



Transportation Program Update & FY2022-23 Fee Consultation

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



1990

Long Range Development Plan caps on campus-generated trips

2002

Introduction of transit passes (subsidized from parking revenues)



2006

UCLA Bicycle Master Plan



2008

UCLA Climate Action Plan

2013

UCLA Sustainable Transportation Plan

2018/19

UCLA Sustainable Transportation Plan Update
Parking Master Plan

2022

Shift to Hybrid work
Increased student housing
Increased use of Bruin Grad Pass for Transit



Benefits of Shifting Emphasis to Access

- Less GHG emissions from commutes
- Less land needed for parking
- Improvement in quality of life
- \$ Savings

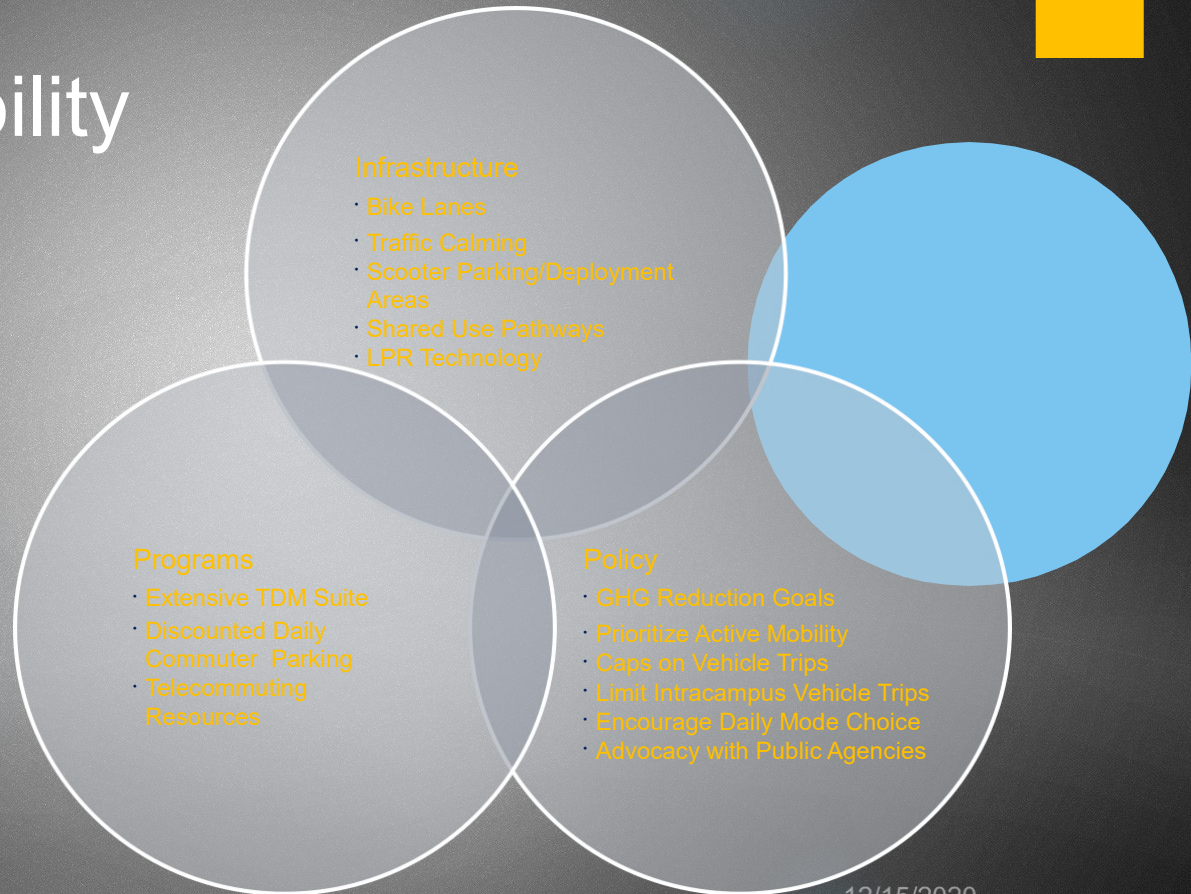


How Does UCLA Transportation Facilitate Access?



