

Annual Hearing on 2009-10 Parking Policies, Budget, & Capital Improvements

(Proposals in Column # 3 endorsed by PAC following testimony taken at 3/19/09 Public Hearing on Parking Policies, Budget and Capital Improvements.)

Parking Advisory Committee Pre-Hearing Recommendations (1)	Changes to Original Plan Due to Mar. 19 th Hearing Testimony (2)	Parking Advisory Committee Recommendations Post-Hearing – 3/19/09 (3)	Administration Action – 6/12/09 (4)																																		
<p>1. The Parking Advisory Committee placed on the Hearing Docket this proposal:</p> <ul style="list-style-type: none"> • Approve Capital Improvement Plan for Summer 2009 - \$145,724 Estimated Total. Plan includes: <ul style="list-style-type: none"> ○ \$ 22,000 New catch basins for Lot 21 (east) and Lot 22 (east) on middle road (bus lane) – minimize accumulation of run-off from snow melt and heavy rains. ○ \$ 5,000 Crack filling – Ellis Street North, West and South Roads, and middle road connecting Lots 20-23. ○ \$ 96,724 Chip sealing and restriping – Lot 22 NE (\$15,903); Lot 21 (\$52,090); bus lane (\$11,468); Ellis Avenue North (\$7,013); West Road and South Road (\$10,250). ○ \$ 12,000 Contingency and change orders. ○ \$ 10,000 for engineering. 	<p>Modified PAC recommends additional striping including stalls on the east end of Lot 20a (Dark Green Discount) and Lot 20 (Purple) to address demand and inability to effectively enforce current east curb yellow parking ban.</p>	<p>1. The Parking Advisory Committee recommends to the Administration that it adopt and implement the estimated \$145,724 plan with the change.</p>	<p>1. Approved. Summer 2009 Capital Improvement Plan projected at \$145,724 was approved earlier in May as recommended by PAC in its Post Hearing column 3.</p> <p>Denied: Recommendation to create additional stalls by striping the east curb of Lot 20. To ensure against illegal parking, particularly when snow cover hides yellow stall lines, install a couple of “No Parking” signs that will have year-round utility. Creating stalls on the east curb crowds vehicles already parked nearby.</p>																																		
<p>2. The Parking Advisory Committee placed on the Hearing Docket this proposal:</p> <ul style="list-style-type: none"> • Increase the existing bus pass and bus cash fare costs to cover anticipated 2009-10 increase in per hour charge from City of Mankato for operating Route 1 bus (22 minute run of Campus Express to nearby apartment complexes) and Route 8 bus (campus circulator). (The last permit price increase occurred eight years ago in the Fall of 2001.) <ul style="list-style-type: none"> ○ \$45 Per Semester all-City bus pass from existing rate of \$40. ○ \$16 Per 30 Day all-City bus pass from existing rate of \$14. <table border="1" style="margin: 10px auto; border-collapse: collapse; text-align: center;"> <thead> <tr> <th></th> <th>2000-01</th> <th>2001-02</th> <th>2008-09</th> <th>2009-10 Proposed</th> <th>FY’10 Added Revenue</th> </tr> </thead> <tbody> <tr> <td>Semester Bus Pass</td> <td>\$ 31</td> <td>\$ 40</td> <td>Same as ‘02</td> <td>\$45</td> <td>\$ 6,215</td> </tr> <tr> <td>30 Day Bus Pass</td> <td>\$ 9</td> <td>\$ 14</td> <td>Same as ‘02</td> <td>\$16</td> <td>1,004</td> </tr> <tr> <td>Per Ride Cash Fare</td> <td>25¢</td> <td>50¢</td> <td>Same as ‘02</td> <td>75¢</td> <td>9,086</td> </tr> <tr> <td colspan="5" style="text-align: right;">FY’10 Project New Bus Receipts</td> <td>\$ 16,305</td> </tr> </tbody> </table> <ul style="list-style-type: none"> ○ 75¢ Per Ride Cash Fare from existing rate of 50¢ per ride. <table border="1" style="margin: 10px auto; border-collapse: collapse; text-align: center;"> <tr> <td style="padding: 2px;">City of Mankato Per Hour Charge</td> <td style="padding: 2px;">\$ 57</td> <td style="padding: 2px;">\$ 74</td> <td style="padding: 2px;">\$ 81 Estimated</td> </tr> </table> 		2000-01	2001-02	2008-09	2009-10 Proposed	FY’10 Added Revenue	Semester Bus Pass	\$ 31	\$ 40	Same as ‘02	\$45	\$ 6,215	30 Day Bus Pass	\$ 9	\$ 14	Same as ‘02	\$16	1,004	Per Ride Cash Fare	25¢	50¢	Same as ‘02	75¢	9,086	FY’10 Project New Bus Receipts					\$ 16,305	City of Mankato Per Hour Charge	\$ 57	\$ 74	\$ 81 Estimated	<p>Modified Based on testimony provided by the Student Association, the PAC voted to not to increase the 50¢ per ride fare. It is the PAC’s understanding that up to \$15,000 may be available from the Student Activities Fund’s administrative account to support the Student Senate’s Route 1 Bus Service, more than enough to offset projected cash fare revenue lost.