



Meeting Minutes

Transportation and Parking Services (TAPS) Advisory Committee Meeting

August 8, 2017

10:30AM – 12:00PM

Location: Facilities Services Building A Conference Room

Attendees: Karin Groth, James Nardello, Rosalva Barriga, Jessica Ross, Andres Hernandez, Arokiaraj Panneer Selvam, Jason Jacklitsch, Drew Shelburne, Katherine Shurik

Attendees on Zoom: Edmundo Martinez

Call to order: 10:33am

Officer Jason Jacklitsch is attending in replacement for L.t. George Gongora.

Approval of 5/9/17 Meeting Minutes

Motion to Approve: Drew Shelburne

Motion to Second: Arokiaraj Panneer Selvam

Approved

AVC Tibor Toth – Updates

K.G.- Lake Lot 1 and Lake Lot 2 will be replaced by P4 Lot in November of 2017 and it will be delivered in two phases. Phase one will render approximately 1,800 spaces and will replace the existing parking for Lake Lot 1, Lake Lot 2, Evolution Valley Road, and Evolution Valley Lot. However, Project 2020 is not able to turn over the P4 parking lot to UC Merced until the intersection of North Lake Road and Bellevue is signalized. In addition, this intersection will be made into a three way stop until its completion and the pull away will be removed. There are three different projects in this area. PG&E is doing electrical work along Bellevue, Merced County is widening North Lake Road, and Project 2020 is signalizing the intersection. PG&E is expected to continue their work through November of 2017. In anticipation of traffic delays, we have asked the Chancellor to speak with the Provost to urge faculty to be sympathetic to the issue. We have also requested priority to be given to buses stopped at these locations by flaggers to ease route delays. The solar project for North Bowl 1 and 2 has been delayed due to a manufacture shortage of steel. It is anticipated to commence in May of 2018 and completed by Fall of 2018.

A.P.S.- Can we send out intercampus communication about these changes?

K.G.- Yes, we will hopefully have a draft by today. We are also adjusting Cat Tracks route times to include more of a buffer to ease any further delays. This should also be posted shortly.

K.S.- Are the buses going to be running more frequently?

K.G.- For the most part, it will remain the same.

Roundtable Committee Members Updates

****Note: No updates were provided by the committee****

Parking Rates/Allocations

K.G.- I proposed to V.C. Reece the committee’s recommendation for parking permit rates from the May 9, 2017 meeting (See Table I. Below). In summary, we are bound by our commitment to our represented employees to a maximum \$5.00 rate increase per month. So, we applied this increase across the board. Due to its proximity to the academic core and its anticipated solar covering, the rate for North Bowl 1 and North Bowl 2 was revisited. For now, faculty and staff members will continue to display their 2015-2016 annual parking permits at no rate increase and will look toward a new permit distribution for the Fall of 2018. The waiting list will continue to be used to facilitate any further permit upgrades. Upon V.C. Reece’s retirement in June of 2017, Brian Powell was named Interim Vice Chancellor. V.C. Powell has been updated with the committee’s recommendation and upon further collaboration will hand down a final decision.

Table I. Parking Permit Rate Proposals							
Permit Type	Current Rate	Original Proposal			New Proposal		
	2017	2017	2018	2019	2018	2019	2020
Reserved (X)	\$96	\$101	\$106	\$109	\$101	\$106	\$109
Preferred (A)	\$69	\$74	\$79	\$82	\$74	\$79	\$82
Preferred P4 – Q3 (A)	-	-	-	\$82	-	-	\$82
Preferred Low Emissions (ALEV)	\$56	\$65	-	-	\$65	-	-
North Bowl 1 (B)	\$33	\$50	\$65	\$82	\$50	\$65	\$82
North Bowl 2 (B)	\$33	\$50	\$55	\$58	\$50	\$55	\$58
Commuter P3 (C)	-	\$38	\$43	\$45	\$38	\$43	\$45
Commuter P4 – Q1 & Q2 (C)	-	\$38	\$43	\$45	\$38	\$43	\$45
Commuter Low Emission (LEV)	\$27	\$38	-	-	\$38	-	-
Motorcycle (M)	\$27	\$38	\$43	\$45	\$38	\$43	\$45
Zero Emission Vehicles (ZEV)	-	-	TBD	TBD	-	TBD	TBD

