

PRESENTATION TO UNIVERSITY BUDGET COMMITTEE:
HSU PARKING AND COMMUTER SERVICES AUXILIARY

March 26, 2010

BACKGROUND ABOUT OUR AUXILIARY

- 1) Parking lots cover about 15 % of our campus footprint.
- 2) We do more than just write tickets: Visitor relations, Event Coordination, Safety Escorts, Motorist Assists, JackPass program and Alternate Transportation, Emergency Management support, and others.
- 3) We are part of the University Police Department: Operationally, organizationally, & financially
- 4) We provide funding and expertise to design, build, operate, and maintain parking lots.

REGULATIONS AND MANDATES

- 1) Parking must be a *self-supporting* program: We are separate from Academic Affairs and general HSU operations. General fund \$\$ may not be used to build new parking lots or for parking operation.
- 2) Anything big requires a Systemwide Revenue Bond (SRB). This requires HSU to prove its ability to cover the operating costs and debt service payment now, and for the next \pm 25 years.
- 3) As a self-supporting program, Parking is required by CSU policy to pay the University for the costs of the support it receives, such as police dispatching and supervision, cashiering and financial services.
- 4) Parking funds can't be spent on just anything: The Education Code requires that parking revenues and monies from fines and forfeitures can only be spent in certain ways. For example, fines and forfeitures can only be spent on alternate transportation programs (such as new bike racks & Weekend Shuttle).

THREE FUNDS

- 1) "Fines and Forfeitures" are revenues from parking ticket processes. These have paid for new bike racks, Housing Weekend Shuttle, and cover an annual shortfall of Jack Pass funding totaling \$ 80,000 a year.
- 2) "Parking Fees" are permit and meter revenues. They pay for most costs of operating our parking lots and services. This includes salaries, vehicle operations, and supplies and equipment. There are surcharges collected by the CSU and state, and direct and indirect costs collected by UPD, Financial/Business Services, and others. Depending on major expenses each year, \$10-30,000 is saved for major capital expenses.
- 3) The Jackpass fund is only spent on Jack Pass services. We collected about \$237,000 this year in revenue, but bus company expenses now exceed \$315,000 a year. We make up the difference using reserves in the Jackpass account and transfers from Fines & Forfeitures.

KEY THINGS TO KNOW

- 1) There is no “surplus” money in Parking. We have much more deferred maintenance than we have money to spend. We are currently conserving funds for a major remodel of the big “Mai Kai” lot. This will become “Lot A”.
- 2) We have important projects to fund: We need to rename our Parking Lots and put up new signage. We need to replace outdated and unreliable permit dispenser technology.
- 3) We need to raise revenue but that will be tough. Collective Bargaining Agreements limit most staff and faculty to pay only about 1/3 of what students pay for a parking permit each semester. Parking Rates have not gone up since 2008. Humboldt’s daily permit rates are already in the top 1/3 of the CSU. We don’t charge for parking at night or on weekends (others do, but not Chico or Sonoma). We don’t have the “critical mass” of available parking at HSU to sell a lot of permits.
- 4) Available parking spaces on campus have been lost due to construction. College Creek Apartments resulted in the loss of 73 parking meters and several dozen spaces. Added to BSS and KA projects, HSU has lost 16% of its available parking (about 360 stalls) due to construction projects since 2005.
- 5) Construction and development charges hit Parking: 2004: \$65,000 for parking around Student Rec center, no longer useable due to positioning of KA building. 2005: \$109,442 for Master Planning and Circulation Studies. 2006/2007: \$106,121 for design of five-story parking structure built into ground on footprint of Library Parking lot. 2010: \$67,000 for future redesign of big Mai Kai (Lot “A”) parking lot.
- 6) Jackpass is not financially independent for the long run. We need to raise rates by about \$7-10 per student per semester to make revenues equal costs, restoring flexibility to use Fines & Forfeitures for other alternative transportation projects.
- 7) UPD and Parking have a “symbiotic” relationship. Parking depends on services provided by UPD Dispatch and leaders to operate, and UPD depends on funds from Parking to operate.
- 8) We are going to search for a new Parking Supervisor or Manager due to retirement next week.