

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?
 - ¼ 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