



Board of Regents' Committee on Planning and Facilities Parking fee increase

Robert Lipske <lipske@hawaii.edu>
To: bor@hawaii.edu

Fri, Sep 28, 2018 at 11:29 AM

I am against these proposed increases in our parking fees. Specifically, in the state of Hawaii, I would like to start with the bigger picture:

1. If we earn \$100.00 it is actually equal to \$85.62.
2. According to the US Department of labor, the rate of inflation in Hawaii for the past year is: 2.5%
3. The schedule fee increase the first year (2019) 29.5%, over the five years 125%. This fee increase is accelerating at more than 10 times the rate of inflation for faculty. For students, 65% over five years.
4. Faculty- recent raise was 2.8%.

5. It is not reasonable to make our lives even harder, to have us living with even less disposable income. Some of us have to drive to school as no other feasible alternative exists. If this passes, my dream of one day actually being able to afford a home will be even further away. Toss in the high costs of food and utilities from the private sector, one would hope that our university would not be a part of putting us in an even worse economic position.

Please do not pass this parking increase.

Respectfully,

Robert Lipske

1. <https://taxfoundation.org/real-value-100-each-state-2016/>

<https://www.businessinsider.com/heres-the-average-income-in-every-state-and-what-its-really-worth-2018-3#georgia-11>

2. https://www.bls.gov/regions/west/news-release/consumerpriceindex_honolulu.htm

5. <https://smartasset.com/mortgage/the-cost-of-living-in-hawaii>

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Bob Lipske

Faculty
International Programs
Outreach College
University of Hawai'i at Manoa
(808) 956-3417



Board of Regents <bor@hawaii.edu>

Proposed increase in parking rates

Brian Bowen <bbowen@hawaii.edu>

Fri, Sep 28, 2018 at 12:01 PM

To: bor@hawaii.edu, Brian Powell <powellb@hawaii.edu>

Board of Regents and Faculty Senate;

Please consider my two comments on parking rates for UH employees:

1) As off-campus faculty, I come to campus about once a week, not sufficient to justify purchasing a parking permit. I pay guest parking at \$12 - 24 out of pocket for a few hours on campus. That is sufficient to restrict my interactions with fellow faculty and students. To be blunt, I don't want to pay \$24 to teach and advise students.

2) Can you think of another business, besides universities, that charges their employees to park on their property? It's a bad idea to begin with, and rate hikes will make it worse.

Thanks for your attention.

Brian Bowen

Hawaii Institute of Marine Biology



Comment on Proposed Parking Rates

Henri Casanova <henric@hawaii.edu>
To: bor@hawaii.edu

Fri, Sep 28, 2018 at 12:39 PM

Aloha,

while we are all used to cost increases in all aspects of our lives, I am quite amazed as the proposed 4x to 5x increase for motorcycle/moped parking costs between now and 2025. Motorcycles and mopeds consume less gas and space than cars, are often the only vehicles our students can afford when they have to live far from campus due to rising housing costs. Putting in place such drastic increases for these vehicles (compared to the ~2x increase for cars) thus seems misguided. I am really curious why there is such a discrepancy between the planned increase for cars and the planned increase for 2-wheel vehicles. I believe it will lead moped/motorcycle users to park illegally on the outskirts of campus even more than currently the case, which comes with its own set of problems for our community.

best
Henri Casanova
ICS



Board of Regents <bor@hawaii.edu>

parking fee increase

Pao-Shin Chu <chu@hawaii.edu>
To: bor@hawaii.edu

Fri, Sep 28, 2018 at 1:34 PM

Hi:

I found it is absurd to increase the parking fee. For the lower campus where most of us park, the roads to the parking structure are filled with holes for a long time. It is even worse on the back side of the structure. Sometimes there was a patch up but it did not last long. It has caused a big problem for driver and car. I think they should fix the road first before asking for increase in fees. Thanks.