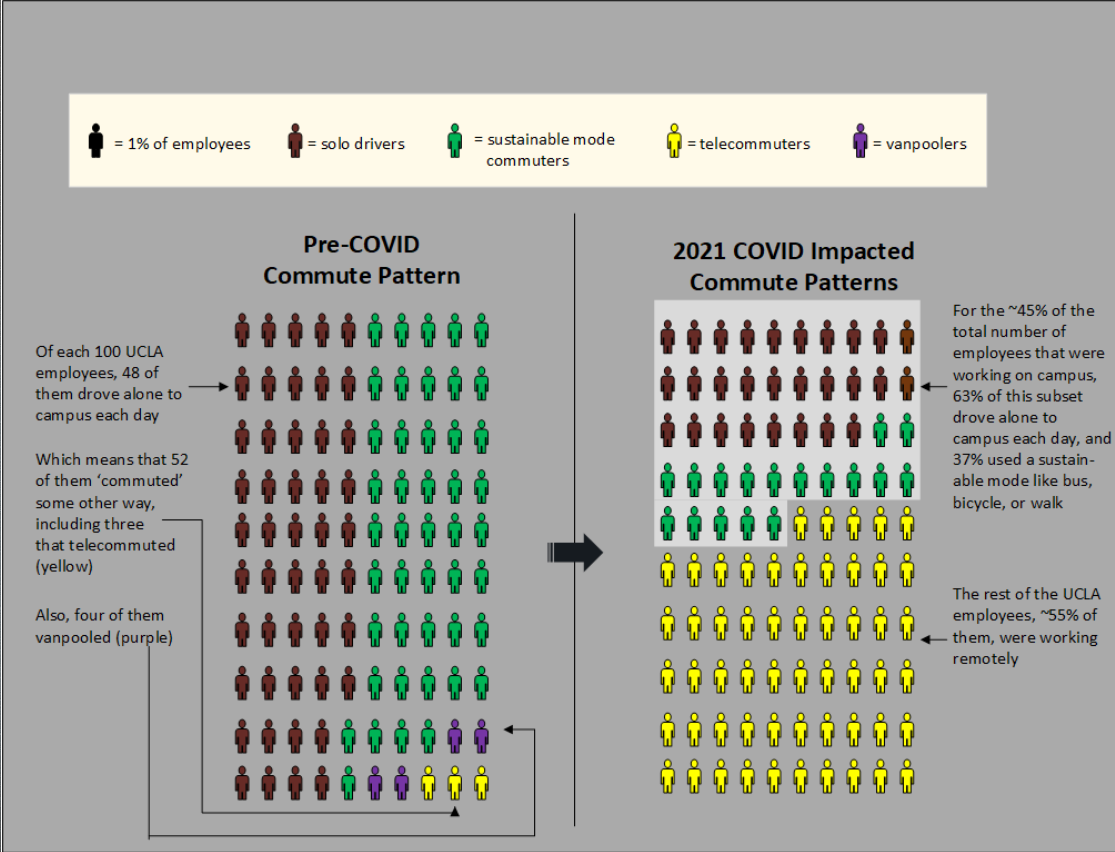
- Campus traffic systems
- Parking management, including reduced fee carpools and discounted daily parking
- Public transit advocacy and subsidization of fares
- Bicycle and pedestrian infrastructure
- BruinBus
- Education and incentive programs

