're going to-- your rates are going to be higher. You're not going to be subsidizing employees.

STINNER: [01:42:25] That's exactly the number I'm trying to get to, is--

WAYNE MIXDORF: [01:42:26] Yeah.

STINNER: [01:42:27] -- what do I have to subsidize to park.

WAYNE MIXDORF: [01:42:28] And there's-- there's not a number. What you need to do is need-- you need to develop, come at it from the other side. You need to develop that budget. You need to develop that target number and then begin to figure out what that monthly fee is going to be. It-- so there's no real answer that I can-- that I can give you. I can tell you that in our own circumstances with the city that we, because of the demand, and, again, this is all demand-driven, because of our demand in the city that when we raised our rates from \$70 to \$75 a month on our base price, we expected that we would-- that we would lose a half a percent of our monthly parkers. And we didn't. We didn't lose any. We actually didn't field any complaints. It was the demand is so high that that was just an accepted reality. The next rate increase that we will have, we will probably go from \$75 to \$80. And we are trying to figure out when that time will be, when our costs have risen to where that becomes necessary. I'm hoping that that's a couple, three, four years away, but we don't-- but we don't know. In terms of-- it's all about the price elasticity. You don't know exactly when you're going to reach that, that maximum number. I do know that there's a minimum number and that's a dollar. The moment that you begin to charge a dollar that free-parking space looks pretty nice even, if it's three blocks away or five blocks away. The number may be pretty small at that price point of people that are taking advantage of the free parking, but there will still be people that will do that.

STINNER: [01:44:27] I'd hate to build a big parking garage in anticipation that the employees would use it and then be vacant, so. I would presume also that the parking study would-- would analyze what those rates needed to be.

WAYNE MIXDORF: [01:44:41] Yes, sir. That would be key. That would be a key component.

STINNER: [01:44:43] Yeah. Other than state senators being overpaid, everybody else is underpaid. Senator Hilkemann had some questions for you.

HILKEMANN: [01:44:50] Real quickly, and I had forgotten. You mentioned Coca-Cola, what they were doing down in Atlanta.

WAYNE MIXDORF: [01:44:53] Yes, sir.

HILKEMANN: [01:44:56] Well, having driven to Atlanta a few times and been down there, that's a whole different ball game than Omaha, than Lincoln, Nebraska.

WAYNE MIXDORF: [01:45:03] Absolutely.

HILKEMANN: [01:45:04] So what is-- while an incentive program might work in Atlanta for that, do you see that type of incentive program working in Lincoln?

WAYNE MIXDORF: [01:45:12] I don't see it working immediately the way that it would in a city that's as congested as Atlanta. Obviously, you're absolutely right, that is a completely different world. There's no question about it. And Lincoln is cursed with distance. You come to Lincoln, you come to Lincoln to go to school, you come to Lincoln for-- for-- to-- for the Legislature, for any reason. And you could be traveling 300, 400, 500 miles and still be within the state. So you're not-- there are-- there are no buses, there are no trains. You're going to be driving your private automobile. Even if when you bring it to the city you don't move it except on Saturday night when you go out with your friends, you still brought it with you. You have to have it to get home. So I

don't see the-- those types of programs working immediately or in the same way. But I do think that they need to be-- we need to examine them. We need to take a strong look at them. And we need to see what parts of those types of programs we can implement and begin to train the public that there is a better way than just bringing your car downtown.

HILKEMANN: [01:46:37] Well, and earlier there was some testimony about using Innovation Campus for the parking out at that area.

WAYNE MIXDORF: [01:46:41] Yes, sir.

HILKEMANN: [01:46:43] If we were to do that on a temporary basis and you shuttle us, how expensive does that become utilizing shuttles?

WAYNE MIXDORF: [01:46:50] The price that I've been quoted by StarTran, because that's who I would have to use if I was operating a shuttle, is \$600 a day for one bus with one driver operating for eight hours. So if you were operating multiple buses over a longer period of time, obviously the costs would-- would go up.

STINNER: [01:47:18] Senator Watermeier.