Pao-Shin Chu



UNIVERSITY
of HAWAII
SYSTEM

Board of Regents <bor@hawaii.edu>

parking rate increases

Michael Melzer <melzer@hawaii.edu>
To: bor@hawaii.edu

Mon, Oct 1, 2018 at 1:53 PM

Dear Board of Regents,

It appears that the parking rates for those driving cars and trucks will increase roughly 100% by 2025, whereas the rates for motorcycles and mopeds will increase by roughly 500% over this same time period. I could be more supportive of these increases if it was clear as to why such a disparity between two- and four-wheeled vehicles is proposed. What improvements can those driving motorcycles and mopeds expect?

Thank-you,
Mike.

--

Michael J. Melzer
Plant and Environmental Protection Sciences
University of Hawaii
[3190 Maile Way St.](#) John 315
Honolulu, HI 96822
(808) 956-7887
(808) 956-2832 fax



Board of Regents <bor@hawaii.edu>

Re: Parking rate increases

Brandon Yoza <byoza@hawaii.edu>
To: bor@hawaii.edu

Mon, Oct 1, 2018 at 5:04 PM

Dear University of Hawaii Board of Regent members,

Until now the parking rates in the parking structure have remained the same for both the students and faculty and staff.

As this is a shared resource that is equally utilized by all parties, it makes sense that the rates were consistent.

Now that the proposed changes include differential costs, additional considerations are necessary for its justification.

For the maintenance of equity, the board might consider designating faculty/staff parking areas, other than on the roof of the parking structure.

Finding adequate parking is often difficult during peak times and parking on the roof is undesirable for many reasons.

This consideration furthermore does not add any additional cost.

I agree that the increasing parking rates are justified, however consideration of equitability is required.

Brandon



Board of Regents <bor@hawaii.edu>

TESTIMONY - BOR COMMITTEE ON PLANNING AND FACILITIES - 10/3/18

Garrett Hillyer <ghillyer@hawaii.edu>
To: bor@hawaii.edu

Mon, Oct 1, 2018 at 5:14 PM

Hello BOR Committee on Planning and Facilities,

Below and attached you will find my written testimony for your upcoming 10/3/18 meeting.

 [Parking Rate Increase Testimony -- Garrett Hill...](#)

With regards,

Garrett Hillyer

PhD Student - Pacific Islands History

University of Hawai'i at Mānoa

Sakamaki D202,

2530 Dole Street

Honolulu, HI 96822

 **Parking Rate Increase Testimony -- Garrett Hillyer.pdf**
411K

Testimony summary:

The parking rate increase proposal does not recognize the precarious parking privileges of graduate student employees (including but not limited to Graduate Assistants). Graduate student employees are, on the surface, able to purchase “Students” parking passes. However, given typical timelines of graduate employee position notification and parking pass release dates, graduate student employees are effectively cut out of the “Students” parking pass pool. As such, graduate student employees are often forced to purchase “Employees, lower campus structures” passes, which currently cost the same as “Students” passes, but which will be exponentially more expensive after this rate increase. As such, the rate increase proposal should be suspended until graduate student employees, who carry out some of the most crucial work helping the university succeed and thrive, are recognized and protected from potentially devastating monetary hindrances.

	Current annual rate (2018)	Proposed annual rate (2025)
“Employees, lower campus lots” Passes	\$426.00	\$924.00
“Students” Passes	\$426.00	\$702.00
<i>Difference borne by Graduate Student Employees</i>	<i>\$0.00</i>	<i>\$222.00</i>

Testimony:

My name is Garrett Hillyer and I am a third year PhD student in the Department of History, with one year of experience as a Graduate Assistant [GA, hereafter] and one year of experience as a graduate employee in a non-GA capacity (Tutor for the Department of History). I am now in my second year as a GA.

I am submitting this testimony to underscore an unrecognized and as such neglected party in the recent parking rate increase proposal, and that is graduate student employees, including but not limited to GAs.

