



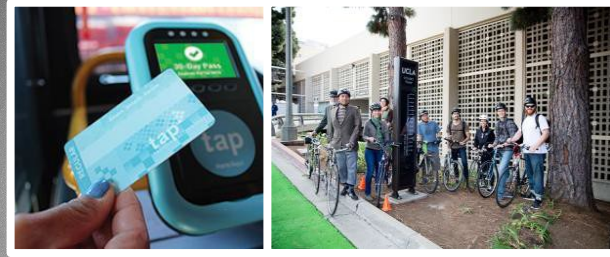
# Transportation Program Update & FY2022-23 Fee Consultation

Presented to Academic Senate Faculty Welfare Committee March 15,  
2022 by

Lisa Koerbling, Events & Transportation Interim Executive Director, and Dave  
Wiedeman, Interim Commuter & Parking Services Director



# UCLA Shift From Parking to Access



1990

2002

2006

2008

2013

2018/19

2022

Long Range Development Plan caps on campus-generated trips

Introduction of transit passes (subsidized from parking revenues)

UCLA Bicycle Master Plan

UCLA Climate Action Plan

UCLA Sustainable Transportation Plan

UCLA Sustainable Transportation Plan Update  
Parking Master Plan

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





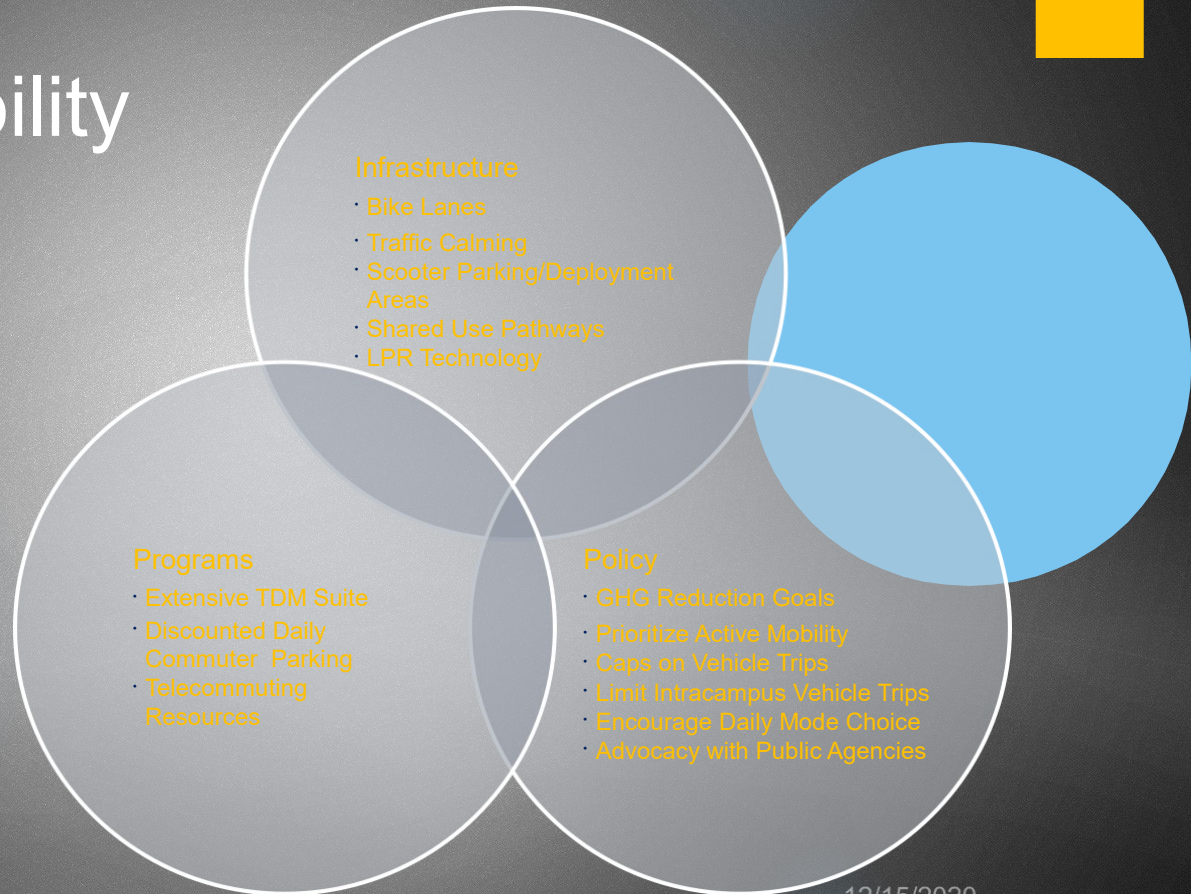
# How Does UCLA Transportation Facilitate Access?



