UND PARKING

December 2018

UNIVERSITY OF NORTH DAKOTA

Goal 3 Action Item:

Progressively upgrade campus facilities and ambiance

Action Step 3.7: Progressively upgrade campus facilities and ambiance through robust and sustained effort to reduce deferred maintenance, target facility improvements, and improve timelines and quality of building maintenance and elevate grounds keeping standards.

Action Step 3.7a: Develop plan to create sources of funding for capital improvements and establish a capital planning process.

Measurement 3.7a.1:
Initial funding plan for 2017-19 biennium drafted using 1% of tuition increase.
First draft of capital planning process target date October 31, 2007.
Yearly funding set aside for physical improvements.

Anticipated Benefit(s):
Priority items will be determined.
Benchmarked annual capital funding

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Parking Goals

- Improve condition of parking lots
- Make parking less confusing (i.e. A, H, S..in the same lot)
- Make campus welcoming to visitors and the community (i.e. retail)
- Parking services = financially self-sufficient

The UND network is comprised of 216 pavement sections. When all of the sections are considered, the area-weighted PCI of the UND network is 55 (in the "Poor" category; see **Table 4.01.B**). **Table 4.02.A** below illustrates the percent of the network currently in each condition level. A map illustrating the current PCI for each pavement section is available in **Appendix D.**

Table 4.02.A: Percent of UND Network in Each Pavement Condition Category

Area-Weighted Average PCI	Pavement Condition Category	Pavement Area (ft^2)	% of Total Pavement Area
86-100	Good	641,155	12
71-85	Satisfactory	1,331,632	26
56-70	Fair	1,123,761	22
41-55	Poor	379,780	7
26-40	Very poor	866,045	17
11-25	Serious	515,436	10
0-10	Failed	324,178	6
Total		**5,181,988**	**100**

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UND Parking Study Finding

- **Condition of parking lots are “poor”**
- **Need to switch from a “hunting” permit system to a demand (tiered) based permit system**
- **Improve customer service**
- **To many parking spaces (add demand & reduce spaces)**

OSU	0.23
UWL	0.23
WYO	0.28
CSU	0.30
BSU	0.32
MSU	0.32
Average	**0.36**
WSU	0.41
OKST	0.47
UND	**0.66**

Parking spaces per person

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UND Parking Rates

History of Parking Permit Rate Increases

Permit Type	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Student - Surface	$ 70	$ 115	$ 155	$ 155	$ 155	$ 155	$ 155	$ 155	$ 155	$ 190
Staff - Surface	$ 120	$ 175	$ 225	$ 225	$ 225	$ 225	$ 225	$ 225	$ 225	$ 225
Parking Ramp - Student	$ 175	$ 300	$ 300	$ 300	$ 300	$ 300	$ 300	$ 300	$ 300	$ 400
Parking Ramp -Staff	$ 285	$ 400	$ 400	$ 400	$ 400	$ 400	$ 400	$ 400	$ 400	$ 400
Reserved	$ 400	$ 600	$ 810	$ 810	$ 810	$ 810	$ 810	$ 810	$ 810	$ 810

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FY2019 (August 2018 implementation)

- Charge UND Parking Services to be fully-costed and self-funded by FY2024.

- Charge Parking Services to develop a fully costed Parking Utility Formula, like UND currently has for steam and electricity by July 1, 2018.

- Implement a flat permit rate increase to offset a portion of the real costs for FY2019 (August 2018) or make the case for institutional support until permit rates are increased.

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FY2019 (August 2018 implementation)

- Implement an automatic rate increase based on a national construction index starting in FY2020 (August 2019). Additional rate increases or permit structure changes can be implemented in addition to the automatic index increase, but the automatic rate increase must be applied annually until UND Parking Services is self-funded and no longer needs all or part of the automatic increase.

FY2019 (August 2018 implementation)

- Request parking revenue included in UND facility lease revenue be transferred annually to Parking Services.