Regarding university personnel, the recent proposal released by Commuter Services designates parking pass rate increases for three main groups:

- 1) Employees in surface lots
- 2) Employees in lower campus structures
- 3) Students

See the table below, taken from UHM Commuter Services:

	CURRENT PRICES	PROPOSED INCREASE (FY2020)	PROPOSED INCREASE (FY2021)	PROPOSED INCREASE (FY2022)	PROPOSED INCREASE (FY2023)	PROPOSED INCREASE (FY2024)	PROPOSED INCREASE (FY2025)
EMPLOYEES (surface lots)	\$48.25/mo	\$62.50/mo	\$70.75/mo	\$79.25/mo	\$87.50/mo	\$100/mo	\$108.25/mo
EMPLOYEES (lower campus structures)	\$35.50/mo	\$41.50/mo	\$50/mo	\$58.50/mo	\$64.75/mo	\$71/mo	\$77/mo
STUDENTS	\$35.50/mo	\$41.50/mo	\$43.75/mo	\$46/mo	\$50/mo	\$54.25/mo	\$58.50/mo

<https://www.hawaii.edu/news/wp-content/uploads/2018/08/parkingIncreaseTable6yrADA.pdf>

This grouping belies the fact that graduate student employees occupy a grey area between “Employees, lower campus structures” and “Students” in regard to their parking privileges. Graduate student employees carry both “Employees, lower campus structure” and “Students” status, meaning we can purchase either pass. *However, given that many graduate student employees receive confirmation of their position* well past the date (i.e. late in the summer, early in the Fall, during the middle of a semester, or at the start of Spring) that Commuter Services opens up parking pass purchasing for students, winning the “student parking pass lottery”, as it were, is often impossible for us. In effect, the very nature of our jobs, which includes late and sometimes last-minute notices of appointments precludes us from having any chance of procuring a parking pass at a “Students” rate. *If the current proposal is approved by the Board of Regents without amendments protecting graduate student employees, by 2025 graduate student employees will pay \$222.00 more (or roughly 32% more) for parking passes than those with “Students” status.*

See the table below, which draws from data provided in the earlier table:

	Current annual rate (2018)	Proposed annual rate (2025)
Employees, lower campus lots	\$426.00	\$924.00
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We graduate student employees must be on campus to do our jobs. Some walk, ride bicycles, or take the bus, but many drive their own vehicles every day. As such, parking on campus is a necessity for those graduate student employees who rely on their vehicle for transportation to and from work. For this reason, I would ask that you suspend the proposal so

that we may have more discussions about how it will affect all parties involved, including those who may be ignored or overlooked in the current proposal. But if this Board is resolved to push the proposals through, then I would ask that an amendment be made in which Graduate Student Employees, GA or otherwise, have the ability to purchase an “Employee, lower campus structures” pass at a “Students” pass rate, while ensuring that those passes are kept in separate pools so that we can purchase them well into the schoolyear.

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Parking increase unfairly distributed

Paul <cpaul@hawaii.edu>
To: "bor@hawaii.edu" <bor@hawaii.edu>

Mon, Oct 1, 2018 at 4:15 PM

Honorable BOR:

The proposal to increase parking fees has some flaws and the current policies are already unfair to many people at the UHM campus.

While some increase may be needed, there should also be a comparison with UH Hilo, UH West Oahu and the Community Colleges.

First of all, as you know, faculty and staff at other campuses are paid the same as we are at UHM, but have free or very cheap parking! This has always been very unfair.

The proposed parking increases at UHM are an unfair burden to faculty and staff at our campus, because they tend to void our small annual salary increase.

Any increases should be uniform.

The increases listed for lower-campus parking are 5.50 per month (\$66/year) while the increase for upper-campus parking totals \$14.25 per month (\$171/year).

The cost increase should be the same for all parking areas.

A much fairer increase would be **\$7 per month (\$84/year) across the board for everyone.**

Since most of the spaces are in the parking structure, this will generate a good deal of additional income from parking without placing such a heavy burden on those who work on the upper campus.

Furthermore, faculty and staff should be assigned parking relatively close to their primary work place and not penalized or charged extra if their job happens to be on the other side of campus.

For example, those in the Law School, Bachman or Sakamaki benefit from being near the lower campus parking structure. Those who work in Biomed, St. John or Moore Hall have 20 minute walks to get from the structure or are required to pay much higher parking fees to park closer to their locus of work.

This is also very unfair.

Thank you for your consideration.

Sent from [Mail](#) for Windows 10



Board of Regents <bor@hawaii.edu>

Testimony Concerning Manoa Parking Rates

Halana Genest <halanag@hawaii.edu>
To: bor@hawaii.edu

Mon, Oct 1, 2018 at 8:35 PM

Aloha,

I have attached written testimony about the upcoming meeting on Wednesday concerning the parking price increases.

