

UCDAVIS

Transportation Services

Operational Overview

Parking and Transportation Demand Management



Programs and Services

- Parking
- Road and path construction and maintenance
- Special events
- Compliance
- Motorist assistance
- **Bicycles** - Non-powered and E-bike
 - Bicycle education program
 - Regional bike sharing
 - Bike light and helmet giveaway
 - Bicycle safety
- **Causeway Connection**
 - No cost for affiliates
- **Electric Charging Infrastructure**
 - 69 Level 2 EV Chargers in 12 parking facilities

Assets

**\$1 Billion
Infrastructure
& Equipment**



**18,106
Parking Spaces**

**35 Miles
Roadway**



**18 Miles
Pathway**

**10 Miles
Bike Lane**



**27
Career Staff**

**80
Students**

The High-Level Challenges of Campus Parking

UC Davis is like a city with all the associated logistical challenges.

Campus Parking Must Balance:

- Offering equitable parking solutions for students, employees and visitors
- Revenue and sustainable transportation initiatives
- Easy access versus the additional cost of increasing parking space inventories

Transportation Services is *mandated* to be a self-funding auxiliary and thus must generate revenue from parking permit fees to pay for operational expenses.



Drivers of Change at UC Davis

There were several major drivers to finding alternatives to the traditional long-term permit models:



Need to Accelerate Sustainability Initiatives: 10% reduction of SOV by 2025 (as compared to 2015)



Flawed Long-Term Permit Paradigm: When people sink cost into a parking permit, it discourages them from using more sustainable commute modes.



Need for Flexible Technology: Initially, UC Davis lacked the right technology and technology partners to make meaningful long-term changes to parking models and culture.



Hybrid-Work Environment: The COVID-19 pandemic quickly shifted the work dynamic, with many staff opting for a mix of on-campus and remote work.



A Quick and Massive Shift

2019 Problems

We **Can Not** Build Our Way Out:

- Invest in building two new parking structures to meet projected demand in 2025
- It would require constructing 3,500 spaces, \$175M in capital costs, \$10M per year in debt service
 - Monthly rate **increase**: \$67 in 2019
 - Equals to a C rate of ***\$132 per month or \$6.45/daily in 2022***

- Transportation Services presentation Aug. 2019
<https://www.ucdavis.edu/news/parking-rates-increasing-sept-1>

2022 Problems

“The recent switch to remote and hybrid work schedules has also contributed to a significant decline in the number of people parking daily. The number of people paying for parking daily is roughly half of what it was in 2018-19, the last full pre-pandemic parking year on record.”

- Dateline, Aug. 30, 2022
<https://www.ucdavis.edu/news/parking-rates-increasing-sept-1>

FY23 Daily Parking Rates Comparison

Daily Employee

Campus	Premium		Campus	General		Campus	Remote
Irvine	\$ 19.00		San Francisco	\$ 26.00		Riverside	\$ 11.00
Berkeley	\$ 15.40		Irvine	\$ 13.00		Berkeley	\$ 6.60
Riverside	\$ 15.00		Riverside	\$ 13.00		Los Angeles	\$ 6.60
Santa Barbara	\$ 12.00		Berkeley	\$ 11.00		Santa Cruz	\$ 6.35
Los Angeles	\$ 10.50		Santa Cruz	\$ 10.00		San Diego	\$ 4.00
San Diego	\$ 6.45		Los Angeles	\$ 8.30		Merced	\$ 3.00
Merced	\$ 6.00		Santa Barbara	\$ 8.00		Davis	\$ 2.25
Davis	\$ 4.60		San Diego	\$ 5.35		San Francisco	
Santa Cruz			Merced	\$ 4.00		Irvine	
San Francisco			Davis	\$ 3.50		Santa Barbara	

Employee Days Until Monthly Threshold

Campus	Premium		Campus	General		Campus	Remote
San Diego	17.17		Davis	18.57		Davis	20.00
Davis	16.30		San Diego	18.08		Berkeley	15.00
Los Angeles	15.43		Los Angeles	13.37		Los Angeles	13.45
Merced	12.33		San Francisco	12.77		Merced	12.67
Berkeley	12.14		Merced	12.50		Santa Cruz	6.63
Riverside	5.73		Berkeley	12.10		Riverside	4.36
Irvine	4.79		Santa Barbara	7.00		Irvine	
San Francisco			Santa Cruz	6.38		San Diego	
Santa Barbara			Irvine	5.54		San Francisco	
Santa Cruz			Riverside	3.92		Santa Barbara	