- Request cost to operate, maintain and renew UND parking spaces that do not generate general parking permit revenue (unloading spaces, maintenance spaces, service spaces, ADA spaces, transportation spaces, etc.) be reimbursed or redirected, and charge Parking Services to create a list of spaces by July 1, 2018.

FY2019 (August 2018 implementation)

- Close the gap between student parking and employee parking over two years (FY2019 and FY2020). Currently students pay $155 and employee's pay $225 (lowest rate).

  FY2019 Student Permit = $200 (if no general across the board increase for FY2019)
  FY2020 Student Permit = $XXX

FY2019 (August 2018 implementation)

- Increase frequency of parking enforcement.
- Increase violation rates not governed by ND Century Code.
- Reduce the number of active vehicles listed on a permit from 5 to 3 (“shared” permits)
- Implement a single ramp permit rate at $400 (currently the student ramp permit rate is $300)

FY2019 (August 2018 implementation)

- Charge Parking Services with launching a “Pay by Phone” app service
- Expand the sale of reserved parking permits
- Develop a financial and operation plan for free nights, weekends and holidays

FY2019 (August 2018 implementation)

If Parking Services is charged with managing a fully-costed and self-funded parking utility. Then there are three options:

- ~~Keep current system ("Hunting Model") and increase permit rates~~
- Implement a "demand based parking model"
- Negotiate an outsourced parking contract with a 25-50 year term

Parking Utility

***Table 5.4.3-7* Typical Parking Facility Financial Costs (Parking Spreadsheet)**

Type of Facility	Land Cost Per Acre	Annualized Land Cost Per Space	Annualized Construction Costs	Annual O & M Costs	Total Annual Cost	Total Monthly Cost
Suburban, On-Street	$250,000	$94	$326	$345	$765	$64
Suburban, Surface, Free Land	$0	$0	$326	$345	$671	$56
Suburban, Surface	$250,000	$215	$326	$345	$885	$74
Urban, On-Street	$1,200,000	$453	$543	$345	$1,341	$112
Urban, Surface	$1,200,000	$944	$543	$575	$2,062	$172
Urban, 3-Level Structure	$1,200,000	$315	$1,954	$575	$2,844	$237
Urban, Underground	$1,200,000	$0	$2,714	$575	$3,289	$274
CBD, On-Street	$6,000,000	$2,265	$543	$460	$3,268	$272
CBD, 4-Level Structure	$6,000,000	$1,089	$2,171	$575	$3,835	$320
CBD, Underground	$6,000,000	$0	$3,776	$575	$4,007	$334

This illustrates typical parking facility costs. The "Parking Cost, Pricing and Revenue Calculator" (www.vtpi.org/parking.xls) calculates these costs based on specific input values.

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Parking Utility

Parking Services				
# of Stalls	11,502			
FY2018 Permits Sold	11,135			
				Per
		Per	**Per**	**Permit Less**
Revenue		**Stall**	**Permit**	**2,000 Spaces**
Non-Permit	$ 580,000	$ 50	$ 52	$ 52
Permit	$ 2,400,000	$ 209	$ 216	$ 216
FY2018 Total Revenue	$ 2,980,000	$ 259	$ 268	$ 268
Expenditures & Projected Capital Funding				
Salaries & Operating	$ 1,299,603	$ 113	$ 117	$ 117
Parking Lot Maintenance	$ 1,046,682	$ 91	$ 94	$ 78
Parking Services Debt	$ 1,165,000	$ 101	$ 105	$ 105
Parking Services Capital Renewal (reconstruction)	$ 2,579,040	$ 224	$ 232	$ 191
Projected Fully-Costed Expenditures	$ 6,090,325	$ 530	$ 547	$ 490
Revenue or Funding Gap	$ (3,110,325)	$ (270)	$ (279)	$ (223)
				25%
				21%

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CPS Engineering/Planning/Surveying – April 2012

Scenario 1: Budget to Increase PCI to 71 ("Satisfactory") by 2016 and Maintain PCI of 71 ("Satisfactory") through 2021,