WATERMEIER: [01:47:19] Thank you, Chairman. I appreciate this, Mr. Mixdorf. You were in my office I think back last spring and we had this same conversations--

WAYNE MIXDORF: [01:47:26] Yes, sir.

WATERMEIER: [01:47:26] -- back in January, February.

WAYNE MIXDORF: [01:47:27] Uh-huh.

WATERMEIER: [01:47:27] And I appreciate the conversation. I had in my head \$50,000 to \$70,000 of a study. And I'm wondering that maybe would have just been a cost-share number that I had in my head.

WAYNE MIXDORF: [01:47:36] It's very possible. Again, it all depends on the-- on the scope of the study. If you are-- if you have a very narrow focus, it certainly is entirely possible to keep that under \$100,000.

WATERMEIER: [01:47:51] OK.

WAYNE MIXDORF: [01:47:51] As you expand the scope of it, of course, it gets larger.

WATERMEIER: [01:47:55] All right. Then the other number, you had mentioned a statistic on the autonomous vehicles, 2.1 miles.

WAYNE MIXDORF: [01:48:01] Two point two.

WATERMEIER: [01:48:02] What is that number? [INAUDIBLE].

WAYNE MIXDORF: [01:48:03] That an autonomous vehicle will operate, for every mile of operating distance for a private vehicle, an autonomous vehicle will have 2.2 miles of operation.

WATERMEIER: [01:48:21] OK. [INAUDIBLE].

WISHART: [01:48:21] I would some-- some other time I'll debate you on that. [LAUGHTER]

WAYNE MIXDORF: [01:48:21] Those aren't my numbers.

WATERMEIER: [01:48:27] [INAUDIBLE] immediately. That's fine.

STINNER: [01:48:31] But those numbers are changing as we speak, right?

WAYNE MIXDORF: [01:48:33] I would think that's true.

STINNER: [01:48:35] Any additional questions? Seeing none, thank you very much.

WAYNE MIXDORF: [01:48:38] Thank you.

STINNER: [01:48:39] This concludes our invited testimony. I'd like to see a hand of other testifies that would-- so we've got one, two, three. OK, very good. We are-- we will limit the uninvited testifiers to five minutes.

HILKEMANN: [01:48:59] Five or three?

STINNER: [01:48:59] Three minutes.

NICOLE BARRETT: [01:49:05] Hi. My name is-- hi, Senators. My name is Nicole Barrett, N-i-c-o-l-e B-a-r-r-e-t-t, and I am a relatively new legislative employee as of this summer, but I am here in my own capacity, not professionally. I am using vacation leave to I come and be here today. But I

felt like I could maybe give a little bit of perspective of what it's like when you're a new employee here navigating the parking situation. I have worked downtown in the past. I've been a lobbyist here in the past so I was very acutely aware of the parking situation. And was very assertive the day after I accepted my position, three weeks before I started, and called every parking garage, got on every waiting list I could, did everything to make sure that I could find some sort of parking. Some garages in the vicinity won't even take names for the waiting list, they are that long. And so I started out doing what most people do here, doing the move around and moving your car every couple hours because that's, you know, sort of what needs to happen. I've received four parking tickets. One of them was 2 hours and 15 minutes and it must have been scanned right after I parked and I saw him writing it when I walked out there and I was only late because I was on a call with a constituent. So it was fair. I was over-- over the limit and I admit that. But it is, you know, it is a challenge. On days I've taken the bus numerous times. I've explored those possibilities. I live way in northeast Lincoln, so the bus system works really well to get here but not very well to get home with the schedules. And I was nervous about what would happen when session started and late nights and things like that. Luckily-- so I started in June. I got on a list in May. On September 11 my name finally came up on one list downtown. So that's sort of about what the wait list was, at least for me. I pay \$75 a month and I am a half a mile away from the Capitol. So there's a lot of pros now. I have a place to park every day. I appreciate that I ended up in a garage where there is a cooperation with the state so it's pre-tax dollars so it cuts my costs just a little bit, and that \$75 includes a small nominal charge to have a reserved space. So I didn't have to worry about overselling or any of that. On a nice day, I'm a half a mile away, it's not too bad of a walk. It's kind of a nice way to start and end your day. But it does mean my car is not nearby. It is a huge expense. I think that's triple what state employees are paying in lots down here. It is extra time. And when there's the elements, I am a little nervous about January, February, and March, when it's late nights and dark and cold and that. There is a Star Shuttle. So StarTran has the regular bus service, but they also have the Star Shuttle. I think actually now it's renamed something else as of November. It cost

