

Minutes from Staff Senate Monthly Meeting of March 19, 2019

Location: Newcomb Hall, South Meeting Room

Time: 11:00 AM–1:00 PM

AGENDA

1. Welcome and Announcements
2. Rebecca White, Director of Parking and Transportation
3. Constituency Corner
4. Senate Elections

Item 1: Welcome and Announcements

- The End of Year Luncheon has been confirmed with Pres. Ryan's calendar. It is believed to be June 27th. The location is TBD and will be confirmed later. Lunch will be provided. Pres. Ryan will stop by for about an hour. Please email with any concerns and questions.

Item 2: Rebecca White, Director of Parking and Transportation

- The Department of Parking and Transportation was created in the 1970s in response to a critical need to the growing parking demands on Grounds.
- Parking and Transportation is an auxiliary business operation, meaning the department does not receive funding from the State. The Department is required to be financially self-sufficient.
- There are a few garages for which the department debt is not included in the permit fee. These garages are JPJ & Darden, to name a couple. Darden carries its own debt for the garage.
- Operating costs are around \$8 million a year. This number includes the bus service. The Department also has \$8 million in debt and capital reserves.
- Cheap, convenient, and plentiful parking is what everyone wants. Since parking is such a limited resource, choosing two of these things is most realistic. The Department strives to create options around the University that can help address what is most important to people.
- Out of 19,000 parking spaces, about half are dedicated to employees. The others are for patients, students, etc.

- University transit is defined by different categories of service:
 - About a third of this service is moving employees to Grounds or the hospital. (e.g. - Blueline or Redline bus routes)
 - Another is providing extensive service to the immediately adjacent student neighborhoods. Fewer than 20 percent of students purchase parking passes.

Goals

1. Be a good neighbor to our community. This means meeting parking demand with realistic options on Grounds and not pushing demand into neighborhoods.
2. Develop as many programs as possible to reduce parking demand.
3. Assign parking spaces as fairly and responsibly as possible. In the Health System, spots are determined by job category and position. For the Academic Division, it is done on a first come, first serve basis.
4. Share parking inventories as much as possible.

Rates

- It costs \$35,000 to build one parking space in a garage.
- On the academic side, rates are in the mid \$60s for one month of parking. For Darden, it is in the \$70 range. There are low cost options in the \$40s. For the Health System, rates are about \$95.
- Rates and fees are based on the cost of operations which includes putting away maintenance and capital reserves. The Department takes the cost number, then subtracts revenues from other sources and sets fees.
- For every million dollars the department earns from other revenue sources, they can take \$10 off of the permit rates.
- The biggest source of revenue is leasing spots to JPJ and the Virginia Athletics Foundation. It brings in almost \$1 million.
- Metered parking spaces bring in another million.
- Citation revenue is about \$500,000-600,000.
- The Department takes proposals to the Transportation and Parking committee and to Colette Sheehy, SVP of Operations.
- Salary-based permit fees, which are used in schools like William and Mary, are often brought up, but have not been thoroughly discussed in recent years. Keep in mind that when it comes to salary-based permit fees, it is about who subsidizes whom. It is simply a redistribution of who pays what. Operating costs would still have to be covered.
- A discussion about salary-based permit fees hasn't played out since the supplemental benefit credit came about. Anyone who makes less than \$42,000 a year receives a \$450 supplemental credit to help offset payroll deducted benefits.

Management Structure

- The Parking and Transportation committee is an advisory board that reports to Colette Sheehy.
- Rebecca reports to Rich Kovatch, Associate Vice President for Business Operations.

- The committee maintains a [website](#) that includes information about budget, fees, and parking for employees with disabilities. The committee provides recommendations to Rich and Colette.
- The committee partners with the Health System parking office. There is no reporting line; it is a partnered relationship.

Communication Structure

- The Department has a relationship with the Student Council, the Planning Council, the Barrier Free Access Committee (for those with disabilities), the Committee for Sustainability, The Security and General Safety Committee, and the Regional Transit partnership.
- There is currently a survey out about the UTS Rider experience. It will be open until April 5th. The survey is on the [website](#). It should take 5-10 minutes to complete. The Department would like to hear specifics, suggestions, and ideas.

Q: How long has the supplemental benefit credit been around?

A: Not sure. It could be about 5 years.

Planning for the Future

- There are a number of exercises planned for the future.
- UVA is a matrix-like leadership.
- The Department has carried out many different studies in order to gather information, the first significant one being in 2007.
- The Department is working on a study currently. They are not going to have results of the study for another 35-40 days.
- UVA is heading into a 10-year era of demand exceeding supply.
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Strategies to Reduce Demand and Rates

- UVA CAT buses are a way to reduce demand. Employees can gain free access to the buses. About $\frac{1}{3}$ of UVA employees live close to a bus stop.
- UVA pays the fare of anyone who rides the 29 express.
- Registered car pools/van pools have incentives: You can receive a 25% to 100% discount.

