



PARKING & TRANSPORTATION ADVISORY COMMITTEE

REPRESENTATIVES:

<i>Present:</i>	Dave Machado, Abigail Haggerty, Laura Ellingson, C.J. Gabbe, Tyler Masamori, Leah Nakasaki-Peterson, Jacob Malae, John Rebagliati, and Natalie Rios
<i>Sent Regrets:</i>	Ixtlac Duenas, Stephen Diamond, Joshua Philip, Kenneth Park, Erta Hoxha, and Phillip Beltran
<i>Approved:</i>	CJG, LNP, JAR, LLE, DSM

Chair & senior director of facilities operations: Dave Machado

Associated Student Government (ASG) Representatives: Kenneth Park, Erta Hoxha

Center for Sustainability Representatives: Abigail Haggerty, Brad Zukeran, Josue Hernandez-Perez

Disabilities & Chronic Illness Network Representative: Laura Ellingson

Faculty Representatives: C.J. Gabbe, Stephen Diamond

Staff Representatives: Ixtlac Duenas, John Rebagliati

Vice Provost for Graduate Programs Representatives: Joshua Philip, Bianca Terry

Campus Safety, Emergency Planning & Parking & Transportation Services

Representatives: Philip Beltran, Jacob Malae, Tyler Masamori, Leah Nakasaki-Peterson, Natalie Rios

Winter 2024:

Wednesday, January 10, 2024

AGENDA

1. Welcome
2. Approval of [September 20, 2023 minutes](#)
 - a. Please add your initials for approval.
3. Reinstated pricing plan for [EV Charging](#)
 - a. Customer feedback to P&TS office has been minimal
 - i. One committee member added there has been a range of customer knowledge from never knowing there was previously a fee associated with

electric vehicle (EV) charging to long-term faculty and staff members who were familiar with the previous fees. Educating the SCU community on the reinstated EV pricing plan for charging is vital for the successful launch of this endeavor. The majority of the feedback received focused on costs associated with EV charging. The impetus behind the reinstated rates includes the cost of utilities, warranty coverage, cloud service support to add new users and monitor electric vehicle charging stations (EVCS) remotely, and the funding needed to build new infrastructure for EVs and add new units across campus. Lastly, the pricing model was reinstated to encourage the EV community to move their vehicles in a timely manner, making EVCS available to all EV community members when needed.

- b. P&TS researched [comparable rates](#) within the City of Santa Clara and worked with staff members in Facilities and Operations and the Center for Sustainability to determine a fair pricing model for the SCU community and its external constituents.
 - c. During the Fall 2023 P&T Advisory Meeting, committee members asked for ChargePoint data on EV users who were abusing the time limits at the EVCS over the past year.
 - i. [ChargePoint Data](#) from the last 365 days
 - d. Hourly rates vs. charging per kilowatt hour: A committee member asked if P&TS was open to implementing the per kilowatt cents model, which is more common. A P&TS committee member expressed the department is open to ideas and suggestions for revising this policy with the advisory committee. The \$2/hour rate was implemented to simply cover the cost of utility usage at the EVCS. A committee member volunteered to research and work with the P&TS department to see what the university is paying in general per kilowatt hour to Silicon Valley Power (SVP) and add a percentage on top of this amount to account for additional costs associated with the EVCS. Provided the committee can come to an agreement by Spring 2024, the new policy and rates could be implemented as early as July 1, 2024.
4. The Silicon Valley Power (SVP) assessment has been completed to implement new EVCS in the North Campus Garage and Main Parking Structure.
- a. Evaluating supply and demand at this point after introducing the new EV pricing model
 - b. Most customers have been adhering to the 4-hour time limit at the EVCS since the pricing model went into effect
 - i. P&TS has seen EVCS becoming more available
 - c. One committee member suggested a hybrid of the two options (hourly rate vs. kilowatt) to continue to keep customers respectful of the 4-hour charging limit. Another committee member agreed that P&TS would always limit the time to 4

hours regardless of the hourly vs. kilowatt-hour pricing structure. P&TS needs to take into account all costs associated with the EV charging program including ChargePoint warranties and cloud service, which are \$14,000 each. Another committee member suggested charging per kilowatt hour for the first four hours and then switching to an hourly charge for overtime charging.