FY23 LRPP (Monthly) Parking Rates Comparison

Monthly

Campus	Premium		Campus	General		Campus	Remote
Berkeley	\$ 187.00		San Francisco	\$ 332.00		Berkeley	\$ 99.00
Los Angeles	\$ 162.00		Berkeley	\$ 133.10		Los Angeles	\$ 88.75
San Diego	\$ 110.74		Los Angeles	\$ 111.00		Riverside	\$ 48.00
Irvine	\$ 91.00		San Diego	\$ 96.74		Davis	\$ 45.00
Riverside	\$ 86.00		Irvine	\$ 72.00		Santa Cruz	\$ 42.08
Davis	\$ 75.00		Davis	\$ 65.00		Merced	\$ 38.00
Merced	\$ 74.00		Santa Cruz	\$ 63.76		San Francisco	
Santa Cruz			Santa Barbara	\$ 56.00		San Diego	
San Francisco			Riverside	\$ 51.00		Irvine	
Santa Barbara			Merced	\$ 50.00		Santa Barbara	

Changes to Permit Types, Stall Allocations

A Zone

- ✓ Employee parking
- ✓ Highest demand stalls near buildings in campus core

A+ Reserved

- ✓ Reserved parking for employees
- ✓ Available in limited areas around campus
- ✓ Employees may reserve up to 24 hours in advance

C Zone

- ✓ Employees and student parking
- ✓ Moderate to high demand, some walking to core

C+

NEW PARKING OPTION IN FY23!

- ✓ A-zone *area* parking accessible to both students and employees
- ✓ Price-matched to A-stall rate
- ✓ Available in limited, underutilized A-stall areas

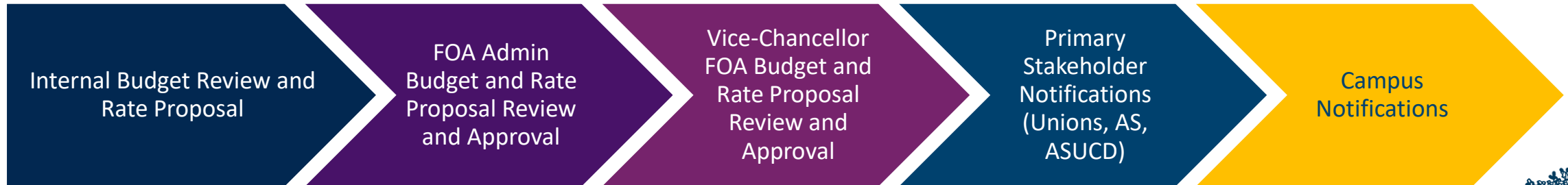
L Zone

- ✓ Employees and student parking
- ✓ Low demand, farther from campus core

- ✓ Lowest-priced daily parking option
- ✓ Lot 30, 32, and Lot 57 are converted to L zones.

Parking Fees Approval Process

Each year we balance the campus's desire to maintain a low cost for parking with the ever-increasing costs of maintaining a safe and accessible campus parking, road, and path system.



Budget Challenges

A Very High Proportion of TS Expenses Are Fixed

- \$3.5M in debt service (32% of FY23 uses)
- \$3.2M in UCOP/UCD assessments and UCD DCAs (30% of FY23 Uses).
- **Currently TS has a structural deficit** of \$3M/year that will decrease as rates and/or daily vehicle trips increase.

