Parking Advisory Committee Pre-Hearing Recommendations

<table>
<thead>
<tr>
<th>Parking Permit Type</th>
<th>2000-01 Parking Permit Price</th>
<th>2001-02 Parking Permit Price</th>
<th>2005-06 Parking Permit Price</th>
<th>Proposed % Change</th>
<th>PAC Recommended Rates for Mar. 2 Annual Hearing Presentation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gold – Twelve Month Permit</td>
<td>$200</td>
<td>$210</td>
<td>$210</td>
<td>9.5%</td>
<td>$230</td>
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<tr>
<td>Purple – Nine Month Permit</td>
<td>110</td>
<td>116</td>
<td>116</td>
<td>12.0%</td>
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<tr>
<td>Nighttime Purple – Nine Month Permit</td>
<td>58</td>
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<td>62</td>
<td>12.9%</td>
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<tr>
<td>Orange – Nine Month Permit</td>
<td>60</td>
<td>76</td>
<td>84</td>
<td>11.9%</td>
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<td>Green – Residence Hall Regular Nine Month Permit</td>
<td>130</td>
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<td>150</td>
<td>10.7%</td>
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<tr>
<td>Dark Green Lot 20a Discount – Res. Hall Nine Month Permit</td>
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<td>62</td>
<td>62</td>
<td>12.9%</td>
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<td>Light Blue Vendor Delivery – Twelve Month Permit</td>
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<td>9.5%</td>
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<tr>
<td>Dark Blue Handicap – Twelve Month Permit</td>
<td>80</td>
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<td>11.9%</td>
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<td>Nightime Handicap Permit – Nine Month Permit</td>
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<td>13.3%</td>
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<td>Silver Motorcycle – Academic Year Permit</td>
<td>50</td>
<td>54</td>
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<td>11.1%</td>
<td>60</td>
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<tr>
<td>Red – Night Shift Employees Nine Month Permit</td>
<td>70</td>
<td>36</td>
<td>36</td>
<td>11.1%</td>
<td>40</td>
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</tbody>
</table>

1. Raise parking permit prices across-the-board to generate $81,400 in additional revenues (off of a base of $750,000) primarily to enhance the Parking Program’s existing property acquisition and/or ramp construction fund. Additional revenues are also needed to: 1) cover 2%-4%state-wide contract negotiated wage and fringe benefit package increases for Parking Program funded employees (7.51 FTE classified positions); 2) an 3% increase in student payroll rates against a base of $194,940; and 3) an expected increase in asphalt paving base rates for parking improvements.

2. Recommend approval of the Parking Program’s $1,691,450 projected income and $1,683,981 spending plans for 2006-07. Includes $400,000 set aside for property acquisition and $330,250 to pay for capital improvements including:
   - $22,612 for Lot 19 bit patch and crack fill.
   - $167,000 to close off hazardous entrances/exits to Lot 20 North; build a connecting road between Lot 20 North and Lot 21 North to facilitate exiting from Lot 20 North.
   - $44,250 for electrical upgrades required in Lots 20, 21, 22, and 23 for heated bus shelters, lighting, and cameras.
   - $36,000 for two CCTV cameras in the giant Lot 22.
   - $ 5,000 for gravel and grading of the “Free Lot” (Lot 23).
   - $19,400 for unanticipated contingencies.
   - $ 8,750 for engineering.
   - $303,012 Total from Parking Program Funds

3. Eliminate the current split between Gold (140 stalls) and Green (498 stalls) in Lot 16. Merge the Gold permit and Green residence hall permit area in the giant Lot 16 adjacent to the Performing Arts Center allowing McClern/Crawford Green Zone permit holders to park in what is now considered Gold permit stalls on the east side of Lot 16 near the redwood fence. The proposal would also allow Lot 16 Gold permit holders to park on the southwest curb of Lot 16 where Green permit only stall now exist. The need for a special Lot 16 Daytime Green permit would be eliminated as those customers could buy a Lot 16 Gold for the same price and park anywhere in Lot 16. In short, holders of either a Lot 16 Gold permit or a McClern/Crawford Zone Green permit could park in any stall within the giant parking lot which in the past has been designated exclusively for either Lot 16 Gold or Green permit holders.

2. Income and spending proposals were reviewed at the public hearing and testimony was taken. No one opposed setting aside additional funds for land acquisition. The projected income and spending plans are recommended unchanged for 2006-07.

4. No Change

5. Testimony submitted at the Public Hearing by and large supported the need for long overdue permit rate increases. For five years the most dependable revenue stream of the Parking Program’s $1.3 million income plan has been permit receipts ($750,000 predicted for FY’06), not parking citation or parking meter collections. PAC believes additional parking stall capacity is a necessity in and around the Performing Arts Center and near the arboretum.

6. Taking advantage of nearby property sales as they surface will require a sizable land acquisition fund and we need to start setting aside money.

7. Approved.

8. Advisory Committee recommendations approved for 2007-08. By approving these permit rate changes it is anticipated that the bulk of additional revenues will be set aside to enhance the Parking Program’s land acquisition cost center allowing for future parking stall capacity improvements.

9. The Capital Improvement Program for the summer of 2006 is authorized and the estimated costs associated with the improvements accepted.

10. Approved.

11. Advisory Committee’s recommendation is adopted to make Gold permit stalls of any stall within the giant parking lot which in the past has been designated exclusively for either Lot 16 Gold or Green permit holders.