Although I understand that the increases are necessary, I believe that they are not being evenly distributed across the different permits and passes. As a current user of the motorcycle/moped lots, the fact that the proposed increase more than doubles the cost within the first year seems disproportionate compared with the increases to the other permit prices - some as little as 20% over 5 years.

Thank you for your consideration,

Halana Genest

halanag@hawaii.edu
808.777.9063

 **Motorcycle Parking Permit Increase Testimony.pdf**
441K

Concerning the Suggested Parking Rate Increase

Motorcycle/Moped parking permits raised 413%

Aloha,

I am writing this testimony to address the proposed rate increase, and in particular the fees associated with the motorcycle/moped permits. I am also concerned with the low increases placed on the lower campus structure.

In reading through the proposed raises to the prices of permits and per-day parking, I noticed that the pricing for the lower campus parking structure does not increase until fiscal year 2021, and then it only goes up \$1, or 20%. Meanwhile the motorcycle structure permits are raised by \$38 for students, or 127% in the first year. By the end of these proposed raises, the parking structure parking will have stayed steady at \$6, the 20% raise, while motorcycle and moped permits will have been raised to a whopping \$117 for students and \$154 for faculty. This is a raise of 290% and 413% respectively, from the current \$30 fee. These raises are the highest in both dollars and percent wise for any of the increases. I think that this is wrong for a few reasons.

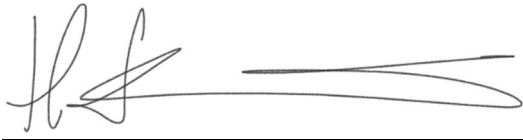
Motorcycles and mopeds are one of the most environmentally friendly ways to commute on the island. Personally, I get around 60 mpg on my older motorcycle, and I know that newer motorcycles and mopeds can get much better than that. Motorcycles and mopeds also decrease congestion on our roads, which seems to be getting worse every year. Motorcycles and mopeds encourage people to use the appropriately sized vehicle for one person commuting to campus. Encouraging students and especially faculty – who are likely to have a longer commute – to ride motorcycles and mopeds is good for Hawaii as a whole.

Secondly, I am concerned with the imbalance of increases because of the loss of revenue. One of the main reasons I decided to switch to a two-wheeled form of transport originally was the parking situation. The main lower campus parking structure is filled to capacity at 8:15-8:30 every day and no matter how much you are willing to pay, there is no place to park. In a simple principle of economics, this means that the school is losing money for every person they turn away. A way to make more money, and keep the structure open for longer, would be to charge more. Assume that if the school raised the rate to \$7, they could make an extra \$2 for every stall, and the stalls would most likely not fill up until 10:00 because some students would not be willing to pay that. Ideally, they would charge an amount where the number of students willing to pay would equal the number of stalls. In the past year and half, I have rarely had a hard time finding parking in the motorcycle lots on campus. This means that the price of permits for those lots is already too high, and it is turning people away. You can see evidence of this in the illegally parked mopeds outside of campus on the sidewalks.

This is a small note as I do understand that certain projects are more urgent, but in the list of proposed uses for the funds, none relate to the motorcycle or moped lots. These lots are often not paved very well and exposed to the elements. The parking structure protects cars from the weather, while motorcycle seats, handlebars, engines, and often helmets are left exposed. This usually means sun, rain, and sometimes bird droppings. What we are paying for is the right to park on left-over corners of asphalt exposed to the elements, and we will be expected to pay upwards of \$100 every semester.

I strongly believe that imposing such a high percent of the raises onto motorcycle/ moped permit holders is a big mistake that will encourage illegal parking, less green forms of transport, and a loss of profits for Commuter Services. I believe that looking at the table of proposed raises itself will show you all you need to know, and I hope that you will reconsider the pricing for motorcycle permits, as well as the lower campus structure rates.

Thank you for your time, and I hope that you will take this under consideration in your deliberations.

A handwritten signature in black ink, appearing to read 'H. Genest', is written above a solid horizontal line.

