

UVa Transportation and Parking Committee 2020/10/27

Attendance – Scott Barker, Andy Mansfield, Trish Romer, Bill Palmer, Mark Stanis, Minnette Stroud, Jess Wenger, Philip Weymouth, Becca White

- P&T priority is meeting land use and sustainability goals for UVA
  - Reduce parking demand and vehicle miles traveled while increasing transit demand
  - As many efficiencies as possible on parking inventory, trying to prevent UVA from having to build its way out of parking issues
  - Focused transit on high frequency service in a small service area
  - Incentivize carpool/vanpool programs
  - Serve as liaison for on grounds biking, walking, transit – bridge for regional discussions
- Planning and Studying – Parking Master Plan in 2019, study specific projects – have parking garage study underway for North Grounds for additional parking intercept inventory that could convert to event parking for Athletics precinct
- T&P Committee under Colette Sheehy
  - Two new members to be appointed this week from Staff Senate
  - Don't do meeting minutes, if there's an action point will send letter to Colette, only post meeting notes
- COVID Strategies
  - Pres Ryan announcement came on a Tuesday in March and had to make changes by the following Monday
  - Had to keep bus drivers safe
  - Hospital eliminated clinic services but still needed staff
  - UTS ran every weekday during this, 0 days not operating
  - Changed boarding strategies, board by back door, masks required, 20 passengers only
  - Redesigned health system commuter parking based on arrival time
  - Suspended academic service from when students left to August 31
    - When reinstated, hubs on Whitehead Road and Alderman Road rather than convenience trips along McCormick Road
  - Never suspended parking management strategies in HS
    - \$10/month permit increase for permit parking
  - All parking management suspended from late March to early September on Academic side
  - Removed boundaries and eligibility barriers
  - Flexible terms for permit – hourly and daily, not just annually
  - Customer service office closed, all transactions online or via app
- COVID Data
  - Academic ridership is down 75% on Academic Routes from September to October
  - Transit ridership is down 22% on Commuter Routes (parking lot shuttles) from July to October – moving 1300 people a day twice a day (the 1700 mentioned at the meeting was in error)
  - Parking utilization varies depending on location – in locations people who cannot telework, parking lots are about 80% full
  - Annual permit sales are down about 51% across the board - depending on location, not a high standard deviation – utilization varies
  - Budget impacts
    - Had to resubmit FY21 Budget. Usually written in Jan20. Resubmitted in July20, assuming somewhat return to normal by Jan21. We know there is no return to

- normal in January. Annual permit revenues trending 40% below July20 projections – looking at \$2million deficit from parking revenues (permits, events, hourly fees)
- Revised budget assumption
  - Miss revenue targets by \$2M due to reduced parking fees
  - Reducing operational expenditures – need 6 figure savings in reduced expenditures
  - Reduced debt and reserve commitments – working on this now
  - Hope to have revised budget by end of November
- COVID Lessons Learned
  - Commuter transit allows efficient movement of 1300 people per day despite 20 people at a time in 2-hour windows (the 1700 mentioned at the meeting was in error)
    - Could save in bus emissions by recognizing this efficiency
  - Moving transit of McCormick focuses transit on transit dependent trips and not convenient stops like riding one or two stops during class change
    - It's expensive money and emissions wise to move people two bus stops for convenience
    - Do we want to focus on transit dependent trips or keep paying for the convenience trips?
  - Offering hourly, daily, multi-day permits
    - Our previous limits were completely contrived. **Can bring more efficiency and meet people's needs by changing eligibility**
    - Limitations in terms of real time parking availability for hourly point of sale
    - Reassure an annual permit holder who might want to buy annual again in the future but sell space to users in the meantime.
  - Virtual customer service seems to be working
  - Enforcement by License Plate has potential – could reduce and remove barriers if can remove operational limitations. Have virtual permit instead of actual permit hanging from rear view mirror
    - **What are barriers?**
  - Huge budget impacts
    - Talking point about how P&T is funding – as an auxiliary no funding from State or UVA – only works when demand for your product is high
- What are questions – what is our advice for Colette?
- SB - Don't know expenditures yet?
  - $\frac{1}{4}$  of way through the fiscal year
  - Hear UVA may be renegotiating debt, don't have new debt schedules yet
  - BOV has always required that P&T has 3 months of operating reserved in P&T's bank account
    - Have not ever finished in the negative in Becca's knowledge but UVA has a process to allow that to happen if they have to – not the goal
  - The math does not add up
  - Is transit a service that's provided or should it remain as a self-funded operation
  - They can make it through this FY, but cannot make it through this FY without significant discussion
- SB – whenever get back to some semblance of normal, what are the longer term impacts of having gone through this? Does P&T have any sense of the longer term impacts?
  - P&T doesn't have numbers yet, but P&T thinks 20% of their staff will be teleworking in

- the future
- FM will have people for the foreseeable future that will continue to telework, same with Architect's Office
- Full time people in the office is not coming back anytime soon
- HRL expects stay at home telecommuting to be higher than 20%
- SB guess in Academic Division, lots of committee meetings online – just come in to teach and in person things that have high value
  - Some subsets of classes work better online – large classes might permanently stay online
- Students might take advantage of parking tickets rather than pay annual fee
- What technology would P&T need to accommodate annual parking needs and hourly needs
  - Video technology emerging with analytics – put software on camera to read occupancy and turnover to read availability and utilization – gives real time utilization data
  - Use LPR cameras on the ground to enforce
  - Technology – infrastructure needs
  - Annual permits not going to be king post COVID – plays well into pay as you go parking model – tear down barriers to parking lots and have frictionless and highly flexible options – Parking Master Plan discussed it as a thing farther in the future but the time may be upon us now
  - Need infrastructure and technology based projects and purchases
- Will ParkMobile be part of that solution?
  - FM will use to get crews from place to place for project work
  - Explore functionality of App to solve some of these issues
  - How do you know what you can sell? Not just how does the parker buy the access?
    - Need known answers for both sides of the equation
- SB - ParkMobile problem – if pay for one car and have different car with you and no way to change the car once you've hit return
- BP – rapidly moving toward a Pay As You Go system (MIT went all in on it)
  - Could map COVID strategies to implementation of Parking Master Plan and Transportation Plan?
  - These are things we had to do but it bears considering keeping in place
- Pay As You Go changes how you enforce in terms of writing tickets and have a warning with a surcharge instead of citations. "Since we had to find you, you have to pay \$5 or \$10 extra."
- BP - ? for Philip – how do you as a student feel about taking buses off McCormick
  - Thinks its great – often did it himself, but at the end of the day, looking at sustainability goals, the pros outweigh the cons
  - Take away a little bit of comfort for the realization of goals for the greater good
  - Maybe align bus schedules with the dining schedule instead of the class schedule?
- BP – does P&T get revenue from game day and concert parking?
  - Yes, that's part of the \$2M shortfall
- Do we want construction updates in the future – are they helpful for context or stick with more of a policy discussion?
  - Have updates in advance as report that we read through and then ask questions on the agenda item
- Next steps
  - Welcome two new people to the committee
  - Send out survey to focus on discussion for the next meeting

- Interest in changes in annual/hourly parking passes
- Interest in seeing what changes have been made and align with Transportation Master Plan
- Carbon reductions makes him feel good about bus route change – are we looking at sustainability effects on carbon footprint?
  - Hope to look at that after taking a month off after the budget is submitted – high interest
  - Measure Scope 2 – transit system emissions and commuter miles in scope 3
    - Very much reportable
- Students not in C'ville had comprehensive fees waived - IM Rec, Athletics and one of those fees helps fund transit – so 15-20% reduction in those fees as well