12. Approved.

13. Additional changes in the existing mix of residence hall Green and off-campus Gold permit stalls should be addressed in the planning process for 2007-08 in lieu of residence hall construction.
4. Abolish Gold Drawing Permit Participation Fee 50% Down Option. Eliminate the current option to pay only 50% down of the Gold permit price for those who wish to participate in the Annual Spring Gold permit Drawing for a Gold permit for the upcoming year. Of the 1,100 participants in the March 2005 Gold Permit Drawing more than 200 elected to pay only 50% down. Those partial payment Gold permit holders then had to be reminded to pay by August 1 to avoid a $10 handling fee. Many chose to wait until around the beginning of classes Fall Semester before paying the balance creating a handling problem putting at risk their payment history and triggering registration holds for non-payments.

   Modified. Full recommendation is endorsed but should include a $20 late fee for those missing the Spring Gold Permit Drawing deadline who are still issued a Gold permit remaining in inventory.

4. PAC feels that the 50% down payment option is being abused and puts a burden on the collection system. Other permit holders must pay 100% value as a down payment in the Spring if they wish to be mailed a guaranteed Purple or Green permit before the beginning of Fall Semester. Request elimination of 50% down payment option, along with establishment of new $20 handling fee for those filing for a leftover Gold permit after the Gold Permit Drawing deadline has passed.

   Modified. At this time too many people would be disadvantaged if MSU ended the existing partial payment option for the purchase of a Gold permit. While the Gold Permit Drawing is underway it is highly desirable for all concerned that $230 be paid “up front.” Not all of the 1,100 estimated Drawing participants can pay the full $230 at one time, therefore, a $130 initial payment option is approved with the assumption that the remaining $100 will be paid by August 1, 2006. If the second payment is not received by the deadline then the person will forfeit their place on the Gold Permit Drawing Sequence List and will default to either a Lot 7 Gold or Lot 16 Gold permit, if a leftover permit is even available after August 1st. If a Gold permit is available it will be issued only if a $20 surcharge is paid to cover the cost dealing with the delayed payment.

Incentives to pay the $230 up front should continue to be offered in the form of prizes, the “winners” coming from the pool of those who paid $230 by the Gold Permit Drawing deadline.

Those who do not file a Gold Permit Drawing Application in time but within two weeks after the drawing deadline will be issued a Gold Permit Drawing Sequence Number as a “late drawer” and will be awarded a Gold permit if any are available only if they pay a $20 late fee.

5. Paylot Overflow Demand Problems Weighted. Since the Student Union became fully operational following its recent major reconstruction effort, more conferences and meetings find the CSU as their venue stimulating added visitor and guest traffic into the campus core. The Paylot’s 180 stalls are further stressed when weather conditions worsen and regular MSU $116 Purple and $84 Orange permit holders elect to park in close to campus core buildings despite paying a hourly charge at the Paylot ($2 for the first hour; $1 per hour thereafter).

   Modified. Per hour rate increase of $1 proposed. Use of Traffic Controllers for special events would continue. MSU departments would be unaffected as they would continue to buy Paylot passes for their guests at the $5 all day rate or $2.50 half day rate. A perforated All Day Special Event pass would still be $6 allowing the holder to leave and come back to the Paylot on the same day.

On peak demand days, which are becoming all too frequent, vehicles waiting to use the Paylot become stacked up bumper-to-bumper from the Paylot entrance to the intersection of Ellis and Stadium (Gage Corner) and all the way down South Road West in front of Wigley and the Student Union. This stacking situation occurs from 20 minutes to the top of the hour and can start as early as 9 AM on a class day. When stacking occurs there is a very real risk other vehicles will be trapped that could care less about the Paylot, i.e., buses, shuttles, security and emergency vehicles.

The Parking Advisory Committee has reviewed a number of options designed to address the problem including:

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   Modified. Conversion of Lot 4a Gold permit stalls for use in an expanded Paylot by up to 30 stalls taken away from Gold Lot 4a;

5. Based on additional testimony provided at the public hearing, the PAC recommends that the existing hourly charges be increased to $3 first hour/$1 thereafter. With increases recommended in permits, the PAC did not want to leave the impression in the minds of students and employees that it would be less of a financial burden than it already is to use the Paylot compared to purchasing a MSU permit and actually parking in a permit lot all of the time.

The change is requested not because of a
2. Increasing the rates to discourage MSU permit holders from trying to park in this “Visitors Paylot”;
3. Using Traffic Controllers to “cone off” and protect stalls within the Paylot until special event participants arrive;
4. Instituting a “super charge” or “special day” charge only when special events occur in an effort to dissuade MSU Purple and Orange permit holders from using the Paylot (special tall wheeled signs would be used at the Paylot’s entrance so drivers could readily see what the rules were for that day before they became trapped in the Paylot’s turn lane);
5. Some modification or combination of the other four strategies.

Paylot was not viewed as reasonable considering the elimination of core campus Gold permit parking over the past couple of years.

overriding revenue need, but to help MSU permit holders think twice about using the Paylot even when the weather is bad. The last time this tactic was employed to dissuade students and staff from routinely using the Paylot, relief was evident though a year later the positive results had lessened.

Maintain the existing “paybox” and its low rate now in place in Lot 21 for those willing to use quarters and pay $1 per hour minimum and 25¢ for each 15 minutes. The Lot 21 now is used for cash paying customers when the Paylot is filled – Purple and Orange permit holders wanting to park close-in to the campus core on a bad weather day normally park in Lot 20, 21, or 22 so have nothing to gain by using this cash option.