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

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

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

2019 (~48% SOV*)

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 three that telecommuted (yellow).
Also, four of them vanpoled (purple).

2021 (28.3% SOV)

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)
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

<table>
<thead>
<tr>
<th>Source</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>
</tr>
<tr>
<td>Campus Transit Revenues:</td>
<td>$2,377,000</td>
</tr>
<tr>
<td>STIP Interest:</td>
<td>$169,000</td>
</tr>
<tr>
<td>Total Revenues:</td>
<td>$52,804,000</td>
</tr>
<tr>
<td>Parking Expenses:</td>
<td>($24,430,000)</td>
</tr>
<tr>
<td>Ground Rent:</td>
<td>($3,422,000)</td>
</tr>
<tr>
<td>Bruin Commuter Services Expenses:</td>
<td>($94,000)</td>
</tr>
<tr>
<td>Mobility &amp; Traffic Expenses:</td>
<td>($1,088,000)</td>
</tr>
<tr>
<td>Bicycle Expenses:</td>
<td>($150,000)</td>
</tr>
<tr>
<td>Net Revenues:</td>
<td>$19,389,000</td>
</tr>
<tr>
<td>Transportation Systems Support:</td>
<td>($6,292,000)</td>
</tr>
</tbody>
</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></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>$86/month</td>
<td>$90/month</td>
<td>$94/month</td>
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<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></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>$108/month</td>
<td>$113/month</td>
<td>$118/month</td>
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<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></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>$157/month</td>
<td>$164/month</td>
<td>$172/month</td>
</tr>
<tr>
<td></td>
<td>$9.50/day</td>
<td>$11.50/day</td>
<td>$12.75/day</td>
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<tr>
<td><strong>2-Person Carpool</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>$72/month</td>
<td>$76/month</td>
<td>$80/month</td>
</tr>
<tr>
<td><strong>3-Person Carpool</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>$44/month</td>
<td>$48/month</td>
<td>$52/month</td>
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<tr>
<td><strong>4-Person Carpool</strong></td>
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<td></td>
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</tr>
<tr>
<td></td>
<td>$26/month</td>
<td>$28/month</td>
<td>$28/month</td>
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<tr>
<td><strong>Daily Fee: Visitor</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></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>
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</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