

2018 Campus Elections Proposed Fee Referendum

Measure #: Measure 69

Referendum Title: Student Transportation Fee - Amendment to Measure 24

Ballot Type: Increase to an Existing Fee

Ballot Author: Transportation and Parking Services

Contact: Larry Pageler

QUESTION: Shall the undergraduates and graduate students of UCSC increase the current Transportation Fee of \$111.66 per student per quarter by \$26.00 in Fall 2018, by an additional \$23.00 in Fall 2019, by an additional \$13.00 in Fall 2020, by an additional \$10.00 in Fall 2021 and Fall 2022, and by \$4.00 each Fall Quarter thereafter through Fall 2038 which will provide additional funding to sustain transit services provided through Campus Transit Operations and the service contract with Santa Cruz Metro Transit District?

SUMMARY POINTS

- Increases current undergraduate and graduate mandatory fee as detailed in the table below.
- Provides 33% Return-to-Aid on the increase amount only (see table below) to assure that need based income eligible students have assistance in paying the fee increase.
- Fee increases begin Fall Quarter 2018 and continue as scheduled each Fall Quarter thereafter through Fall Quarter 2038.
- The fee increases will sunset at the end of Summer Quarter 2039, unless a future referendum is held to continue the fee. Otherwise, the fee will revert back to its current fee level of \$111.66 per student per quarter and transit service levels may be reduced.
- Fees will be assessed to all undergraduate and graduate students enrolled in the Fall, Winter, Spring and Summer Quarters.
- Fee increases will raise the current Transportation Fee to \$137.66 Fall Quarter 2018, to \$160.66 Fall Quarter 2019, and to \$173.66 Fall Quarter 2020.
- The proposed fee increases will generate approximately \$1,475,760 in 2018-19, \$2,987,627 in 2019-20, and \$3,891,870 in 2020-21, including the 33% Return-to-Aid amounts of approximately \$487,001, \$985,917, and \$1,284,317 in each of these three years, respectively.¹
- The revenues generated by these fee increases will:
 - Continue the service agreement with the Santa Cruz Metropolitan Transit District (SCMTD) providing UCSC students fare-free Metro rides within Santa Cruz County;
 - Continue operation of Campus Transit services, including the Day and Night Shuttles and Disability Van Service (DVS) based on ridership/demand;
 - Support the expanded use of technology and service delivery methods that enhance efficiency and adjust to ridership trends and utilization;
 - Eliminate a cumulative deficit in the Transit budget of approximately \$3.3 million by 2038-39; and
 - Support the delivery of transit services in relation to growth of campus enrollment, campus residential population, and serve UC Santa Cruz sites beyond the main campus in Santa Cruz County.

¹ Based on projected Fall/Winter/Spring undergraduate and graduate student enrollments of 19,085, 19,630, and 19,800 and estimated Summer Session enrollments of 4,785, 4,916 and 4,951 in 2018-19, 2019-20, and 2020-21, respectively. Includes students enrolled in programs away from campus (i.e. EAP, UCDC, etc.). Source: "Enrollment Projections through Current LRDP, January 17, 2018."

- Each Winter Quarter, the Student Fee Advisory Committee (SFAC) will review a) the end-of-year operating budget for the Transit program for the previous fiscal year, b) demonstrated service delivery and ridership demand during the previous Fall quarter, and c) plans for possible transit service adjustments for the next academic year. Based on this annual review, the SFAC can recommend a decrease in the fee for a specific interval per PACA0S 85.
- Should this fee referendum fail, TAPS would need to implement significant transit service reductions which may include:
 - Reductions to or suspension of the service agreement with SCMTD;
 - Reductions to or suspension of Day Shuttle services; and
 - Reductions to or suspension of Night Shuttle services.
- The fee income will go to the office of Transportation and Parking Services (TAPS).
- Student Consultation: Students were consulted regarding the need for this fee through various focus groups and surveys.
- The Student Fee Advisory Committee (SFAC) supports the Transportation Fee Increase because of the significance of maintaining the resources that are provided by TAPS. The committee is also concerned about the financial burden placed on students for such a long period of time.
- Fee is sponsored for placement on the ballot for undergraduate students by resolution of the Student Union Assembly and graduate students by approval of the Dean of Graduate Studies.

BALLOT STATEMENT:

Background Information

In 1972 the UCSC student body approved the first Student Transit Fee of \$3.50 per student per quarter to fund a service agreement with the Santa Cruz Metropolitan Transit District (SCMTD) “Metro” to allow fare-free rides throughout Santa Cruz County. Since that first election, UCSC students have voted to approve increases to the Student Transit Fee ten times—most recently in Spring 2006, when Measure 24 proposed raising the Fee to \$111.66 by Fall Quarter 2008.

Over the last decade, the costs of Campus Transit operations and the SCMTD service contract have grown while the Student Transit Fee has remained at the 2008 level. Growth in operational costs were primarily derived from increased staffing costs (wages and benefits), fuel price escalation, increased ridership needs based on enrollment growth, and rising equipment and maintenance expenses. Additionally, SCMTD implemented service reductions county-wide in 2008 and 2016, but allowed UCSC to “buy-back” critical service on select routes serving the campus. Sustaining these services, combined with the general operating cost escalation enumerated previously, has resulted in a cumulative deficit exceeding \$3 million.