Construction and Transit Impacts

K.G.- Due to space constraints, we will continue to have UC Merced residents parking off-campus. There is an application process for those who feel they meet the exception criteria; military service, employment, extreme circumstances, medical ailment. However, this year, there has been an influx in the number of applications due to the limited availability of residency in Merced. More of our student population is living outside of the Merced area such as, Livingston, Turlock, Le Grand, Modesto, Ripon, and Waterford. To manage this increased demand, we will continue to house resident vehicles at Merced College. Student commuting from further out will be given priority over those living within Merced. We encourage the Merced population to utilize the park and ride locations; such as Bellevue and Moraga. The primary parking location for student commuters are in the lots at the front of campus. We will utilize these spaces first, and in the event of overflow direct students to park in the P3 lot. But, P3 will primarily be used for the awarded application exceptions previously mentioned.

J.N.- There are 206 parking spaces in P3.

K.G.- After Thanksgiving there will be a parking shift from Lake Lots 1 and 2 into P4. The first delivery is approximately 1,800 parking spaces. Once delivered, the Lake Lot 1 and 2 areas will be fenced off for construction and the path of travel to the core of campus was set to be Scholars Lane access via North Lake Road. However, after collaborating with Project 2020, we have requested a pedestrian access point that crosses what is now Mammoth Lakes Road, which will then be called Live Oak. We have continuously voiced this concern to ensure that the Project 2020 team will follow through with this amendment.

New Parking Management Systems - Change in Permit Purchase Requirements

K.G.- We have installed 2 new kiosk machines in Lake Lot 2. The old machines used the pay-and-display format, which required the customer to obtain a parking pass and place it inside the vehicle. Juxtaposing, the new machines utilize the pay-by-plate format. Under this system, an electronic permit is associated directly with the customer's license plate number. The main benefit of this format is the streamlining of the permit purchasing and enforcing process. We plan to strategically place these kiosk machines across paths of travel, so customers do not need to return to their vehicles. In addition, the Way2Park application is also linked to the kiosk machines. This allows customers to park their vehicle within the applicable Way2Park permit zone and purchase parking directly from the application. Furthermore, customers are also able to add time to their permit purchases remotely through the application.

A.H.- The customer receives an alert that their time is about to expire and asks if they would like to extend it.

K.S.- Does it work for both platforms?

A.H.- Yes.

K.G.- We have ordered three more kiosk machines for the P4 parking lot, however, only a designated area will be allowed to pay with the application. Our goal for the next academic year is to transition all permits into electronic permits and license plate recognition technology.

A.H.- These advancements have been very well received. It takes some getting used to, but with two machines it has reduced any sort of line or wait time. The application allows our customers to create their parking profile with multiple vehicles and saved payment methods.

K.S.- Will it accept PayPal or any payment of that nature?

A.H.- There are many payment options you can use as you set up your profile, but I am not sure about PayPal.

K.G.- We are going to have ambassadors at the start of the semester to assist with the traffic flow and help educate customers of how to use the machine. We will also message the campus community. We are also here to help. If you would like me, James, or my team to present to your constituents, we will be more than happy to communicate the changes.

A.H.- One other thing to be aware of is that the kiosk machines only accept credit or debit. It will no longer accept cash or coin.

K.G.- April had several signs made and placed throughout the lot reminding customers to grab their license plate number before reaching the machine. We are also prepared to do that in P4 as well.

J.N.- Those signs also indicate that you can pay by phone. There is also a QR Code that will direct customers to the application.

K.G.- I just want to make it clear that parking is by zone. So, it doesn't necessarily mean that if you pay for parking that you have access to any lot. Currently, there is only one zone.

A.H.- Correct, the zone includes Lake Lot 2, Evolution Valley Lot, Evolution Valley Road, and Mammoth Lakes Road.

