Staff Assembly Questions for TAPS at February 27, 2017 meeting

1. Have the Alternative Coordinators from both Campus and Health System assisted in the promotion of alternative transportation for UC Davis as a whole? Has TAPS partnered with UNITRANS in offering staff who carpool/vanpool to campus but work off campus a 50% discount on an Annual Pass? In the monthly payroll deduction, it will cost employee $7.50 for a monthly pass to ride the bus from campus to work and return. Benefit: revenue for Unitrans and UCD employee can use the bus within Davis.

   Yes, the Transportation Demand Management (TDM) Coordinators at the Davis and Sacramento Campuses do collaborate on promoting alternative transportation measures. Additionally, TDM professionals from all of the UC campuses and the Office of the President meet on a monthly conference call to discuss and collaborate on these important issues.

   TAPS offers discounted Unitrans passes to members of the goBus program and discounted parking permits to goCarpool members (along with all of the other benefits of the goClub). At this time, TAPS only allows customers to take advantage of one goClub program at a time. Hence, an employee would not be allowed to participate in a registered carpool and purchase a discounted bus pass.

2. What is the possibility of incentives to get more staff to vanpool, bike, or train pool?

   TAPS has diverted from a “business as usual” case scenario as it relates to providing for the access needs of the campus community. Rather than continue to construct expensive multi-level parking structures to meet the demands for additional parking, TAPS, with the assistance and valuable feedback from the campus community and the expertise of Alta Planning and Design, a transportation consultant recently hired by TAPS that specializes in expanding existing and developing new TDM strategies, will implement additional strategies that encourage and reward employees and students that are far less expensive than constructing parking structures and that are designed to reduce: single occupancy vehicle use; greenhouse gas emissions; and vehicle miles traveled to the campus.

3. Is there any planned education or communication on alternative transportation? Discussion on one type of transportation versus another or the advantages and
disadvantages of each transportation type in an article in *Dateline* or *Staff Voice*, for example.

*Yes, the importance of involving our community in a campus effort to reduce single occupancy vehicle use, greenhouse gas emissions and vehicle miles traveled to the campus is paramount to the success of meeting these important goals.*

*Alta Planning and Design’s sub consultant Valley Vision was brought on board to engage the campus community in this important outreach effort. Valley Vision will utilize surveys, facilitate focus groups and conduct workshops within the community to secure the information necessary to make informed decisions.*

4. **Will the University allow use of the Unitrans buses (or leased bus) for pickup in Dixon, Woodland, and West Sacramento?**

*Yes, the campus is looking into improving bus options from Dixon, Woodland and West Sacramento as part of a larger transportation demand management (TDM) study that is currently underway. The use of Unitrans buses and drivers is a possibility, but that would require significant additional funding from the campus, as Unitrans does not have surplus buses or drivers available to provide service beyond what is currently being offered (and well-used) within Davis. Given the constraints on Unitrans service, the campus has been working with Yolobus to upgrade its current service to these three cities to provide more frequent and direct connections to the campus. The TDM study will help us to identify bus routes to nearby communities where enhanced transit service would be most cost-effective and suggest options for funding these services.*

5. **What is the possibility of offering a 25% discount (or subsidize the $45) Unitrans Annual Bus pass for employees living in Davis?**

*Part of our efforts to reduce single occupancy vehicle use on campus will be the development of new pricing strategies designed to further encourage and reward preferred transportation modes.*

6. **I just wanted to ask if the stack parking includes the entire structure or just certain areas of it. A and C?**

*Stack parking services within the Quad District Parking Structure includes all levels of the structure.*
7. Why are there so many VIP parking slots reserved yet hardly ever used? Why there are so many "Special" parking spots for "Special" people - e-plates, deans, v. chancellors, firemen, etc., but the majority of the time they are empty and non-special people, regular staff/faculty, have to drive around and around looking for a place to park if they get here after 9 a.m.

Of the 18,094 parking spaces on campus only 1,304 or 7% of these spaces are identified for restricted use. Any campus of significant size requires a small percentage of its parking inventory to be reserved for business purposes. These reserved spaces facilitate access to multiple locations on campus that result in greater operational efficiencies. TAPS regularly monitors these reserved spaces to determine if space reduction or additions are necessary. Any reserved space on campus will be utilized less than an “A”, “C” or “L” space because the reserved spaces do not turnover as many times in a day as other spaces on campus do. TAPS is sensitive to this underutilization of reserved spaces and that is why we closely monitor them.

8. The corner of Hutchison Dr. and Old Davis Road has become increasingly more dangerous. At that corner we have a bike path crossing, a pedestrian crossing from a well-used parking lot, three-way traffic and a bus stop. This very busy traffic area is additionally stressed by the fact that cyclists often don't obey the traffic stop on the corner and cross out of sequence and against traffic. Has there been any planning to rethink how traffic, pedestrians and cyclists may move through this congested area more safely?

Yes. We are currently working with the Campus Planning Office to identify a safe path of travel for pedestrians, bicyclists and motorists at that very intersection. We hope to have a plan in place this summer.

