



PARKING & TRANSPORTATION ADVISORY COMMITTEE

REPRESENTATIVES:

| | |
|-----------------------------|--|
| <i>Present:</i> | Abby De Leon, C.J. Gabbe, Ellen Platt, Ixtlax Duenas, Jack Gerwe, Jacob Malae, Jason Lau, Katie Leisenring, Lauren Braswell, Leah Nakasaki-Peterson, Natalie Rios, Sofia Perrone, Tyler Masamori |
| <i>Sent Regrets:</i> | Dave Machado, Laura Ellingson, Phillip Beltran |
| <i>Approved:</i> | LNP, CJG, ID, SP, JG, EP |

| | |
|---|--|
| Chair: | Dave Machado |
| Associated Student Government (ASG) Representatives: | Jack Gerwe |
| Center for Sustainability Representatives: | Katie Leisenring, Sofia Perrone |
| Disabilities & Chronic Illness Network Representative: | Laura Ellingson |
| Faculty Representatives: | C.J. Gabbe |
| Staff Representatives: | Ixtlax Duenas, Ellen Platt |
| Vice Provost for Graduate Programs Representatives: | Abby De Leon, Lauren Braswell |
| Division of Student Life Representative: | Jason Lau |
| Campus Safety, Emergency Planning & Parking & Transportation Services Representatives: | Phillip Beltran, Tyler Masamori, Leah Nakasaki-Peterson, Jacob Malae, Natalie Rios |

**Fall 2024
October 17, 2024**

AGENDA

1. Welcome and Introductions
2. Great Shake Out Drill 10:17 a.m.
 - a. Drop, cover, and hold on
3. Expectations of Committee Members
 - a. [Parking and Transportation Advisory Committee Charge](#)
 - i. Composition of the committee
 1. Feedback from groups represented
 - ii. Advisory vs. Decision-making
 1. Make recommendations that influence decision-makers on campus
 - iii. Responsible for the evaluation and recommendation of parking and transportation services as they relate to:
 1. Parking permit fees
 2. Parking space allocations
 3. Alternative modes of transportation
 4. Transit benefits
 - iv. Approval of minutes
 1. Majority approval
 - b. [Links to Minutes](#)
 - c. Resources
4. Sliding scale model for parking permit fees

| Grouping | Employee Count |
|---------------------------|-----------------------|
| 1. _ Above \$250K | 27 |
| 2. _ BTWN \$200K - \$250K | 37 |
| 3. _ BTWN \$150K - \$199K | 95 |
| 4. _ BTWN \$100K - \$149K | 267 |
| 5. _ Below \$100K | 444 |
| Grand Total | 870 |

a.

- b. HR was not able to breakdown category five any further
 - i. They indicated they do not provide more granular information pertaining to compensation, specifically for group 5.
- The committee is interested in attaining salary information for all full-time employees rather than a subset of customers who paid for parking permits in 2023-2024, which is indicated in the table above. Possibly reducing group 5 by 10% to see how much more revenue would need to be raised in the other categories for it to be revenue-neutral.
 - There was a question from a committee member regarding where revenue from parking fees goes toward. It was indicated that fees go toward operational costs as P&TS is an auxiliary budget, i.e., it does not receive funding from the division of student life, unlike other departments within the division, to support its operations. Operational overhead includes the purchase, installation, and support of electric vehicle charging stations (EVCS), repavement, seal coat and restripe work in all surface lots and garages, addition/replacement of parking equipment including signs, delineators, cones and speed bumps, maintenance and cloud support services for EVCS, pay stations, bollards, annual support of AIMS parking permit/citation software, offering of subsidized rates for alternative modes of transportation, and the printing of hang tags and permit decals. A committee member clarified the Division of Student Life does not receive funding from the university as well.
 - A committee member asked if P&TS had looked into a tiered parking permit model at other universities. A committee member will look into how the tiered model is working at other universities.
 - A committee member asked if P&TS could look into grants for EVCS as opposed to using the sliding salary model. P&TS committee member indicated the department does qualify for grants, but this does not mean the EVCS would be covered in full. There are also ongoing costs related to installation, maintenance and cloud support services that may not be covered under a grant.
 - A question was asked about how P&TS would provide information about the new parking permit fee model to faculty and staff if approved. P&TS committee member said a conversation could be started about a new parking permit fee structure with the faculty and staff senates via a survey.