Halana Genest

Civil Engineering Student, UH Manoa

halanag@hawaii.edu

808.777.9063



Board of Regents <bor@hawaii.edu>

Testimony 10/3/18

Nanea Lo <naneaclo@hawaii.edu>
To: Board of Regents <bor@hawaii.edu>

Mon, Oct 1, 2018 at 10:07 PM

Submitting Testimony for meeting on Wednesday, Oct 3, 2018

Hello,

My name is Nanea Lo and I'm currently a graduate student in the Department of Urban and Regional Planning. I'm writing to say I'M IN STRONG OPPOSAL for this parking rate increase. I am working two jobs and going to school full-time and can barely afford living in Hawai'i to begin with. With parking scarce around campus and also expensive as well this leaves me very little options. This would do me a great disservice when it comes to my schedule. If anything the parking rates should be increased for staff only or possibly hiking up the rates for events. There has to be a better option besides raising costs on us.

--

Nanea Lo

GRA - The Hawaiian Initiative

School of Social Sciences - UH Mānoa

Urban and Regional Planning MA - UH Mānoa - SP 2020

Phone: (808)454-3504

Email: naneaclo@hawaii.edu

<https://www.linkedin.com/in/naneaclo>

‘O ke kino ka hale e noho ai ka ‘uhana o ke kānaka

E ‘imi mau i ke ola kino maika‘i

E mālamamau i ka ikaika o ke kino

E ‘ai i ka mea ‘ai maika‘i

E ‘imi mau i ka na‘auao - *‘ōlelo no‘eau*



Parking Rate Increase

Bahram Sanginabadi <bahram@hawaii.edu>
To: bor@hawaii.edu

Tue, Oct 2, 2018 at 12:27 AM

Dear Sir/Madam ,

Regarding to the parking rate increase, I believe the scheduled 2020-2025 rates' improvement is neither fair nor affordable for most of the students. I am a PhD student and a Graduate Assistant at UH. My gross income is \$22,000 which hasn't changed in recent 3 years and this amount supposed to cover all of my costs. However, the dorm increased the rents and now UH parking fee is increasing by unbelievably high rates annually. I understand that the University might need money to improve the quality of the parking office services, but forcing the students to fund this plan puts them under financial pressures.

Aloha,

Bahram



Board of Regents <bor@hawaii.edu>

testimony on proposed parking rate increases

Richard Wainscoat <rjw@hawaii.edu>
To: bor@hawaii.edu

Tue, Oct 2, 2018 at 3:12 AM

Dear Members of the Board of Regents:

I am writing to express strong opposition to the proposed parking rate increases.

The proposed rate increases are excessive, and will be extremely burdensome to university staff members. Rates the zone where I would park are proposed to be increased by a factor of 2 over the course of 5 years. The proposed rate increase will lead to lower quality of life for staff and students at the University, and reduce morale. It will have a real negative economic impact.

An increase corresponding to the rate of inflation, or that closely matches salary increases would be more appropriate.

I also strongly oppose the creation of an additional tier for students. The cost of a parking stall for a student is identical to the cost of a parking stall for a staff member. The creation of a separate tier appears to be an attempt to reduce opposition to the rate increase coming from students.

I suggest that more efficiencies be required in Commuter Services. I also suggest that it is unfair on staff to fund the Rainbow Shuttle from parking revenue, and that an alternate source of funding for the Rainbow Shuttle is found.

Sincerely,
Richard Wainscoat



Testimony for the Committee on Planning and Facilities

Bonnyjean Manini <bonyjean@hawaii.edu>
To: Board of Regents <bor@hawaii.edu>

Tue, Oct 2, 2018 at 4:22 AM

Please see attached testimony for the Committee on Planning and Facilities regarding the Proposed Parking Rate Increases.

Please confirm receipt.



Opposition to Parking Rate Increases.pdf

67K

October 1, 2018

Aloha Chair Yuen, Vice Chair Acoba, and BOR Committee Members of the Committee on Planning and Facilities,

My name is Bonnyjean Manini and I am a faculty member at the Mānoa Campus. My testimony today is in STONG OPPOSITION to the proposed parking rate increases at the Mānoa Campus.