K.G.- The zoning does not include Lake Lot 1 because it will remain a sticker permit only parking lot. The next roll out of this mobile application is zoning the parking lots at the back of campus. The challenge is, if the spaces are not allocated properly anyone can download Way2Park and pay for parking in this zone. Currently, we don't have the ability to segregate application permit purchases by affiliation. Another technological advancement we will transition into here shortly is the NuPark system. Phase one will be the enforcement piece. Phase two will include our permit module. We have been working to clean up the data in our current system, T2 Flex, and will initiate a data dump tomorrow [August 9, 2017]. Eventually, we will transition into license plate recognition (LPR), which is a camera mounted onto an enforcement vehicle. This will allow our enforcement team to get through all of the parking areas more efficiently. They are able to process 55 vehicles per minute versus the manual process, which is what we have now. A part of NuPark is our ambition to be permit less by the fall of 2018 or 2019 at the latest.

A.H.- This system is really going to be a fantastic integration of systems. You will be able to update your vehicles and your address electronically. Furthermore, links will be made electronically between license plate number, parking permits, and citations. It will be a great whole picture for the operation. It will also let us enforce permit regulations more easily, if you have any outstanding obligations, and determine permit eligibility.

K.G.- We talked in the spring about how revenue generated from parking citations is used to subsidize alternative transportation. However, that budget is not revenue generating and we need it to subsidize transportation. In part, this issue is due to a shortage in staffing and the lack of follow through for holding customers responsible for outstanding debt. Scoff-law is considered an accumulation of five or more outstanding citations. It is at this point that we are authorized to boot and tow vehicles. Senior management has decided to not to implement this sort of action because of the image it gives. We also spoke with Student Affairs about passing on any outstanding citations to student fees or transcript holds. We did an analysis and found that were students walking that had over \$1,200.00 in outstanding citation debt. Our goal is to enforce the rules and gain support from the entire campus. This practice is also no different from our other sister campuses. We do have faculty and staff that have outstanding obligations as well. Our debt has been running anywhere from \$30,000 to \$50,000 annually. We are looking for ways to cut expenses, however, we also have to find ways to build the transit program in a growing campus. One of the positives of this new system is that it will automatically notify us of outstanding citations and it will not allow us to proceed with a permit purchase without resolving that debt. We met with the budget office and they recommended to cut expenses. But, from a transit

perspective, that is not realistic. We have to continue to grow and provide transportation for the increased student population. The campus has extended its partnership with the Heritage properties by adding 280 beds. There has also been more transportation needs at the downtown administrative building. We are reaching out to different departments to help subsidize the routes they are in connection with. For example, Housing and Resident Life is subsidizing the Heritage Express route for their customer base. Furthermore, I know that I shared with you we put out an RFP for a new transit system. We had hoped to award to a new provider at the start of this semester. We successfully put out the RFP and had 5 or 6 intend to respond. Only, two had successfully responded. I reached out to procurement and asked why the other agencies did not make the deadline. We are extending our existing contract for another two years and putting out a request for information (RFI). We will make a more comprehensive RFP knowing what the service level will be for 2020 and then award by December or early spring of this year with the start date of fall of 2019. This would give a year and a half for the company to plan accordingly; which would include buying buses if need be. The turnaround time for buying a bus is about 18 months and these new deadlines would give enough flexibility and time to meet the demand and the requirements of the RFP. Lastly, we are starting to see a significant amount of Uber and Lyft drivers coming to campus. We are trying to come up with an area where we can control where they are driving. I spoke with the V.C. Charles Nies and want to consult with the Police Department and the fire marshal that the area behind Half Dome Hall can be designated as a ride share zone. Ultimately, we could potentially have two areas, to divert traffic from Scholars Lane. In addition, the new Ranchers Road is a possibility of a ride share zone. As this builds out we will look at other locations as well.

K.S.- Will the new Ranchers Road be accessible for drop-off purposes?

K.G.- Potentially, I know that there is a committee that has on-going dialogue about its utilization. We have used it for parking Chancellor events and has been well received. But knowing that there are going to be request for Uber and Lyft services in the back of campus, this has the potential to contain this traffic. This will be a top of further discussion.

J.N.-New Ranchers Roads will remain blocked off until the plans are finalized, striping is in place, and appropriate enforceable signage is erected.

K.G.- We have also gone to a traffic engineer to manage the intersection between Library 1, Library 2, New Ranchers Road, and the Old Ranchers Road. We are exploring different options on how to manage that area.

Next Meeting

1. Date: September 12, 2017 from 10:30AM-12:00PM
2. Proposed agenda topics
3. Action Items

Meeting adjourned at 11:42 pm