</p>	<p>2. Testimony received opposing the proposed 25¢ cash fare rate increase. Student Senate and Student Association leaders spoke to the issue of keeping the cash fare at the existing rate of 50¢ per ride. Last year 36,340 rides @ 50¢ each produced an \$18,170 offset credit on MSU’s bill from the City of Mankato. Concern was expressed that the higher rate might dampen demand. No opposition was received, however, on the proposal to increase the bus pass rates [Semester Bus Pass to increase by \$5 (12.5%); and 30 Day Pay to increase by \$2 (14%).] The City will be charging at least \$81 per hour in 2009-10 vs. the current \$74. Recommend keeping the 50¢ charge.</p>	<p>2. Approved. Cash bus fare rate will remain at 50¢ per ride for 2009-10. However, the Semester Bus Pass will increase to \$45 and the 30 Day Bus Pass will rise to \$16, both rates are recommended by the PAC following its 3/19/09 public hearing. There was concurrence on the part of those attending the 4/23/09 meeting held by the Budget Sub-Meet & Confer Committee. Though the per hour charge of the City for operating Rt. 1 and Rt. 8 buses will probably be \$76 – not the \$81 feared at the March public hearing – extending the night-time service will cost more and users should be expected to contribute.</p>
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<p>3. Recommend ending the existing \$46 summer refund option on all \$236 twelve permits including Gold and Lot 16 Daytime Green.</p> <ul style="list-style-type: none"> • Refunds create problems for those on “State Employee Transit Expense Plan” where employees pay for qualified transportation expenses with money that is sheltered from taxes by deducting the funds from their pay prior to taxation. • Existing refund option was designed for those Gold permit holders who normally did not work during the summer months. • A growing number of 12 month employees who are Gold permit holders, particularly if their specific Gold parking area is near a residence hall Green permit lot (Lot 13 Crawford) or Lot 16 (across from McElroy) are choosing to surrender their Gold permit for the summer hoping to find a vacant Green permit stall as residence hall stalls are free and open during summer months. This unanticipated new client population is now bumping up against the needs of New Student Orientation participants who land in 11 or 12 different two day sessions during the summer and park in Lot 16 across from McElroy. • Some refunds would still be allowed if a hardship case could be demonstrated. 	<p>No Change</p>	<p>3. Despite testimony that elimination of the summer refund option could be viewed as a “backdoor” rate increase, the PAC believes that estimated 150 Gold permit holders who elect to turn in their permit for the summer complicate summer parking options for parents and prospective students visiting the campus for the two-day orientations. The vacant Green permit areas were intended to handle the huge crowds associated with New Student Orientations, not Gold permit holders electing to pick up \$42.</p>	<p>3. Approved. The \$46 summer refund feature of the \$236 twelve month Gold permit will not be offered for the summer of 2010. Too many 12 month employees elect to take advantage of the feature and then park in the “free” Green permit stalls packing Lot 13 (Crawford) and the Lot 16 Green permit stalls in the Performing Arts parking area. The effect is a negative one for hundreds of visitors and orientation session guests who compete with former Gold permit holders.</p>																																		

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<p>4. Recommend approval of the Parking Program’s \$ 1,413,020 projected income and \$1,375,400 spending plans for 2009-10. Includes funding to pay for 2009 summer capital improvements including, wage increases (2% if adopted), and other inflationary increases. Cash reserves on 6/30/08 totaled \$212,278.</p> <table border="1" data-bbox="428 322 1249 721"> <thead> <tr> <th>Budget Categories</th> <th>2008-09 Forecast</th> <th>2009-10 Proposed</th> </tr> </thead> <tbody> <tr> <td>Income</td> <td></td> <td></td> </tr> <tr> <td>Parking Permit Revenue</td> <td>\$ 819,750</td> <td>\$ 820,000</td> </tr> <tr> <td>Citation Collections</td> <td>235,000</td> <td>230,000</td> </tr> <tr> <td>Parking Meter Income</td> <td>25,000</td> <td>25,000</td> </tr> <tr> <td>Visitors Paylot – 198 stalls</td> <td>330,000</td> <td>300,000</td> </tr> <tr> <td>Vikings Summer Camp</td> <td>25,000</td> <td>28,000</td> </tr> <tr> <td>Traffic Control – Events</td> <td>5,000</td> <td>10,000</td> </tr> <tr> <td>Income Totals</td> <td>\$1,439,770</td> <td>\$1,413,020</td> </tr> <tr> <td>Less Spending</td> <td>\$1,328,096</td> <td>\$1,375,400</td> </tr> <tr> <td>Totals</td> <td>\$ 