First off, I support and understand the need for Commuter Services to have an adequate operating budget to maintain the parking inventory and operations on the Mānoa Campus.

This being said, I have 5 points to make about this proposal,

- We are paying for parking permits but being issued overpriced hunting permits;
- The lots that will have the most investment of revenues should have higher increases;
- Nothing is being done to recoup lost revenue from Act 168, allowing Electric Vehicles to park for free, instead those losses are being passed on to those who pay for parking;
- The practice of issuing free and discounted parking passes is negatively impacting the operating budget of Commuter Services requiring them to pass on these losses to those who pay for parking; and
- Those who use the campus shuttles should be paying for them.

We are paying for parking permits but being issued overpriced hunting permits

I have many questions for you today. The first is **Have you ever gone hunting?** I haven't personally gone hunting for wild game but I went through the DLNR's Hunter Education Program. One of the things the instructors taught the class of eager hunters was going hunting never guarantees you a catch. This analogy applies to me everyday when I attempt to get to my office.

UHM Commuter Services advertises and sells parking permits to students, faculty, and staff who have the need to park on the campus to fulfill the academic mission of this institution. However, after we make payment in full or go on a payroll deduction plan, we are not provided with parking permits, we are issued the equivalent of hunting permits. These permits allow us the opportunity to hunt for a stall in our designated zone. It does not however, guarantee any stalls will be available for us in said zone.

Currently I pay \$579 a year for this hunting opportunity. In the next 7 years Commuter Services wants a 124.4% increase and this hunting permit to cost me \$1,299 per year. This proposal does not guarantee I will find a stall so I can reach my office, meeting, class, or wherever I am headed each day. This is why I balk at this proposal.

Let me give you a little more firsthand information about my \$579 investment.

On September 19, 2018: I arrived to my parking zone and drove around searching for a stall for 50 mins. I drove up and down Correa Road from the Kennedy Theatre area, pass the ITS

Building, went through the lot by the Art Building, around near the Warrior Recreation Center, down near the Andrew's Amphitheatre, around the tree by Krauss Hall and back by the portables leading to Sakamaki Hall. I went up and down, round and round before someone left an unmarked parking area near the Amphitheater and I could slip into the stall. I state again, 50 mins.

On September 21, 2018: I circled for 30 mins before I gave up and went to the overflow lot in the garage/parking structure. It's great to have found out about the overflow lot after my ordeal on the 19th but it is not great that if my surface zone is full I am expected to park in an overflow lot that is currently about 26% less expensive than what I pay for the zone I am in. If I end up in the overflow lot often because I can't find a stall in my lot, I am neither credited or reimbursed for parking in a less expensive lot. If you approve this proposal, in 7 years there will be a 29% difference in cost between these zones. Basically, I will be paying more but expected to be thankful to have an overflow lot to go to if I am desperate for a stall. Mind you, that lot is often full with permit holders and daily rate users and closed before 9am so if I am really unlucky, my overflow lot will be the gravel pit near Klum Gym while paying premium upper campus surface lot prices.

On September 25: I circled for 40 mins before someone left and I got a stall.

The upper campus surface lot I use is poorly monitored because unpermitted cars that enter and loiter are not removed. There is no incentive for those who enter through the unmanned kiosks to do drop-offs or pick-ups to leave campus in 15 minutes, like we did when I was a student. From at least the late 80s up to about 7 or so years ago, folks who wished to enter upper campus without a parking permit payed to enter at the kiosk and they had 15 mins to exit to get their money back. This gave them an incentive during busy days to do their drop-offs or pick-ups quickly and leave. Current practice of having unmanned kiosks has removed this incentive so the higher priced surface zones are often speckled with vehicles parked along driveways, curbs, or taking up stalls already paid for by permit holders. In addition, the placement of green visitor stalls throughout the campus and not just at designated areas like the parking structure and behind Kennedy Theater leave confused visitors parking in white stalls that are paid for by permit holders instead of only parking in visitor stalls. I see this often including today, October 1, 2018. Note: the car I saw was neither cited or towed. It sat there taking up a stall for a few hours.