a quarter and you can pick it up right out here on the west side of the Capitol and then it runs this loop through downtown and such. So it's a nice, somewhat times convenient, but you have to time it just right. Of course, it doesn't run too late into the evening so I'll be doing that walk. Just, you know, I don't really have any advice but I wanted to sort of share that perspective, what it was kind of like. I am still on the list for things closer on the state's but I know the state's list is years long. So wanted to sort of share that and take the opportunity if there were any questions that I might be able to help with.

HILKEMANN: [01:53:16] Thank you. Are there any questions? Senator Watermeier.

WATERMEIER: [01:53:18] Thank you, Chairman. Ms. Barrett, I am not a daily commuter so I don't get that, what that's like every day. But we had this conversation about the shuttle coming from way down in the Haymarket and, you know, getting that sort of route.

NICOLE BARRETT: [01:53:32] Uh-huh.

WATERMEIER: [01:53:32] And I-- what's the discomfort or what's the anxiety? How much are you willing to do when it's-- when it's maybe half the cost? What-- can you talk about that? Is that-- is that any-- something you would just dismiss immediately or is that something that looks attractive?

NICOLE BARRETT: [01:53:46] You know,--

WATERMEIER: [01:53:47] I just don't know what that's like.

NICOLE BARRETT: [01:53:48] -- that's-- that's a good question. So I actually explored that

because I am on the city's. I put my name on the city's list as well. And they do have a couple openings in the West Haymarket so I contemplated and that was sort of my back pocket. When it came time for session, if I needed something I would likely do that. Those spots are a couple blocks' walk to where the nearest bus stop is. And so the reality is, you know, you're paying the fee.

WATERMEIER: [01:54:17] [INAUDIBLE].

NICOLE BARRETT: [01:54:17] You drive there. You park. You walk in the elements or whatever and then you wait for a bus. And so there's that timing thing. You know, we have a good bus system, but it's only as good as the users and some of that and what they can do for capacity. And so there are waits. You know, you really have to time it. And we're sort of in the nature of a job here where things aren't exactly 8:00 to 5:00. It's not bankers' hours. You're not walking out, you know. So even when I was taking the bus nearby here some this summer to explore that option, if you get just a little bit late or you're on a call and you miss and the next bus isn't coming for a half an hour, you know,--

WATERMEIER: [01:55:02] Is it like a school bus?

NICOLE BARRETT: [01:55:04] It's like a school bus.

WATERMEIER: [01:55:05] Or isn't not like a school bus where parents will call and hold it up?

NICOLE BARRETT: [01:55:07] Exactly. So--

WATERMEIER: [01:55:08] All right.

NICOLE BARRETT: [01:55:09] -- and then maybe you miss your connection. And unfortunately, the central area in downtown where a lot of the buses connect can sometimes be a little bit of a sketch sort of environment. So even this summer when it was daylight and I was waiting and-- for a bus, I was approached by numerous people that, can I borrow your phone, can I get a cigarette, you know, some things like that that it's not bad but it's also not your ideal scenario. So those sort of things, depending on what the situation is, are a disincentive.

WATERMEIER: [01:55:43] So I'm glad to hear you say had contemplated that in your analysis of what you were going to do and--

NICOLE BARRETT: [01:55:47] Yeah.

WATERMEIER: [01:55:48] -- was an option for you. So I just, it's a world that I don't live.

NICOLE BARRETT: [01:55:52] Right.

WATERMEIER: [01:55:53] So I just appreciate that. So thank you.