UCLA Mobility Paradigm



Employee Mode Shift: Pre-COVID to 2021

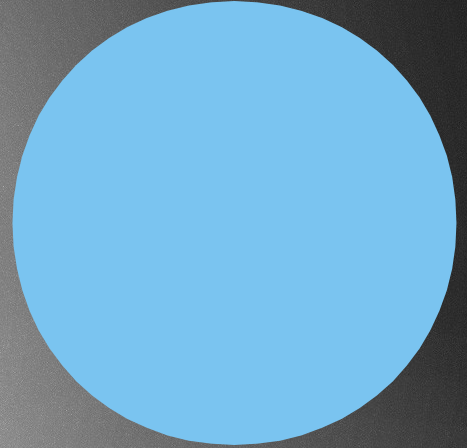
2019
(~48% SOV*)



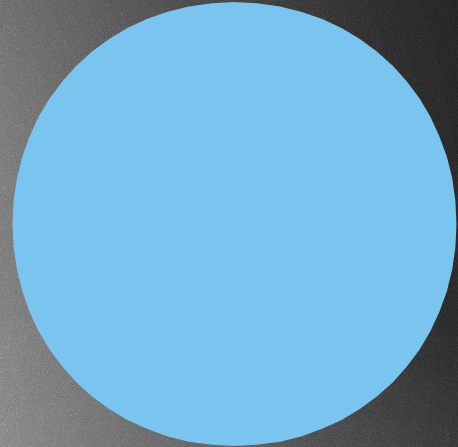
2021
(28.3% SOV)

*Single-Occupant Vehicle (aka drive-alone)

Parking Program Review



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

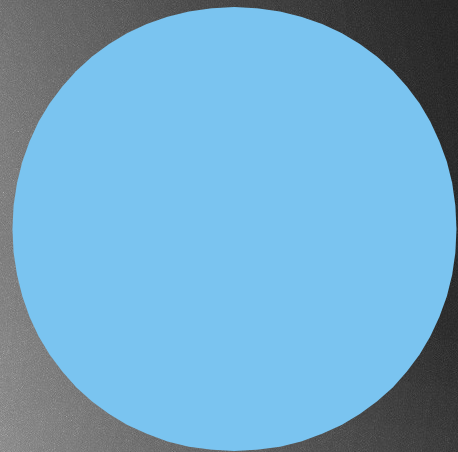
Managing Revenues/ Expenditures to Achieve Financial Sustainability

- 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

Parking Revenues:
\$50,212,000

Campus Transit Revenues:
\$2,377,000

Bicycle Revenues:
\$47,000

STIP
Interest:
\$169,000

Total Revenues:
\$52,804,000

Parking Expenses:
(\$24,430,000)

Ground Rent:
(\$3,422,000)

Bruin Commuter
Services Expenses:
(\$94,000)

Campus Transit Expenses:
(\$1,755,000)

Transit Pass
Expenses:
(\$2,475,000)

Bicycle Expenses:
(\$150,000)

Mobility & Traffic Expenses:
(\$1,088,000)

Net Revenues: \$19,389,000

Transportation Systems Support:
(\$6,292,000)
MMER Contribution:
(\$6,200,000)

Annual Debt Service:
(\$6,795,000)

Planned Reserves Usage:
\$102,000

Proposed Parking Fee Plan

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

* 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

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

1 Remote student lots

2 Premium parking

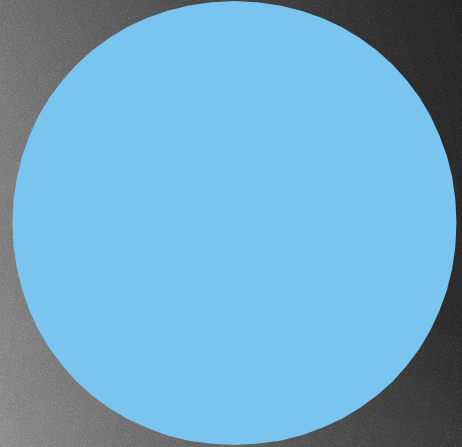
Local Market Comparison

- ▶ 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