Transportation Program Update & FY2022-23 Fee Consultation

Presented to Academic Senate Faculty Welfare Committee March 15, 2022 by
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UCLA Shift From Parking to Access

- Long Range Development Plan caps on campus-generated trips (1990)
- Introduction of transit passes (subsidized from parking revenues) (2002)
- UCLA Bicycle Master Plan (2006)
- UCLA Climate Action Plan (2008)
- UCLA Sustainable Transportation Plan (2013)
- UCLA Sustainable Transportation Plan Update (2018/19)
- Shift to Hybrid work, Increased student housing, Increased use of Bruin Grad Pass for Transit (2022)
Benefits of Shifting Emphasis to Access

- Less GHG emissions from commutes
- Less land needed for parking
- Improvement in quality of life
- $ Savings
How Does UCLA Transportation Facilitate Access?

- Campus traffic systems
- Parking management, including reduced fee carpools and discounted daily parking
- Public transit advocacy and subsidization of fares
- Bicycle and pedestrian infrastructure
- BruinBus
- Education and incentive programs
UCLA Mobility Paradigm

Infrastructure
- Bike Lanes
- Traffic Calming
- Scooter Parking/Deployment Areas
- Shared Use Pathways
- LPR Technology

Policy
- GHG Reduction Goals
- Prioritize Active Mobility
- Caps on Vehicle Trips
- Limit Intracampus Vehicle Trips
- Encourage Daily Mode Choice
- Advocacy with Public Agencies

Programs
- Extensive TDM Suite
- Discounted Daily Commuter Parking
- Telecommuting Resources

UCLA Transportation Overview
Employee Mode Shift: Pre-COVID to 2021

2019
(~48% SOV*)

2021
(28.3% SOV)

Pre-COVID Commute Pattern

- Of each 100 UCLA employees, 88 of them drove alone to campus each day.
- Which means that 52 of them 'commuted' some other way, including those that telecommuted (yellow).
- Also, four of them vanpooled (purple).

2021 COVID Impacted Commute Patterns

- For the ~45% of the total number of employees that were working on campus, 63% of this subset drove alone to campus each day, and 37% used a sustainable mode like bus, bicycle, or walk.
- The rest of the UCLA employees, ~55% of them, were working remotely.

*Single-Occupant Vehicle (aka drive-alone)
Overview of Parking System

- ≈ 22,000 spaces in 27 structures and 21 lots
  - ≈ 8.3% dedicated patient stalls
  - ≈ 7.7% marked pay station stalls
  - ≈ 84.0% mixed use stalls:
    - Permit, daily/event sales, and pay station
    - About 5% used for visitor sales on an average day
- ≈ 21% of space used for daily visitors
- ≈ 79% of space used for permit holders

- 49% of budgeted revenue from daily visitors
  - With the advent of ride hailing, daily visitor revenue is steadily decreasing
- 51% of budgeted revenue from permit sales
  - Introduction of hybrid/remote work has reduced parking demand for standard monthly auto renew permits and helped transition staff and faculty to a daily decision parking model
Managing Revenues/ Expenditures to Achieve Financial Sustainability

- Parking revenues support:
  - Parking operations, debt service and major maintenance AND
  - BruinBus, transit subsidies, bicycle programs, carpool subsidies, and campus traffic systems
- Manage financial health over 10 year horizon
  - Maintain sufficient reserves to weather unexpected financial pressures and avoid large fluctuations in permit fees
- Structure student/staff permit fee increases in small, annual increments
- Continually evaluate operations/programs for cost effectiveness
- Understand comparable market
FY 2021-22 & FY 2022-23
Parking Capital Investments

- PS 18 emergency structural repairs
- Continued expansion of Electric Vehicle infrastructure
- Elevator maintenance/upgrades
- Replacing legacy medical parking equipment
- Install cell coverage infrastructure for subterranean garages
## Projected FY 2022-23
### Parking & TDM Revenues & Expenses