Current Challenges

- Lot closings: When the Brandon Avenue parking lot closed, the Department had 2 years to prepare. However, when the The Cage lot was closed, they did not have much time to prepare.
- Current transit demands
- Keeping up with technology and enforcement: In last 3-5 years, there have been many changes that affect the parking realm. The Department is going to add payment machines to more parking garages.

- The commuter buses from parking lots run on the same schedule.

Questions and Answers

Q: For coordinating ride shares, creating a forum online where you can upload general locations and times, like a matchmaker service, might be helpful.

A: We do have an online forum called Zimride, but it is kind of passive.

- If you are interested in carpooling, please reach out to the Alternative outreach coordinator, Sarah Littlefield. She is very bright and will help put together a carpool for you.

Q: It sounds like the Department needs a PR push. Most people have never heard of these programs.

A: This can be fixed by considering other forms of communications such as booths in a building at a fair.

Q: Is Motorcycle parking decreasing?

A: No, it is increasing; [we have motorcycle maps](#).

Q: You mentioned that there are potentially 100 more people than parking spaces in the Old Ivy area. What are your solutions for this?

A: We are looking at adding spaces on Fontaine. If you work at 2420 or Carruthers, we meet every 2 weeks or so to discuss these spaces.

Q: People are getting dings in their cars due to the narrow spaces in the garage. Is there anything that can be done?

A: Spaces max out at about 9 feet. The more the space turnover, the wider it gets.

Q: Is there anything planned for the UVA Parking app so that you can use the coupon code in the app?

A: Yes! That should be added very soon.

Q: I live in Fluvanna, what is the situation with transportation in that area? Are there possibilities for shuttles?

A: Realistically, there is not going to be transit in Fluvanna.

Q: Do you have any information on contemplative science?

A: No.

Q: Can you talk a little more about when the salary-based permit discussion had come up?

A: It has not come up since the supplemental benefit credit discussion. It is a very philosophical discussion, involving deciding if those who make more should subsidize those who make less.

Q: Designated employees are often required to come in when the university is closed. Why can't they park next to the building they work in if no one else is there?

A: On the academic side, permit regulations are not enforced when the university has an official closing.

Q: How is the \$35,000 broken down for the price of a parking space?

A: The price includes phones, curbing, bricks and mortar, project costs, maintenance costs (utilities and insurance), and putting away money for reserve. There is a formula we use. I can send it to you.

Q: Is it possible to give someone a guest code, and they keep using it and you don't realize until you get your bill?

A: We have noticed some unusual activity in 2 departments. There are now 2 codes, an event code and an on-going code.

Q: Where does the department suggest visitors park during the week and on the weekend?

A: Central Grounds, Emmet, Ivy, and Culbreth Roads.

Q: Often bus stops are not in high traffic areas like going to Carruthers Hall. Also, is it possible to increase the number of stops during peak times on the red and blue lines?

A: Every time a bus stops, that is a huge cost. There are tradeoffs based on the number of stops. The more stops, the less trips per hour. It costs \$70/hour to run one bus for one hour.

Re: Carruthers, the density of passengers getting off doesn't match the 30-60 goal.

Q: Is there any data to show which packages are cheapest or bought more frequently?

A: Not too sure how to answer that. We try to get the system to self-balance. We know charging more is going to decrease demand. We are trying to find a sweet spot in efficiency.

Item 3: Constituency Corner

- The Senate discussed any pressing issues and potentially forming working groups for these issues. They will then work on a proposal to submit to the executive board. If anyone has any ideas, please reach out.
- An email template was created and will be sent out to the Staff Senate so that you can send it out. You can feel free to edit it. Please send it to constituents for ideas and working groups.

Item 4: Senate Elections

- It is time for elections, and there are many seats opening. Kendall and Joe are election coordinators.
- You might be an election manger. Your job is to go out to your unit and recruit for Staff Senator and let them know why you like Staff Senate. You don't have to worry about Qualtrics or anything.

- Everyone's responsibility is to actively recruit new senators. We need someone interesting in serving.
- The seats that are open will be disclosed soon.
- If your seat is up, you can run again. There is a policy that you can't serve for 2 consecutive terms.
- Elections are in June.
- The Senate needs 1 Co-Chair and 2 coordinators.
- If you are interested in being on the executive board, run for a Co-Chair position.
- The Senate also needs a membership coordinator, election coordinator, and interim Senate coordinator.