5. Removal of Tesla EV charging stations
 - a. North Campus Garage
 - b. Replacement with ChargePoint EVCS
- P&TS is working with facilities on a quote for this work to be completed by an outside contractor.
- A committee member asked about how the units would be recycled/disposed of. P&TS committee members communicated the Tesla units would be either resold or properly recycled/disposed of through SCU Facilities.
6. EVCS
 - a. kWh vs. Hourly rates for charging
 - b. [ENVS 195-EV Charging research project](#)
- A committee member asked what the revenue goes toward for EV charging across campus. P&TS responded that the revenue goes back into the EV charging program, including the purchase and installation of new units, cloud support services, maintenance, and utility costs.
- A committee member addressed concerns with parking availability due to several construction projects utilizing parking stalls for construction materials and equipment. P&TS committee members indicated the department works closely with Projects and Planning on identifying laydown areas for construction projects, and directing project leads to utilize non-parking areas as much as possible. P&TS informs the campus community when parking resources will be impacted by campus construction projects and directs the campus community to “F” overflow parking lots if they are unable to find parking in their designated permit areas.
7. Revised department [price points](#) to support increased costs for goods and services
- Committee members asked about the increased pricing for food truck parking in particular. P&TS receives a limited number of food truck parking requests (less than 10 per year). P&TS can reach out to customers who regularly request food truck parking to inform them of this proposed increase. It was suggested that a specific explanation of what the fee covers would be appreciated.

- Construction Laydown Areas: A committee member suggested implementing a fee for all construction laydown areas. Another committee member indicated the fee proposed in the document was too low to ensure materials were moved in a timely manner.
 - Price lists including images of parking equipment will be accessible online once approved.
8. Questions/comments/concerns from constituent groups?
- a. Excessive speed limits of coasting devices & lack of yielding the right-of-way to pedestrians
- Alternative Transit Card Process: P&TS Staff need further training to effectively provide free daily permits when customers with the Alternative Transit Card come in for assistance.
 - The safety of the development on the Alameda and Park Ave. and the impact on parking/pedestrian safety. P&TS has been in touch with the City of Santa Clara to add crosswalk flags at each major intersection to SCU.
 - Digital display boards outside of the main kiosk and the entrance to the main parking structure: P&TS informed the committee that they are actively working on turning off the monitors since they no longer have access to manage the content on the screens.
 - Digital parking counters: P&TS is looking to obtain quotes for the implementation of parking counters at the entrances to both garages.
 - Pedestrian Safety at the crosswalk on the Alameda and Market St. This would need to be requested through the city of Santa Clara. Santa Clara Police Department used to monitor this crosswalk from the Benson Parking Lot, but has not done so in quite some time. Campus Safety may have more information regarding day/timing of SCPD monitoring. Pedestrian Safety at the crosswalk Market St.-restrict oversized vehicles from parking up to the crosswalk. This is also enforced through the City of Santa Clara.
 - Geo-fencing for electric scooters has increased to SCU and surrounding neighborhoods. P&TS does not manage this restriction.
9. Meeting adjourn

Next Steps:

- A committee member will look into how the tiered model is working across other universities.

- P&TS will create a Google form for voting on the Price Points, and information to the campus community regarding the development at the corner of the Alameda and Park Ave.

Next Follow-up Meeting

Thursday, November 14th, 2024

10:00 a.m.-11:00 a.m.

CSS Large Conference Room and Zoom