<table>
<thead>
<tr>
<th>Revenues/Expenses</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Revenues</td>
<td>$50,212,000</td>
</tr>
<tr>
<td>Bicycle Revenues</td>
<td>$47,000</td>
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<tr>
<td>Campus Transit Revenues</td>
<td>$2,377,000</td>
</tr>
<tr>
<td>Bruin Commuter Services Expenses</td>
<td>($94,000)</td>
</tr>
<tr>
<td>Ground Rent</td>
<td>($3,422,000)</td>
</tr>
<tr>
<td>Bicycle Expenses</td>
<td>($150,000)</td>
</tr>
<tr>
<td>Mobility &amp; Traffic Expenses</td>
<td>($1,088,000)</td>
</tr>
<tr>
<td><strong>Total Revenues</strong></td>
<td><strong>$52,804,000</strong></td>
</tr>
<tr>
<td><strong>Parking Expenses</strong></td>
<td><strong>($24,430,000)</strong></td>
</tr>
<tr>
<td><strong>Transit Pass Expenses</strong></td>
<td><strong>($2,475,000)</strong></td>
</tr>
<tr>
<td><strong>Net Revenues</strong>:</td>
<td><strong>$19,389,000</strong></td>
</tr>
<tr>
<td><strong>Transportation Systems Support</strong>:</td>
<td><strong>MMER</strong></td>
</tr>
<tr>
<td><strong>(MMER Contribution):</strong></td>
<td><strong>($6,200,000)</strong></td>
</tr>
<tr>
<td><strong>Annual Debt Service</strong>:</td>
<td><strong>($6,795,000)</strong></td>
</tr>
<tr>
<td><strong>Planned Reserves Usage</strong>:</td>
<td><strong>$102,000</strong></td>
</tr>
<tr>
<td><strong>STIP Interest</strong>:</td>
<td><strong>$169,000</strong></td>
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</table>
**Proposed Parking Fee Plan**

<table>
<thead>
<tr>
<th></th>
<th>Current Fees*</th>
<th>Proposed July 2022 Fees*</th>
<th>Estimated July 2023 Fees*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Yellow</strong></td>
<td>$86/month</td>
<td>$90/month</td>
<td>$94/month</td>
</tr>
<tr>
<td></td>
<td>$6.50/day</td>
<td>$6.70/day</td>
<td>$7/day</td>
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<tr>
<td><strong>Blue (Mobility)</strong></td>
<td>$108/month</td>
<td>$113/month</td>
<td>$118/month</td>
</tr>
<tr>
<td></td>
<td>$7.75/day</td>
<td>$8.40/day</td>
<td>$8.80/day</td>
</tr>
<tr>
<td><strong>X (Reserved)</strong></td>
<td>$157/month</td>
<td>$164/month</td>
<td>$172/month</td>
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<tr>
<td></td>
<td>$9.50/day</td>
<td>$11.50/day</td>
<td>$12.75/day</td>
</tr>
<tr>
<td><strong>2-Person Carpool</strong></td>
<td>$72/month</td>
<td>$76/month</td>
<td>$80/month</td>
</tr>
<tr>
<td><strong>3-Person Carpool</strong></td>
<td>$44/month</td>
<td>$48/month</td>
<td>$52/month</td>
</tr>
<tr>
<td><strong>4-Person Carpool</strong></td>
<td>$26/month</td>
<td>$28/month</td>
<td>$28/month</td>
</tr>
<tr>
<td><strong>Daily Fee: Visitor</strong></td>
<td>$14/entry</td>
<td>$14/entry</td>
<td>$14/entry</td>
</tr>
</tbody>
</table>

* Daily permit fees are for employees with appointments of at least 43.75% who do not have a permit and students enrolled in a UCLA sustainable transportation program (unlimited for employees and up to 11 per quarter for students).
## University Parking Permit Fee Comparison

<table>
<thead>
<tr>
<th></th>
<th>UCLA FY 2022-23 (Proposed)</th>
<th>UCB FY 2021-22 (Current)</th>
<th>UCSD FY 2021-22 (Current)</th>
<th>UCSF FY 2021-22 (Current)</th>
<th>USC FY 2021-22 (Current)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yellow</td>
<td>$90/month</td>
<td>$115</td>
<td>$901</td>
<td>$302</td>
<td>$111</td>
</tr>
<tr>
<td>Blue</td>
<td>$113/month</td>
<td>$159</td>
<td>$103</td>
<td>$302</td>
<td>N/A</td>
</tr>
<tr>
<td>X</td>
<td>$164/month</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>$172</td>
</tr>
<tr>
<td>2-Person Carpool</td>
<td>$76/month</td>
<td>$80</td>
<td>N/A</td>
<td>N/A</td>
<td>$81</td>
</tr>
<tr>
<td>3-Person Carpool</td>
<td>$48/month</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>4-Person Carpool</td>
<td>$28/month</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>Daily Entry Fee</td>
<td>$14 – $252</td>
<td>$20</td>
<td>$30</td>
<td>$35</td>
<td>$14</td>
</tr>
</tbody>
</table>

1 Remote student lots
2 Premium parking
Local Market Comparison

- **Westwood Village Rates:**
  - Monthly: $125 – $215; $164 average
  - Daily Max: $25.84 average

- **Medical Visitor Parking Rates:**
  - Daily:
    - $16.25 Single Entry Average
    - $32.00 In/Out Average (only available at St. Johns and UCLA Reagan)
  - Weekly: $80.50 Average
  - Monthly: $214.75 Average
Questions or Comments