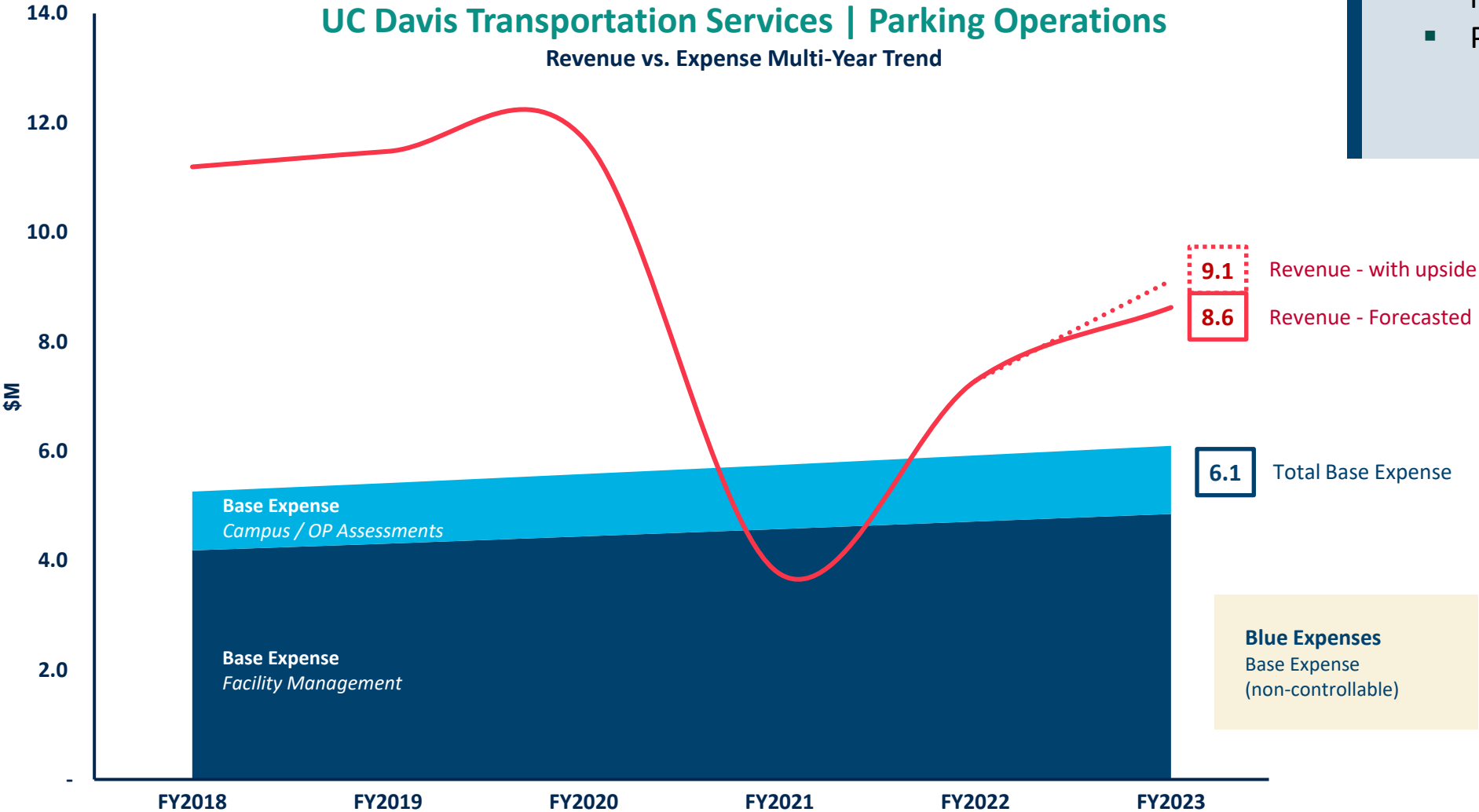


With Flexible Work, Parking Demand is Reduced

- About 10% of employees permanently work from home
- Many employees adopted hybrid work schedules and are on-campus less than five days a week
- As the University readjusts the use of off-campus office space by moving these employees back on campus, the campus will again experience increased demands