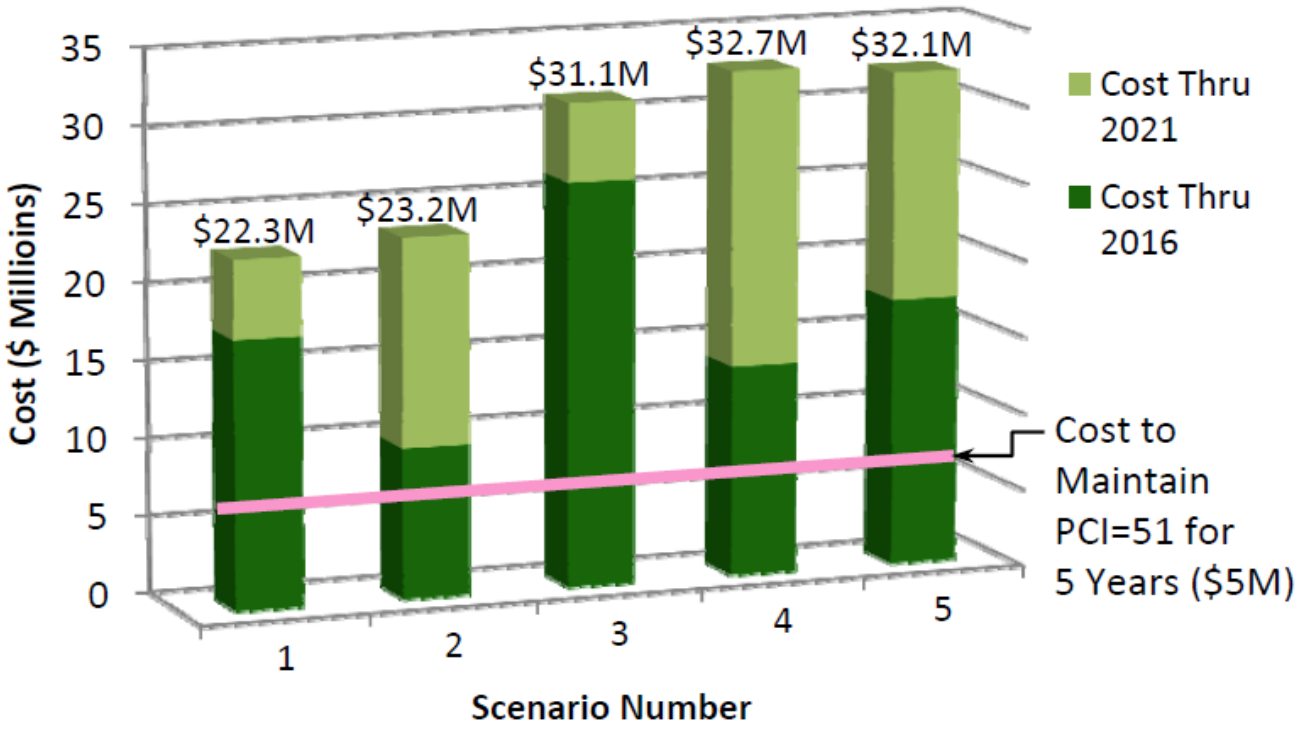
Scenario 2: Budget to Increase PCI to 71 ("Satisfactory") by 2021,

Scenario 3: Budget to Increase PCI to 85 ("Good") by 2016 and Maintain PCI of 85 ("Good") through 2021,

Scenario 4: Budget to Increase PCI to 85 ("Good") by 2021,

Scenario 5: Budget to Increase PCI to 71 ("Satisfactory") by 2016, then Increase PCI to 85 ("Good") by 2021.

Figure 5.05.B: Pavement Funding Projection Scenario Costs



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Next Steps

- Parking meeting set up for January and February
- January – present a proposed parking map for tiered/demand parking model
- January – present a proposed fee structure with corresponding budget
- January – review additional items or suggestions from the committee

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