Regents, Going back to that day in late September when I circled for 50 mins to find a stall in the zone my hard earned salary has paid for, I saw 3, maybe 4 cars with tickets on their windshields. I contacted Commuter Services to ask them why they were not towing these cars to open up stalls for paying customers. The Manager said she would look into the matter right away. Later it was confirmed there were 10 citations given in that zone. No tows were possible because when they attempted to tow, the owners came and moved their cars.

QUESTION- Regents, If the proposal is approved, will the increase in parking rates go to better monitoring of offenders so we are provided with parking stalls for our paid permits instead of

these status quo hunting permits? No. Not according to the on-line proposal site. The first two phases of investments will all be for the parking structure. Not the surface lots that are seeing the highest increases in this proposal.

The upper campus surface lot parking permit this institution is currently selling for \$579 a year and wants to sell for \$1,299 a year is a falsely advertised hunting permit that does not provide safe, consistent venues to park in. This is only one of the reasons I implore you to take more time on this proposal before passing it on to the full board.

The lots that will have the most investment of revenues should have the highest increases
The reason given for increasing the upper campus surface lots at a higher rate than the covered garage stalls in the parking structure where most of the revenues will be invested is supposedly because the upper campus surface lots are in premium locales.

QUESTION- Have my described experiences in my upper campus surface zone made any of you feel like your employees coming to work at UHM will be receiving premium accessibility for our premium priced \$1,299 stalls in these supposed premium locales?

In all fairness, during phase 3 the current plan calls for resurfacing of parking lots. This will probably improve the surface lots too. However, no timeline has been provided for these phases. Therefore, some of us could be paying for years before we see any improvements at all. In addition absolutely no plans have been articulated for better assignments or regulations of the surface lots to justify the 124.4% increase.

Costs of building, maintaining, and repairing garage style parking is higher than the cost for paving and maintaining surface lots. Those who benefit from the covered parking provided in the parking structure as well as security cameras in the parking structure should pay more for those benefits. Those of us who go in circles trying to find parking in surface lots without manned kiosks, where the Mānoa elements of sun, rain, trees that drop leaves and pollen on our cars, and the occasional bird who is looking for a place to drop a load using our vehicles as their personal toilets should not be paying more towards the renovations of the parking structure than those who park there.

Nothing is being done to recoup lost revenue from Act 168, allowing Electric Vehicles to park for free, instead those losses are being passed on to those who pay for parking

Regents, In terms of lost revenues for Commuter Services, in 2012, the State Legislature passed Act 168 (12) which allows Electric Vehicles to park for free on our campus. When I inquired about this with Commuter Services representatives at one of the open forums held to discuss this proposal, I was given an estimation of \$400,000 a year in lost revenues. Later the Director said via email that this is the maximum amount of loss. My inquiry about efforts to recoup some of this money from the legislature left me believing administration did not ask to be exempt from this act or do anything to request that the legislature help make-up for the lost revenues in Commuter Services operating budget. Act 168 (12) is an 8 year act with an expiration of June 30, 2020. We have almost 2 more years of lost revenue due to this act unless

there is a move to extend the Act. At \$400,000 per year maximum revenue losses over 8 years totals at a maximum of \$3.2 million that could be going toward the repairs listed in the Commuter Services' proposal. As someone who will be paying for this for many years to come, it bothers me that our administrators chose to be silent about this imposed legislation and instead have dealt with our revenue shortfall by developing a proposal that puts the burden of lost revenues such as this completely on the backs of those purchasing permits.

The practice of issuing free and discounted parking passes is negatively impacting the operating budget of Commuter Services requiring them to pass on these losses to those who pay for parking

Regents, Now for the most uncomfortable part of my testimony. Nothing has been done by frontline or upper administration with oversight of parking to curb the free and discounted parking permits being issued to handfuls of people that limit potential revenues that could go toward the operating budget of Commuter Services.

It is alleged that an average monetized amount of \$1.8 million dollars each year goes toward free or discounted passes and programs. In addition, this loss of revenue is made up on the backs of those who pay full price for parking.