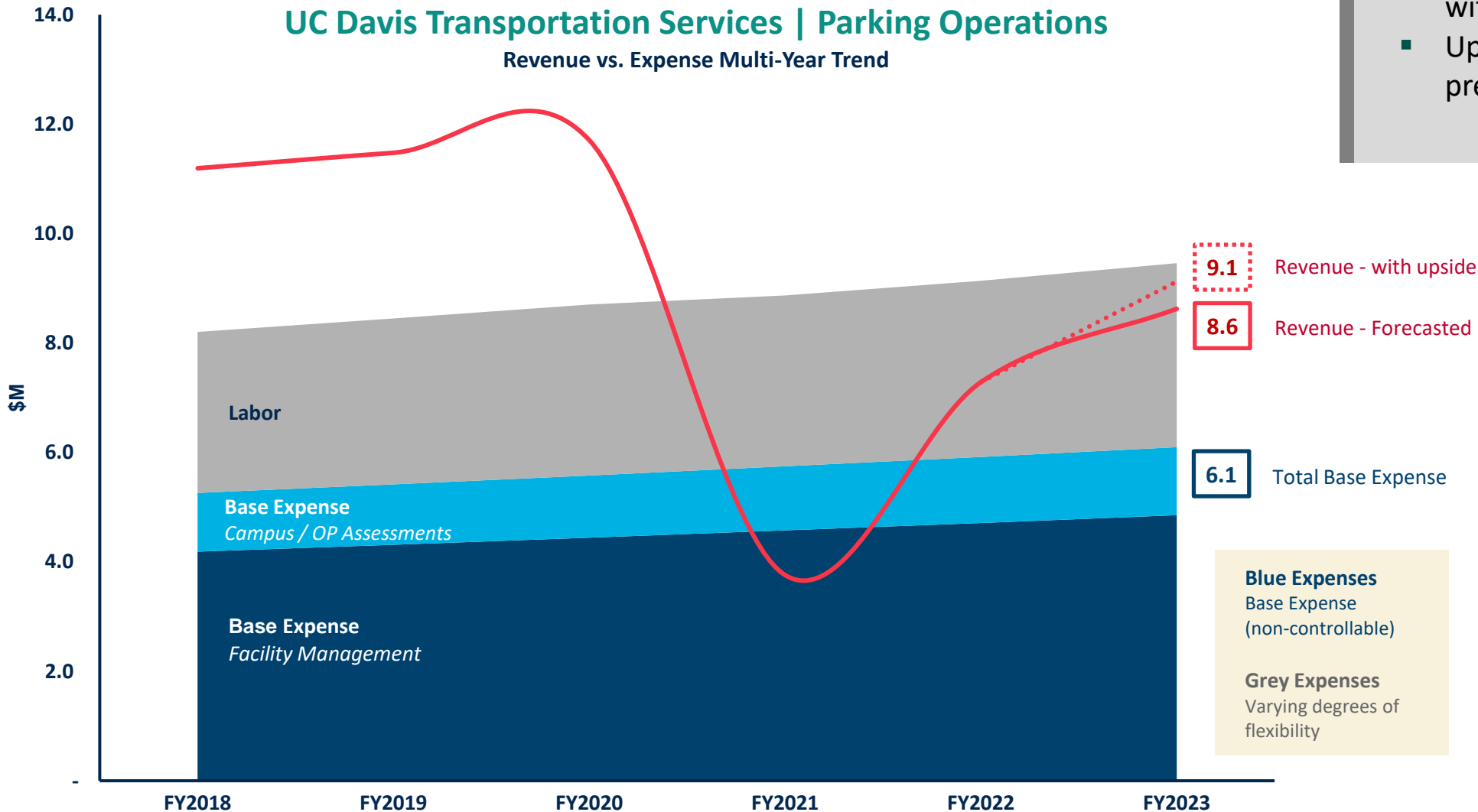
Budget: Base Expenses

- ### Base Expenses
- Debt on parking structures
 - Maintenance of infrastructure
 - Purchased utilities