- 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

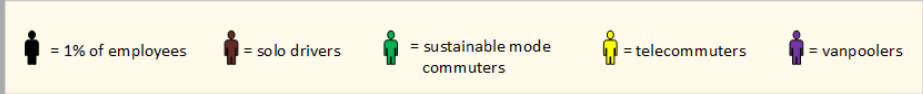


# UCLA Mobility Paradigm

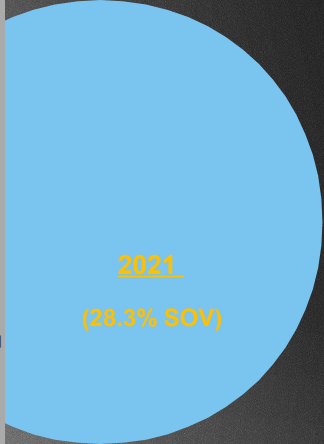
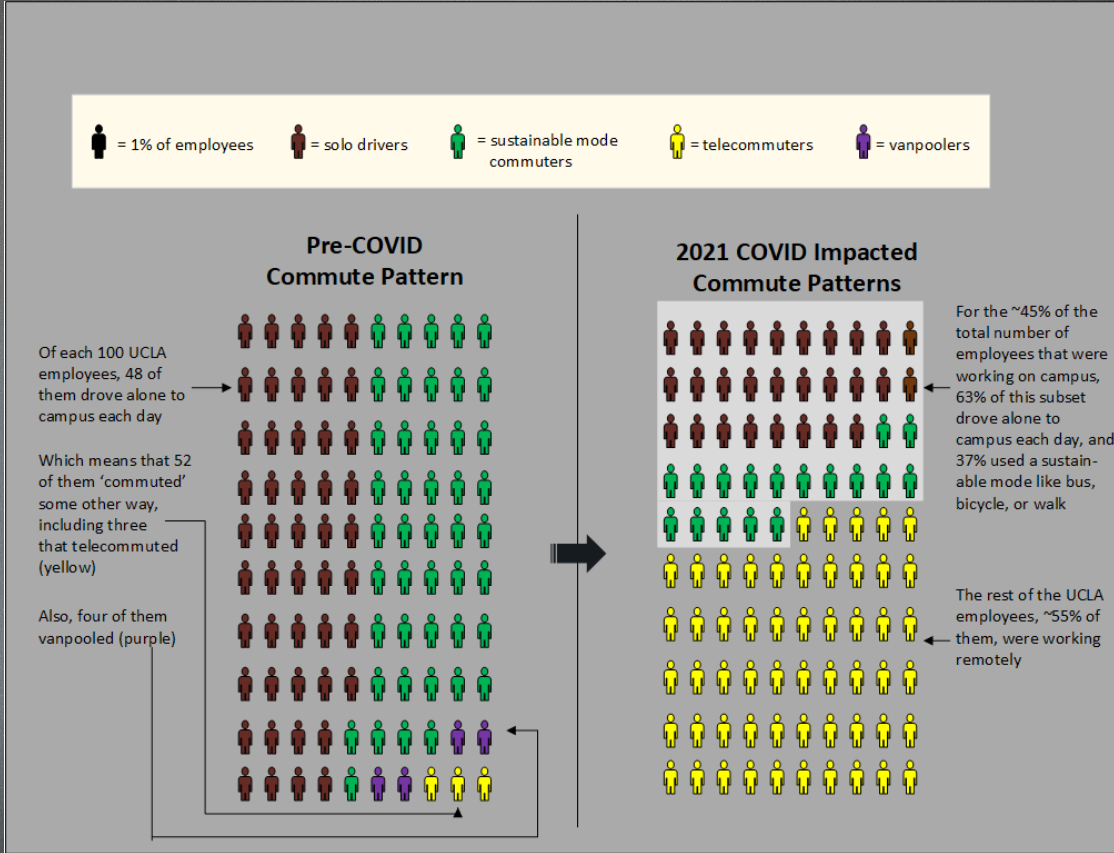