In Fall Quarter 2017, SCMTD moved an average of 14,200 UCSC riders each weekday while Campus Transit shuttles moved another 12,200 passengers around the campus. Studies conducted in Spring Quarter 2017 found that Metro buses accommodated 26% of all weekday trips made to and from the campus—UCSC’s single-most effective “sustainable transportation” mode.

TAPS budgets—including Transit, Parking and Programs—are managed generally by the Business and Administrative Services (BAS) Division and directly by TAPS with input provided by the Advisory Committee on Campus Transportation and Parking (ACCTP). This Committee is co-chaired by the Vice Chancellors of BAS and Planning & Budget (P&B). ACCTP includes representation by undergraduate and graduate students, as well as multiple staff and faculty members appointed by the Staff Advisory Board and several committees of the Academic Senate.

How will the fee be used?

The overarching goal for the transit fee is to provide the right mix of transit services for students that move on and off the main campus—sometimes throughout Santa Cruz County—and who move throughout the main campus. Achieving this goal directly supports student academic success. Additionally, an efficient and accessible on- and off-campus transit system reduces car trips to the campus which directly benefits the campus sustainability goals.

Specifically, the increased transit fee will be used to sustain current programs and services, to fund the deficit payoff over a twenty-year period, and to allow financial capacity to address projected increases of operational costs for both the SCMTD service contract and the Campus Transit program. While the increased fees will provide improved financial sustainability, TAPS will still need to continue to adjust services and delivery methods to achieve operational efficiencies and cost reductions. Efficiencies will be achieved through technology innovations, alternate service delivery models, routing adjustments and potentially utilizing larger capacity vehicles (such as SCMTD’s articulated buses).

Why is the fee needed?

TAPS’ Transit budget, which includes both the SCMTD service agreement and Campus Transit services, is not able to operate within the revenue that is currently available. The existing fee, last increased in 2008, is not sufficient to fund current levels of transit service, much less pay off the cumulative deficit of \$3.3 million.

In addition, demand for transit services has increased as the student population has grown. This trend is forecasted to continue. Without a fee increase, existing service levels (for both SCMTD and Campus Transit) will need to be significantly reduced or eliminated. Service cuts would be addressed through the following:

- Reductions to or suspension of the service agreement with SCMTD;
- Reductions to or suspension of Day Shuttle services; and
- Reductions to or suspension of Night Shuttle services.

Transit services are a vital part of our Campus Sustainability Plan, in that they reduce the number of motor vehicles coming to the main campus. If SCMTD services are cut due to a lack of funding, more students will attempt to bring their cars and park on the main campus. This reverses the success of trip reduction efforts over the past twenty years, and would add pressure to an already-limited number of parking spaces on campus.

How will students benefit?

Students will benefit from continuing to have fare-free access to SCMTD transit services, both from downtown to the main campus, to other UCSC program sites, and throughout Santa Cruz County. Students will also benefit from the continuation of the on-campus shuttle service that operates seven days/week throughout the academic year. Without the fee increase, both Metro service to the campus and the Campus Transit program will be reduced significantly.

Additional benefits allow for student access to off-campus services including shopping, medical, and access to the downtown area. Having a healthy and reliable transit program also enhances student sense of safety when traveling at night and reduces the distance between the main campus and off-campus services, thus increasing the ability of students residing on-campus to feel connected with the greater Santa Cruz community. This, in turn, enhances their overall student experience.

Proposed Transportation Fee Increases:

Total Quarterly Fee with Allocations to TAPS and RTA, 2017-18 through 2039-40

Academic Year	Current Fee	Proposed Fee Increase	Total New Quarterly Fee	Allocation to TAPS	Allocation to RTA
2017-18	\$111.66			\$101.00	\$10.66
2018-19		\$26.00	\$137.66	\$118.42	\$19.24
2019-20		\$23.00	\$160.66	\$133.83	\$26.83
2020-21		\$13.00	\$173.66	\$142.54	\$31.12
2021-22		\$10.00	\$183.66	\$149.24	\$34.42
2022-23		\$10.00	\$193.66	\$155.94	\$37.72
2023-24		\$4.00	\$197.66	\$158.62	\$39.04
2024-25		\$4.00	\$201.66	\$161.30	\$40.36
2025-26		\$4.00	\$205.66	\$163.98	\$41.68
2026-27		\$4.00	\$209.66	\$166.66	\$43.00
2027-28		\$4.00	\$213.66	\$169.34	\$44.32
2028-29		\$4.00	\$217.66	\$172.02	\$45.64
2029-30		\$4.00	\$221.66	\$174.70	\$46.96
2030-31		\$4.00	\$225.66	\$177.38	\$48.28
2031-32		\$4.00	\$229.66	\$180.06	\$49.60
2032-33		\$4.00	\$233.66	\$182.74	\$50.92
2033-34		\$4.00	\$237.66	\$185.42	\$52.24
2034-35		\$4.00	\$241.66	\$188.10	\$53.56
2035-36		\$4.00	\$245.66	\$190.78	\$54.88
2036-37		\$4.00	\$249.66	\$193.46	\$56.20
2037-38		\$4.00	\$253.66	\$196.14	\$57.52
2038-39		\$4.00	\$257.66	\$198.82	\$58.84
Proposed Fee Increases sunset after Summer Quarter 2039...					
2039-40			\$111.66	\$101.00	\$10.66