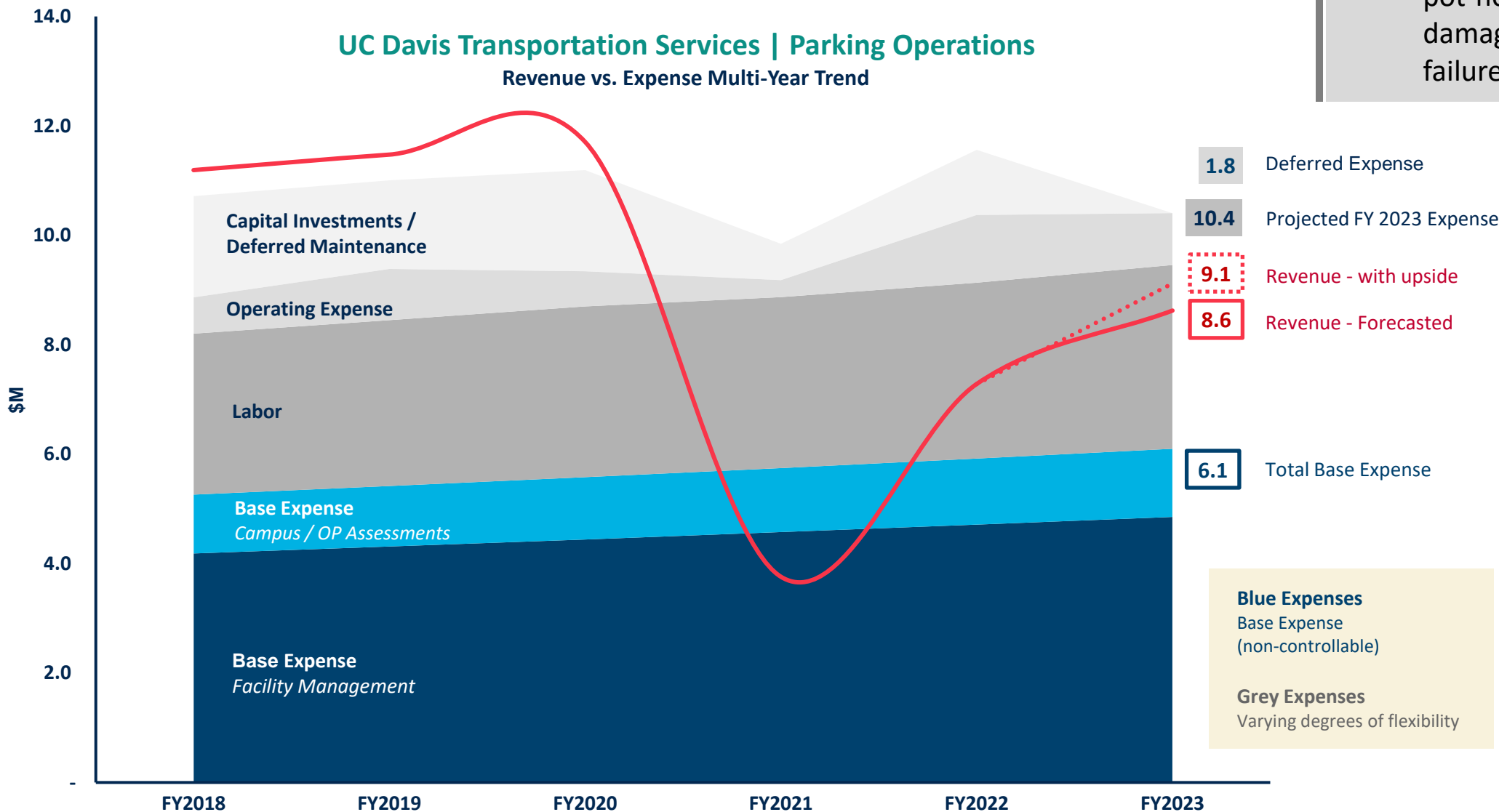
Budget: Labor Expenses

- Labor**
- Fewer FTE than 2018
 - Compensation Increased roughly 3% annually, in line with merit increases
 - Upward market pressures on wages