STINNER: [01:55:56] I just want to say bankers' hours are 6:00 a.m. to 6:00 p.m., so--

NICOLE BARRETT: [01:56:01] There you go.

STINNER: [01:56:01] -- you must work a lot longer than that.

WISHART: [01:56:06] He wanted to get that on the record.

STINNER: [01:56:07] Senator Clements.

NICOLE BARRETT: [01:56:07] But the bus thing, especially when session is running late, is going to be a challenge, too, for anybody, because the buses aren't-- aren't running, so.

STINNER: [01:56:17] Any additional questions? Seeing none, thank you.

NICOLE BARRETT: [01:56:20] All right. Thank you.

BARB DORN: [01:56:33] Good afternoon. My name is--

STINNER: [01:56:33] Afternoon.

BARB DORN: [01:56:33] -- Barb Dorn, B-a-r-b D-o-r-n. I, too, work here in the State Capitol and so these are my views, not my senator's views. In-- but in view of the 20-year plan that was in today's paper, which took me aback a little bit, I'd like to call your attention to the rather imperfect storm of parking issues that happened in the last few months. And if you think it's bad now, just wait till session starts. So the storm: the HVAC construction thing took spots out of the existing lot and added construction workers to the side streets so-- and they need a place to park, of course. School started. We have McPhee School just one block south, so you have parents, staff, teachers. The parents need a drop-off zone, so that eliminates a street where you can park. During the summer you can park there; during the school year you cannot. So that took that street away. And then the aggressive parking enforcement, which also started in the summer. The day it started there were people that got three tickets in one day because they didn't realize that was going to happen. Thankfully, I was not one of them. And so unless you're very adept at playing the two-hour shuffle where you go move your car, you get a ticket, which it's fair. It's posted for two hours and your

ticket is due. I don't have an issue with that. But as a result, all the Capitol employees that had been parking not just on the perimeter of the Capitol but this aggressive parking enforcement also spread to some of the side streets and they will get you for parking this far over the sign that says no parking here. I observed that happening. So that all of those things combined made the Capitol employees flee out to the hinterlands, as I call it, which just made residential parking so much worse for the people that live in this area. Many times I have driven to the Capitol, driven around for like 15 minutes, give up because I needed to get into the building, parked along the perimeter, and then I get a parking ticket. Fine. I'll live with it. But there aren't options out there. A friend of mine that's just started at a division nearby went through the same process as Nicole to try and find parking. She's called everywhere. She parked in a residential area one morning and was yelled out by a resident that lived there. She had no problem with being yelled at. She understood why she was being yelled at. She was a little concerned about her car during the day. You know, are they going to be upset? They were upset about that so you don't really know what's going to happen. The thing that concerns me is that we're running out of options because, okay, so you might say why don't we man up and pay for parking, commercial parking? Well, my answer is good luck with that because I'm on two private waiting lists that cost two to four times as much as state parking and they have long lists but not as long as the state parking list. So I've worked here now for 3 years and 11 months this time, and after inquiring a couple of times a year, I try not to be a pest, but I ask the person at DAS about parking, I was finally told I was 653 on the list. OK, 653 was startling but even more startling when I heard the person that testified say the list goes to 595 and I thought am I on a list at all? So that was a little concerning. So what are the alternatives? Yeah. So you might say why don't I ride a bike? Well, it snowed and I live in Beatrice. OK? So why don't I take a bus? Because actually I could probably park at SouthPointe park, the shopping mall, and catch a bus, but my commute takes 50 minutes. So then I would have to time it right to get on a bus to get to the Capitol and then I have to time it back the same way to get home again. And exactly, this is not the session. When session does start, if I don't leave the building at 5:00 but much later, will there be a

