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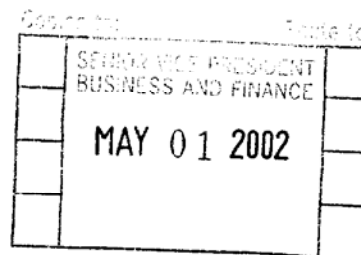
SANTA BARBARA • SANTA CRUZ

OFFICE OF THE SENIOR VICE PRESIDENT –
BUSINESS AND FINANCE

OFFICE OF THE PRESIDENT
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Oakland, California 94607-5200

April 30, 2002

VICE CHANCELLORS, ADMINISTRATION
DIRECTORS, TRANSPORTATION SYSTEMS
MEMBERS, PARKING WORKGROUP



On behalf of Senior Vice President Mullinix I am forwarding the enclosed Transportation Systems and Parking Program Principles, revenue spreadsheet, and rate schedules. These documents will be used to support ongoing discussions with the Academic Council and unions. Because the Principles were developed in response to various questions and ideas put forth about current practices, they represent a synthesis of existing UC policy and procedure implemented at each campus to administer transportation systems and parking programs. Although this is the first time these procedures are written into one document, they are not intended to represent new policy or procedure.

Please let us know if you have any questions.

Sincerely,

Laura M. Martinez
Special Assistant

Enclosures

cc: Senior Vice President Mullinix
Coordinator LaManque

UNIVERSITY OF CALIFORNIA
Transportation Systems and Parking Program Principles
April 17, 2002

The University of California, at each of its ten campuses, operates a comprehensive transportation system to support its faculty, staff, students, and visitors in the pursuit of the University's core academic mission: instruction, research, and service. Transportation systems are designed and operated within the context of each campus's Long Range Development Plan (LRDP) to support and enhance the physical setting and design, environmental protection measures, and accessibility needs. Transportation systems are designed and operated to meet the current and long-term needs of the campus community (faculty, staff, students, and visitors).

PARKING IS A FEE-BASED TRANSPORTATION SYSTEM SERVICE

- 1) Within the context of the University's transportation system, each campus provides limited parking facilities for its faculty, students, staff, and visitors. In conformity with the University's implementation of the 1960 Master Plan for Higher Education in California, parking is offered as a fee-based service, and operated as an auxiliary, self-supporting enterprise.
- 2) Parking facilities are a fundamental part of the transportation system. The University recognizes that automobile access to each campus is a transportation alternative for faculty, students, staff, and visitors. Parking facilities are elements of the campus infrastructure and Long Range Development Plan, and, like utilities, are protected and maintained to ensure vehicular access to the campus as appropriate.

PLANNING

- 3) Transportation systems are a critical component of each campus's Long Range Development Plan which provides for various forms of campus access. These systems must be consistent with and support Long Range Development Plans.

RATE STRUCTURES

- 4) Each campus establishes and implements a parking facility use rate (fee) structure that supports the campus transportation system.
- 5) Parking fees are consistent with these principles and information regarding the campus transportation system programs supported by parking fees is publicly available.

- 6) Parking fees may differentiate according to differing types of access, proximity to various buildings and locations, use patterns, etc. Parking fees for the same access shall not differentiate according to groups of individuals (i.e. faculty, students, or staff).
- 7) Parking fees shall not support non-transportation system related expenses.
- 8) Employee parking fees shall not be paid for by funds available to the University. Chancellors may grant exceptions on the basis of highly meritorious academic recognition such as the Nobel Prize.

CAPITAL COSTS

- 9) The cost of capital and operating expenses related to the parking system shall be recovered from the users of the parking system. Campuses may include other access costs related to vehicle operation on the campus, costs of projects that mitigate the adverse impact of parked vehicles, and costs of programs that may reasonably be expected to reduce the demand for parking on campus.
- 10) Where parking facilities are not operated by the campus parking system and are developed by campus auxiliaries such as housing, athletics, and dining, these auxiliary services charge users for all or a portion of the capital and operating expenses related to those parking facilities.
- 11) The use of University-owned land is considered a subsidy to the transportation system. Parking fees do not normally pay for rent of University-owned land as a cost to the parking facility in its rate structure. In the past, one campus has charged the transportation system for the cost of land but no new projects shall be assessed for land costs. Exceptions may be made for parking facilities owned and operated by third party vendors on University-owned land, or where non-University-owned land is rented or leased for parking facilities. In these instances the payment of rent may be calculated into the rate structure.
- 12) Consistent with Principles 1, 9 and 11 above, the University uses only non-state funds to finance the capital costs of parking facilities. The University has not sought state funds for parking because of the critical need of state funds for academic facilities.

Parking in the core campus is an interim land use, subject to displacement by essential core facilities as the campus grows. The University views the use of this core campus land for parking facilities as an interim subsidy. When academic buildings (essential core facilities) replace these parking facilities, the University does not use state funds

to replace these displacement costs. Because of this, the cost of replacement parking facilities is normally borne by the parking system. On occasion, where non-state funds are available they may be used to pay replacement costs.

Similarly, parking revenue funds may be charged when construction of new parking facilities cause other facilities to be displaced.

The value of parking and other facilities (replacement costs) varies according to the University's calculations of capital costs, and each campus will use a model for replacement costs that reflects a consistent application of campus facility replacement costs.

CONSULTATION

- 13) Each campus has in place a procedure for the review and approval of parking programs and fee structures. This procedure should include input from campus advisory committees made up of members of the campus community who participate in the campus consultation structure.

- 14) Campuses should provide access to information about plans for Parking Program services, including projections for rate increases in future years.