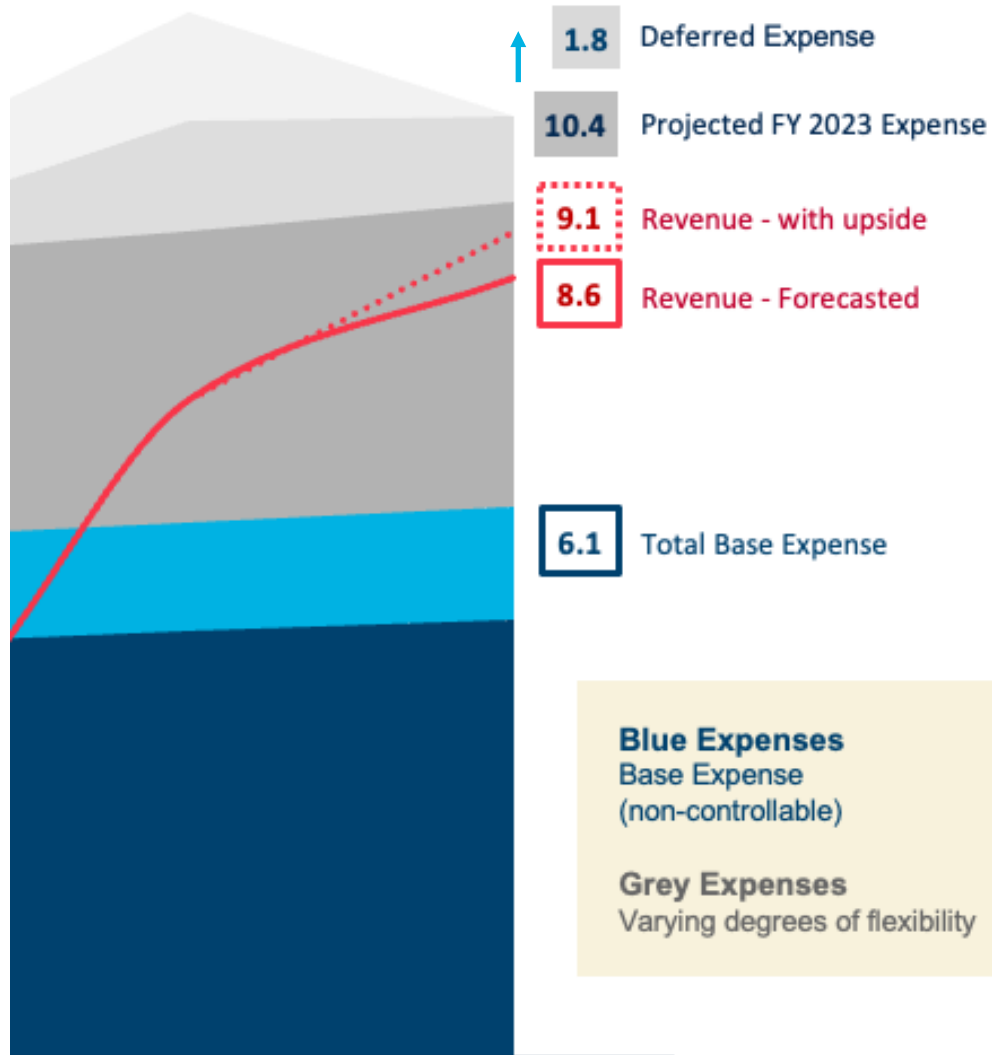


Budget: Operating and Capital Expenses

- ### Capital Expenses
- Deferring facility, road, and path maintenance
 - Over time, increased pot-holes, water damage, equipment failures, etc.



Budget: Revenue



Revenue Category	%
Monthly	9%
Daily	72%
Fines	11%
Events	4%
Other	4%

- Forecast Revenue reflects 2022 parking use
- Upside Revenue reflects modest increases in parking use
- More increases will be needed in the future



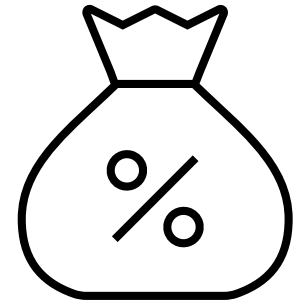
Plans Over Next Several Years: Operations

- In-space sensors
 - The JAPA app shows actual parking space availability in near-real-time
- Fixed LPR cameras at high-turn-over facilities
 - Provide parking space use in near-real-time
 - More efficient process to ensure more parking spaces are used by compliant parkers.
- Developing new analysis tools to understand inventory use better
 - *(an empty space is a waste)*
 - The constant analysis is necessary to manage use demands specific to specific campus parking facilities
 - Assist with long-term demand forecasting (3/months, 6/months, year, or multiple years)



Pre-Tax Payroll Deduction

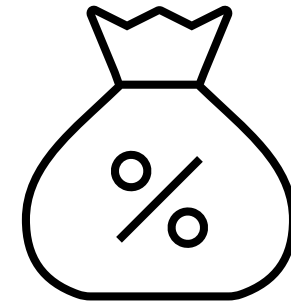
- **Paying for parking fees using pre-tax payroll deduction was suspended** with the switch to daily rates and ParkMobile (which requires a payment card).
- **Using Luum, eligible employees can set their deduction amount,** receive a payment card (or e-card), and use that card as their payment source for ParkMobile and LRPP.
 - The card is restricted to parking vendors.
 - A transit card will also be available.
- **Where are we now?**
 - New federal banking regulations allow for a more in-depth security check to create bank accounts. The campus is adjusting to the change.



Discussion

Context:

- More rate increases will be needed in the future
- Any increase or decrease in utilization dictates the level of any increases
- Right now, to generate sufficient revenue a daily C permit needs to be \$6.00, an A \$9.00, and an L \$3.00



Would you support 3-year rate cycles versus an annual notice of rate increases?

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Transportation Services

Questions?