bus and can I get to my car at SouthPointe then? And then it's not there during the day. You know, if something comes up, you like to be able to get to your car. So I do love my job. So I chose to work here and even though I live in Beatrice so I put up with the drive and I listen to a lot of books on tape. The newspaper article said that buildings in the 20-year plan should include some amenities that attract good employees-- did you see that-- and it was like the showers and maybe a day care and things like that. But I think one of the first perks should be a place to park when you get to your job, right? And that doesn't just apply to me as an employee. And it also applies to the constituents and the visitors. So we have people that come to visit the Capitol and if they spend longer than two hours in the building and they're parked on the south side, they come out to a parking ticket, which is not a very good way to promote tourism, I wouldn't say. If they park on the east side, that's one-hour parking. So if you take the Capitol tour, you might be here longer and then, I don't know, get a ticket at the end. So it is a huge problem for the neighborhood, for-- for people that come to visit all three branches of government that are in our building, that sit here to testify. You're here longer than two hours often for a public hearing. So employees aren't the only ones that are impacted. But I have said that the bane of my existence here is finding a place to park. I love working here. Politics can be interesting. But the worst part of my day is finding a place to park and it just shouldn't be that way. So anyway, a short-term fix would be, I think, to clean up that parking list. I mean obviously there's a discrepancy between how many people are on the list and what number we are in waiting. So maybe the list maybe needs to be revisited, put on a better spreadsheet. I don't know. And then also angled parking, as much angled parking as possible around the area surrounding the Capitol and also to paint the lines so that people park in the right spot, because when it snows and then you can't see the lines, parking gets more erratic and that eliminates spots that could be used. And also I'd like to address your question about what the fee would be, you know, to park. I would be willing to pay more for a guaranteed parking spot than an oversold lot. So just keep that in mind, I think, with the fee structure. I'd pay more if it was an assigned spot. So thank you very much.

STINNER: [02:02:45] Questions? Seeing none, thank you.

BARB DORN: [02:02:48] Thank you.

WILLIAM DAVENPORT: [02:02:59] Hi, Senator Stinner, members of the committee. My name is William Davenport, W-i-l-l-i-a-m D-a-v-e-n-p-o-r-t. I'm a retired state employee. I worked for the state for something like 36 years and I live two and a half blocks south of the State Capitol Building. We've lived in Near South area since we moved here from Chicago, first as renters, now as homeowners, and so I can attest with firsthand knowledge of the issues that both Senator Wishart and Ms. Coleman alluded to for people who live in the neighborhood and the impact that the lack of parking for the State Capitol and the State Office Building have for neighborhood residents. Many is the time, particularly when the Legislature is in session, that by 7:00 a.m. the streets around our home are parked up solid. And if you guys go into the evening when you're in session, later on in the session, sometimes those spaces don't become available till 7:00 or 8:00 in the evening. So cut your-- cut your days shorter when you're in session and that would help us residents. [LAUGHTER] But it is an issue that really does impact us sometimes. We do not have a garage. We have one side slip next to our house that we can park one of our two cars on. Sometimes when my wife, who works at Everett Elementary, drives home, she has to park maybe a block, maybe two blocks, maybe three blocks away. Now I will say the parking down in our neighborhood is not limited to two hours. You can park there for 24 hours if you want without the city coming along and giving you a ticket. But there are a lot of issues, and Ms. Coleman addressed earlier, with people parking with the nose of their car stuck out into the alley, where I back out and try to get into the street, so I can't see anything coming up or down the street. And I just really do appreciate the fact that the parking issues caused by the impact of both the Capitol and the State Office Building are being looked at by the Legislature and by Senator Pansing Brooks, of whom I am a constituent. And so I do appreciate it and I'd be more than willing to answer any questions.

STINNER: [02:05:25] Thank you. Any questions? Seeing none, thank you.

WILLIAM DAVENPORT: [02:05:26] Good. You're welcome.

STINNER: [02:05:26] Any additional testifiers? Seeing none, Senator.

PANSING BROOKS: [02:05:40] Just briefly, first off I want to thank everybody who is here and testified so expertly and passionately. I think it was good to have the facts and some of the actual people who are being affected by the state. I also want to thank you all for your excellent questions because I think it was helpful to get out additional information. I know this has been an extended hearing for you and probably thought, oh parking, we can get out of here pretty fast. But these are important issues around this Capitol and I really appreciate how you've all listened and asked thoughtful, good questions. I also want to thank my friend Senator Watermeier for this ability to work together on something before he leaves, and for his great work in the Legislature and we wish you well. And I just want to do-- talk about one more thing. I just want to point out that in that first off we've gotten-- you received two letters: one from the Everett Neighborhood Association, also another one from a homeowner. I also wanted to point out that you do have the executive summary of the Facility Plan. And again, that's that Facility Plan and I want to point to, you'll see right here, we have given you also a copy of-- did you not get it?