9. Have staff vs. student parking rates been considered and/or reviewed instead of A and C permits?

TAPS prefers to offer our customers a range of pricing options for access to the parking inventory. For example, an employee can secure an “A” permit for $51/month, a “C” permit for $42/month or an “L” permit for $23/month. These pricing options provide customers the flexibility they’ve requested historically when choosing which permit will best meet their access requirements.
10. There are some high traffic areas, such as next to the new dorms. How do they anticipate handling these parking lots since they appear to almost always be full? Are they considering further limiting parking passes for students?

To date, TAPS has not limited the number of parking permits it sells annually to campus affiliates who are eligible to purchase a parking permit. TAPS’ approach to addressing the increased demand for parking is to implement strategies that will encourage and reward behavior that reduces single occupancy vehicle use.

11. This stackable parking solution seems to be something that individuals parking for long periods of time would benefit from. How do they plan on accommodating staff/faculty drivers who only come onto campus for a meeting?

Whether you’re parking all day or for short period of time, stack parking will accommodate any time frame you choose to park your car.

12. If an additional parking structure was built, how much would it cost? Where would it go? How much could we expect the price of parking to increase? How would it fit into our "Green" initiative?

If a fourth parking structure were constructed on campus it would likely be sized to accommodate approximately 2000 vehicles. Currently the cost to construct above ground parking structures in our area is approximately $30,000/space. 2000 parking spaces multiplied by $30,000/space equals $60 million. $60 million borrowed at 4% over 30 years = $3,469,806 per year in debt service. Currently, every dollar increase to the parking rates across the board, with the exception of the visitor/daily rate, equals $155,000 in increased revenues. The monthly increase to the parking rate necessary to cover the annual debt service of $3,469,806/year is $23/month. As with previous parking structures on campus, the monthly rate increases would likely be phased over a three to four year period. If a fourth parking structure is constructed on campus, it would likely be built on parking lot 47 which is immediately south of the Tercero Housing complex.

13. What is the status of deferred maintenance expenditures for the three parking structures? After denial of significant rate increases over the last several years, how are these structures doing?
Each of the three parking structures on campus (the Quad District Parking Structure, north of Hickey Gym; the Gateway District Parking Structure, south of the Mondavi Center and the Pavilion District Parking Structure, west of Life Sciences) are in very good shape. The structures are visually inspected multiple times per year and each undergoes an extensive structural review every fifteen years by an outside engineering firm, whose contract is managed by the campus Design Construction Management unit.

14. What is the status of electric parking on campus? With the popularity of Nissan Leaf, parking has been more difficult. One charge station was pulled from NEPS. Will it be replaced? a) Charge point vs Clipper Creek: CP allows users to know when charge is complete (and presumably move their vehicle) where CC allows you to plug a pending car in when you leave.

Currently there is no cost to the vehicle owner to use the electric vehicle charging stations on campus. TAPS has been informed by the campus that the cost of the electricity needs to be recovered. As a result, effective July 1, 2017 TAPS will develop an electric vehicle permit that will be sold to electric vehicle customers at the cost of what TAPS is charged for the electricity.

TAPS will soon begin to replace the majority of its electric charging stations with equipment that is capable of charging all vehicle types on the road and that do not require a specific membership to an outside agency to use the equipment.

15. What were the results of the most recent Parking Survey and how has TAPS modified its goals/programs in response to the results?

The University recognizes that single occupancy vehicle (SOV) commuting is a primary contributor to commute Green House Gas emissions and localized transportation impacts. By 2025, the Davis campus shall strive to reduce its percentage of employees and students commuting by SOV by 10% relative to its 2015 SOV commute rates, which for the Davis campus was 23% as identified in the campus Travel Survey.

16. Has TAPS considered ways to ameliorate the regressive nature of the parking "tax" on our lowest income employees?

Implementing a parking rate model that is based on an employee’s income is inconsistent with the system-wide parking principle that everyone pays the
same fee for the same access.

17. Last time TAPS visited us, they said that they did not want to build a new parking structure because by the time it was paid off, it would be wildly outdated and underused as public transportation option and self-driving cars will have improved. Has TAPS conducted or reviewed research on how long it will be before self-driving cars become standard?

*No one knows exactly when autonomous vehicles will become “standard”.*

*However, city planners and urban consultants have begun advising developers to consider designing garages and parking areas that can be reconfigured in the future for other uses in case the demand for parking decreases.*

18. Has TAPS taken rising enrollment and increased faculty recruitment into consideration? Are TAPS' decisions in this area based on data or speculation?

*To accommodate the demand for campus access, TAPS takes into consideration the data provided by the Campus Planning Office related to increased enrollments, increased faculty recruitments and increased staff support.*

19. What can TAPS do to help improve public transportation beyond the existing goClub programs?

*Combined with answer #20*

20. Does TAPS regularly advise local transportation agencies of the needs of the campus?

*Recently, representatives from TAPS, the campus Planning Office, Unitrans, the UC Davis Health System, the Los Rios Community College, City of Woodland, The County of Yolo and the Yolo County Transportation District (YCTD), met with Yolo County Supervisor and YCTD Chair, Don Saylor, to discuss the need to improve, expand and create additional transit routes into the campus from Woodland, West Sacramento, UC Davis Health, the Los Rios Community College District, and downtown Sacramento. These important discussions will continue to take place over the next several years with the goal of increasing transit and reducing single occupancy vehicle use.*