

You Want to Park on Campus After 3:30 pm

A GSA Special Report on Night Parking at UCSC for Graduate Students and Their Guests
February 8, 2006

Here are your current evening parking options, as best as we understand them. Please let GSA know (gsa@ucsc.edu) if you find that your experience differs from rules we describe below. Note that beginning July 1, 2006, B permit holders will be allowed to park in A lots as a pilot study in fair parking rules between A and B permit holders.

I. You purchased a full-year or an academic-year B (\$756/year or \$630/academic year) permit already: Congratulations, you are the beneficiary of our new evening parking enforcement. You get to park as usual as well as in any A lot after 5 pm, and you should have an easier time finding a space. Enjoy the power that your parking dollar has bought you! If the night parking program makes lots of money, theoretically your parking rates should not go up much in the near future.

II. You purchased some form of scratch off B permit: These cost about \$3 per day, but you only have a limited number of them. If you use a scratcher to park for the day, you don't have to change anything in the evening, see congratulations in "I" above. However, if you are coming on to campus later in the day, it may be cheaper and wiser to pay for evening parking in another way. See IV and V below.

III. You have an R permit (\$432/year). After 5 pm, you may park at Hahn Student Services as well as some college lots (check the signs) for no additional charge. Otherwise, if you want to bring your car into the core area lots after 3:30 pm, see IV and V below.

IV. You purchased a quarterly (\$30) or annual (\$102) N permit. Starting at 3:30 pm, you can park in any A lot (most lots). The quarterly permit is a great idea if you know that you are coming on to campus in the evenings more than once a week. If you know that you will come in the evenings more than once a week for the whole year, the annual permit is cost effective. The advantage of these quarterly and annual N permits is that you don't need to stop at the kiosk or at a pay station, and you can come park as often as you like in the evening.

- V. You have no other parking permit and you need to bring a car on to campus in the evening.*
- a) **Remote lots.** FREE. Park in any lot listed below after 5 pm, and take a shuttle to wherever you are going. In the evenings, shuttles run every 8-10 minutes.
 - Lot 104 East Remote
 - Lot 115 Carriage House
 - Lot 116 Campus Facilities
 - Lot 117 Cook House
 - Lot 118 Granary
 - Lot 122 Barn Theater
 - Lot 127 West Remote
 - Lot 137 Shop Barn
 - Lot 150 North Perimeter
 - Lot 151 Cardiff House
 - Lot 170 Blacksmith Shop
 - b) **Meters.** \$1.25/hour. Good for quick errands, but will you find a space? More meters are going to be installed soon.

Update 2/8/06

- c) **Pay stations.** These are those big boxes that accept your money and then you have to go back to your car with a slip of paper. There is one at Hahn, at Core West, and Performing Arts. Starting at 5 pm at Core West (After 5pm the Pay Station works for the entire structure, not just the Pay Station stalls – in case you were wondering) and at 4:30 at Hahn and Performing Arts, you pay \$2 to park in the evening. A disadvantage, compared with an N permit or a B scratch off, is that you can't move your car to another lot.
- d) **N permits.** Yes, you are annoyed for having to stop at the base of campus kiosk to buy the darned thing (\$2), but you have more flexibility in where you can park (including A lots), you can move your car around to different lots, and these permits are valid beginning at 3:30 pm. Note that you can buy these permits ahead of time if you know a certain day you will come on to campus late.

IV. Your Guests.

Guests have the same options as V above. If you want to buy an N permit for a guest ahead of time, you will need their car license number and photocopy of their picture ID.

Some Background

GSA is strongly against the nighttime parking enforcement program. The idea has a long history. It was implemented this year by Transportation and Parking Services (TAPS) as way to appease full A and B permit holders (these customers pay \$756 per year), to increase revenue, and to transition the campus to 24 hour parking enforcement in the future. Even the current minimal program is a financial and logistical burden on graduate students. We also suspect that it increases campus bureaucracy without the desired economic gain.

Many people think that the campus is making a profit from parking fees, but this is not the case. In the UC System, transportation and parking must be self-supporting. No state money can go into building parking lots, running shuttles, or maintaining roads. Each parking spot in the Core West structure cost, on average, \$25,000 to build, and we have not paid it off yet. All the buildings currently under construction are built on top of parking lots. The campus gets state money to help build the buildings, but not to replace any of the lost parking. It's really a difficult situation.

The sources of revenue for TAPS are parking fees and the self-imposed transportation fees from students (\$69/quarter since 2002). Parking fees provide funding for road maintenance, building parking spaces, bus passes for faculty and staff, van pools, shuttles, bike shuttles, and administration. The transportation fees (about \$3,029,000 per year in revenue) are spent mostly on running shuttles (about \$2,400,000 per year) and Metro city buses (about \$1,800,000 per year). Yes, the system is running at a deficit.

Despite this grim funding situation, GSA feels that the increase in revenue (if there is one) from nighttime parking enforcement will not be worth the added trouble and hassle for everyone involved. The campus Transportation Advisory Committee endorsed this program with a provision for review of the program after one year. We will especially push to see how cost effective the program is.

What about all that money people pay in tickets? TAPS gets about \$3 per ticket paid ticket. The rest goes right back into the police department. What they do with it, we don't know (yet).