111,674</td> <td>\$ 37,620</td> </tr> </tbody> </table>	Budget Categories	2008-09 Forecast	2009-10 Proposed	Income			Parking Permit Revenue	\$ 819,750	\$ 820,000	Citation Collections	235,000	230,000	Parking Meter Income	25,000	25,000	Visitors Paylot – 198 stalls	330,000	300,000	Vikings Summer Camp	25,000	28,000	Traffic Control – Events	5,000	10,000	Income Totals	\$1,439,770	\$1,413,020	Less Spending	\$1,328,096	\$1,375,400	Totals	\$ 111,674	\$ 37,620	<p align="center">No Change</p>	<p>4. Income and spending proposals were reviewed at the public hearing and testimony was taken. No amendments were made by the Parking Advisory Committee in the special meeting which immediately followed the Public Hearing.</p>	<p>4. Approved. Projected income and spending budgets for 2009-10 approved. Income at \$1,413,020, and spending at \$1,375,400. The income plan assumes no increase in parking permit rates for 2009-10, no increase in the Visitors Paylot rate (\$3 first hour, \$2 per hour thereafter), nor does it include a change in the parking fine schedule.</p>
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<p>5. Raise price by \$20 of existing \$236 charge for those employees qualifying for a Universal Gold parking permit. Would not affect major donors who now received the Universal Gold permit free of charge.</p> <ul style="list-style-type: none"> Employees with cross-campus responsibilities who find during the class week that they are frequently moving around the campus are eligible for the privilege of surrendering their existing \$236 lot specific Gold permit for a “Universal Gold” for the same price. The PAC believed that the privilege is “value added” and those electing to submit for a Universal Gold should pay more than what the 1,000 regular Gold permit holders pay. Universal Gold permit holders are asked to park in a “designated home lot” most of the time but can park in any Gold permit area on campus, however, tiny Gold permit lots are to be avoided. Universal Gold permit holders include the Security Director, Safety Director, President, Parking Administrator, certain college deans with departments spread throughout the campus, development and fundraising officers, etc 	<p align="center">No Change</p>	<p>5. Testimony was received in favor of the proposal. The Parking Advisory Committee recommends to the Administration that it adopt and implement the plan.</p>	<p>5. Denied. The rate increase ban for 2009-10 parking permits shall apply to all permit holders, including MSU employees with cross campus duties who qualified for a \$236 Universal Gold parking permit. A special \$20 fee is not approved at this time.</p>																																	
<p>6. Convert two rows of Lot 16 Gold stalls (64 stalls) to Lot 16 Residence Hall Green stalls. Convert 23 existing Lot 16 Green permit stalls on the south curb of Lot 16 to Lot 16 Gold stalls.</p> <ul style="list-style-type: none"> Additional overnight Green permit stall capacity is needed to better address need created in part by the location of the Sears residence hall facility. The new configuration would allow also Gold permit holders access to curbside stalls on the southwest curb which is closer to the Library and Nelson. The change would not negatively affect off-campus demand for Lot 16 premium parking as the \$236 Lot 16 Daytime Green permit would fill the gap allowing the off-campus holder to parking close-in during the day but be out of the lot by 2 AM when the residence hall student demand is greatest Converting two complete 32 stall rows would be required to avoid the problems inherent when one row is designated Green with the connecting row designated Gold. Too many parking citations have resulted in the past where Green/Gold double row exists when a Gold permit holder thinks they are driving into a Gold stall and passes the painted line and ends up in a Green permit stall. 	<p align="center">Modified This proposal was discussed at the PAC’s November 2008 meeting and brought up again at the public hearing.</p>	<p>6. The Parking Advisory Committee recommends to the Administration that it adopt and implement the plan.</p>	<p>6. Approved. Covert 23 existing Lot 16 Green permit stalls to \$236 Gold permit stalls on the south curb is approved. Many of the Lot 16 Gold permit holders have offices in the Library or Nelson Hall/Armstrong Hall and would likely park on the south curb.</p> <p>Approved. The conversion of two existing rows of Gold permit stalls (64 stalls) for use by residence hall Green permit parkers and off-campus Lot 16 Daytime Green permit holders.</p>																																	