- d. To encourage sharing of the EVCS, P&TS does have an overtime pricing structure for customers who charge beyond the four-hour time limit.
5. Parking permit fee adjustments
- a. Research is needed for a sliding scale model based on an employee's salary grade. Initial [research](#) has been conducted across various institutions.
 - b. The permit price would be based on the individual's salary grade. A committee member stated they will provide research on tiered models across other universities by the end of the week (1/12/24). Research has been gathered for several colleges and universities including USF, SJSU, Stanford, Berkeley, and then branching out to local community colleges. Another committee member has gathered similar research as well and will share it with the group.
 - c. What would be the next steps after conducting research on a new sliding scale model? Do we make our own model? Who do we propose our model to? Do we create a subcommittee to meet more frequently, who can bring findings to the larger committee for review?
 - d. Proposal process: P&TS resides under the Division of Student Life, so the proposal will be presented to the leader of the division. A proposal including research findings will be presented to them as well as any reasoning behind the new sliding salary scale model. The leader of the division would then take the proposal to the University Budget Council (UBC) for consideration. The UBC may have concerns about the new pricing structure and the impact it would have on the P&TS budget and its ability to add to its reserve fund. One committee member indicated a possible implementation date of fiscal year 2026 since the UBC has already met in October/November for the budget review for fiscal year 2025. The proposal to the leader of the division would be this summer/early fall for review in October 2024 by the UBC.
 - i. One member suggested contacting Human Resources (HR) for salary grade information that did not include names, to show the leader of the division the impact of the new pricing model. The basis of the sliding salary scale model would be to charge customers working at top-tier salary grades more for parking permits. Those working at lower salary grades would be charged less. P&TS would need to work hand-in-hand with HR to determine the percentage of individuals who work within each salary grade and who typically purchase parking permits to understand the feasibility of implementing such a model at SCU. A P&TS committee

member indicated they could potentially start with SCU faculty and staff who are currently paying for parking permits via salary deduction. A possible point of contact would be HR's payroll department.

- ii. Another committee member suggested whenever parking permit fees change, we can manage demand by looking at public transportation subsidies from the university. One committee member added that the university has a flexible spending account (FSA) that the P&TS will highlight in their newsletter since many people may not know about this university benefit.
- iii. Another committee member suggested students experiencing financial hardship might also benefit from a sliding scale model. It was recommended that someone from the Financial Aid office might help the committee with this endeavor. A committee member commented that the P&TS does offer subsidized permits for students including reduced fee "F" permits as well as "N" permits for students taking night classes only. P&TS recognizes students are a subset group that should not be overlooked when thinking through a new sliding scale model.

6. To-Dos:

- a. Updates on the discussion with Tesla on how to start a pricing plan for those EVCS
- b. A committee member volunteered to research and work with the P&TS department to see what the university is paying in general per kilowatt hour to SVP (Silicon Valley Power) and add a percentage on top of this research to account for additional costs associated with EVCS such as maintenance.
- c. Permit price based on salary grade. A committee member will provide research on tiered models across other universities by the end of the week (1/12/24). [Research](#) has been gathered from USF, SJSU, Stanford, Berkeley, as well as community colleges. Another committee member has conducted research as well and will share it with the group.
- d. P&TS can work with HR's payroll department and gather data on salary scales for both faculty and staff, possibly starting with customers who are currently paying for parking permits via salary deduction. Additionally, the committee may work with the Financial Aid office to research a model that would best serve students experiencing financial hardship.
 - i. What are the various data points that we need?
 1. How many permits of each kind have we sold currently?
 2. What is the current revenue that P&TS receives from that?
 3. How many permits are at each salary grade? The P&T Advisory Committee thought it would be beneficial to meet more frequently to ensure momentum within the group and its projects.

7. Meeting Adjourn

Next Meetings:

Follow-Up Meeting:

Winter 2024

February 16, 2024

10-10:45 a.m.

CSS Large Conference Room and Zoom

Spring 2024

Wednesday, April 3rd, 2024

10:30-12 p.m.

CSS Large Conference Room and Zoom