# Employee Mode Shift: Pre-COVID to 2021



**2019**  
(~48% SOV\*)

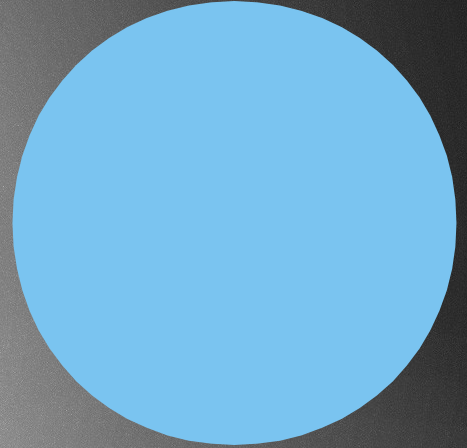


**2021**  
(28.3% SOV)

\*Single-Occupant Vehicle (aka drive-alone)

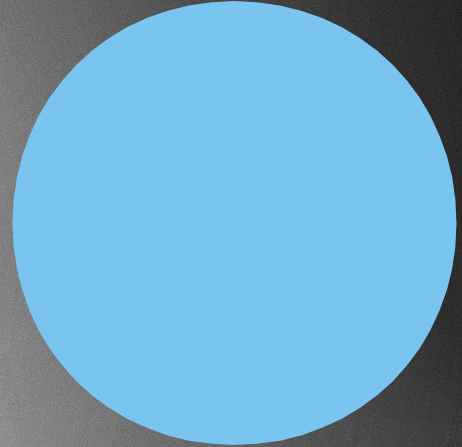


# Parking Program Review





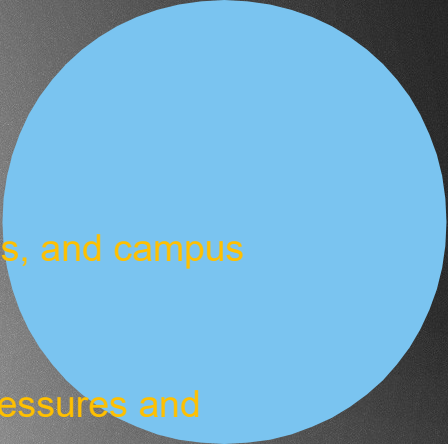
# Overview of Parking System



- ≈ 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

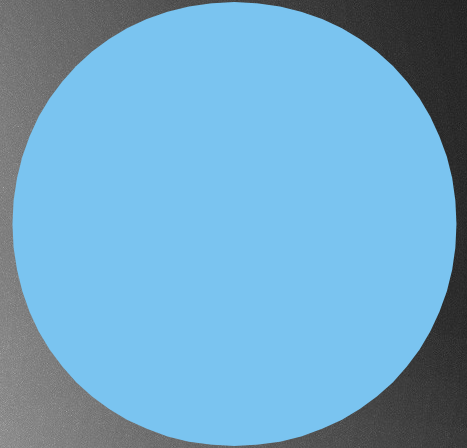


- Parking revenues support:
  - Parking operations, debt service and major maintenance AND
  - BruinBus, transit subsidies, bicycle programs, carpool subsidies, and campus traffic systems
- Manage financial health over 10 year horizon
  - Maintain sufficient reserves to weather unexpected financial pressures 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

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Parking Revenues:  
\$50,212,000

Campus Transit Revenues:  
\$2,377,000

Bicycle Revenues:  
\$47,000

STIP  
Interest:  
\$169,000

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**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)

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**Net Revenues: \$19,389,000**

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

**Contribution:**

**MMER**  
(\$6,200,000)

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

Planned Reserves Usage:  
\$102,000

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# Proposed Parking Fee Plan

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