_____ : [02:07:07] Yeah, we have that.

PANSING BROOKS: [02:07:07] OK. We gave you a copy of the map and that map I think is interesting because it does show the facilities that are intended to be built. I mean it's-- it's a very costly plan and it's a very extensive plan. Of course, it's thinking ahead, so that's an important thing

to do. So I just wanted to make sure that you see that map and also on page-- it's Roman numeral XI there is a really good summary of the new construction and renovation of the office building. So I'm just going to quickly mention that on the 17th and K, and I don't know if you see this page right here but it's right next to the map and it talks about the 17th and K Streets. The new office building there that you've heard a lot of discussion on basically is going from-- from 282 to 426 spaces. So that is an addition of 140 for the 17th and K office building, according to this plan. Nobody has accepted the plan. I'm just saying according to the plan. So that place is up 140. The 1526 Building is the-- is the one that's just north of the Capitol, behind the building that has the hand on it, so that's parking space is actually, under the plan, going to lose 70 spaces. So we're up 140 for the 17th and K, we are down 70 behind the building just north of the Capitol. Then the new office building that they're talking about, the Justice Center, which I think will cause a lot of very interesting discussion because it's discussion to move the Supreme Court out of this building, south, on to the south lot that the staff uses right now. So no matter what the plan is there, that-- that is a-- they are talking there about taking it from the 254 spots that we have right now in that south lot up to 750 secure spaces. So that's about 500 more spaces. But, of course, we're talking secure, which means much more expensive. So that doesn't help employees at all. And so you just have to think about that. And then the others, the other space is the-- the space where-- where we all park, the senators lot, and that one will lose a 117 spaces. So if you look at it, 17th and K goes up 140, the 15-- north of the Capitol goes down 70, then we get about 500 extra spaces south of the Capitol but they're secure spaces, and then we lose 117 for the senators lot. So that's how we came up earlier with the number of about 450 more spaces. But of those extra spaces, a lot are secure. So again, we're talking about how much will they pay. Well, it's-- it's going to be much more significant once it's considered secure. And the other question is, if that's where the Supreme Court and Attorney General is intended to go, there-- there's discussion that there will probably have to be an underground walkway to have them be able to access because they are not talking about moving the Supreme Court itself, the actual court. So you move the justices and the AG, and they have to access the

building. I don't think they're going to want to walk back and forth on a day like this. And I think that they're going to want to have more secure access similar to what's going on at the Federal Building. So just to bring up that one additional, I just think these are interesting things. I mean and of course any Facilities Plan has to look at what's possible, what could we do, because you don't want to take something out, that you want to look at what's possible and then decide what is-- what we are able to do. So again, I'm very grateful to you all. I think that we've had incredible testifiers and some great information. And to me, clearly, we need-- we need to have a study, have that 2009 study updated. That's number one. Number two, boy, it'd be great, I think those were great questions about getting somebody to be the Wayne Mixdorf of the state to help us along with those issues as time goes along. But of course this is all about money so that's why you guys get this really good job here. So thank you all for your time. I appreciate it.

STINNER: [02:12:02] Thank you for your [INAUDIBLE]. Is there any questions? I do want to say the revelation for me was is we don't have to comply with any kind of building code.

PANSING BROOKS: [02:12:11] Yeah.

STINNER: [02:12:12] Kind of interesting.

PANSING BROOKS: [02:12:15] Interesting.

STINNER: [02:12:15] Thank you.

PANSING BROOKS: [02:12:15] Thank you very much.

WISHART: [02:12:17] Thank you, Patty. Well done.

STINNER: [02:12:17] This concludes our hearing on LR361.