These free passes are used by, but not limited to, the following:

- Regents
- Former Regents (who are provided with an untaxed benefit of a free parking permit to park at the UHM campus each year for the rest of their lives, by request)
- Legislators
- Members of other State Departments
- A couple of former coaches
- Gold Passes
- Emeritus Faculty

Currently, it is alleged that no one monitors the use of the passes. Some are alleged to be used by family members of those who receive them and not the actual recipients. I know of an example or two myself. In addition no one tracks the purpose of the use of the passes and if the University is benefiting from these passes being given out for free. If the University is benefitting, no one tracks the extent of the benefits.

Discounted passes are issued to numerous departments including, but not limited to, Athletics, Communications for Media passes, and someone in my own department who was not even expected to secure supervisor approval before being issued discounted passes. Those passes were supposedly for volunteers. When I asked this individual's supervisor what volunteers the passes were issued to, he had no knowledge of the passes being requested, issued, or how they were used.

QUESTIONS-

- **What is the process for requesting free or discounted passes?**
- **Who gets to make these requests and for what purpose(s)?**
- **Who decides who gets these passes and who monitors how they are used?**
- **Is anyone calculating or monetizing the losses to the operating budget of Commuter Services for these lost or reduced revenues?**
- **Are any of these losses to the Commuter Services operation budget being made up by other funding sources?**
- **Is an objective party, who does not report to anyone getting free or discounted passes, auditing the practice of issuing free and/or discounted parking passes?**

Regents, There is no such thing as free. There is always a cost. Besides the passes themselves, staff members are using time and resources to make and process the passes for distribution. This is already happening at the expense of those of us paying full price for our parking permits.

If no funds are being collected for free passes and only limited funds are being collected for discounted passes, the operating budget of Commuter Services is being negatively impacted.

While there may be justification for the institution or administrators to issue passes without charging the recipient or for charging the recipient a discounted rate, these funds should be budgeted for through operating budgets of the appropriate offices, departments, or through UH Foundation accounts. Commuter Services should not be left with their hands tied so their only option to meet their functional responsibility to the campus is to develop what we have before us today, a proposal for monstrous increases in parking rates that drive up the cost of education for students and the hidden costs of employment for faculty and staff.

Those who use the campus shuttles should be paying for them

It is alleged that Commuter Services uses approximately \$700,000 of its operating budget to provide shuttles for our campus. When I was a student we walked everywhere. We didn't have shuttles. If Commuter Services is self-operating and paying for these shuttles, those of us who are parking on the campus are paying for the shuttles. Why are we doing this? If based on data, these shuttles are found to be desired and needed by our campus community, those who use the shuttles should be paying for them through a user fee or through a mandatory transportation fee. The expenses should not be put only on the backs of parking permit holders.

In closing, I want to restate that I understand the need for Commuter Services to have an adequate operating budget to maintain the parking inventory and operations on the Mānoa Campus. What I do not understand is why we have this proposal before us this semester when not enough has been done to explore options for increasing the operating budget by cutting revenue losses that are contributing to the need for these monstrous increases.

Thank you for your time.



Written Testimony for Increase Parking Rate Proposal

Soksamphoas Im <sim7@hawaii.edu>

Tue, Oct 2, 2018 at 8:35 AM

To: bor@hawaii.edu

Aloha Board of Regent Committee on Planning and Facilities,

My name is Soksamphoas Im, currently a 3rd year PhD student at UH Manoa. As an affected party cause by the increase parking rate proposal, I am submitting a written testimony to testify at the planning and facilities meeting on Wednesday October 3rd, 2018.

Please find attached testimony.

Sincerely,
Samphoas

Soksamphoas Im

PhD Student- Dept. of Political Science| **University of Hawai'i at Mānoa**

Student Affiliate - Education Program| **East-West Center**

<http://manoa.hawaii.edu/> | <https://www.eastwestcenter.org/>



Testimony.docx

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Testimony:

My name is Soksamphoas Im, a third year PhD student in the Department of Political Science, with one year experience as a GA, one year as a lecturer, as well as a student employee in the Center for Southeast Asian Studies. I am submitting this testimony to underscore an unrecognized and as such neglected party in the recent parking rate increase proposal. This testimony is written for graduate student employees, including but not limited to GAs as well as students especially those who live on campus residential dorm like myself. The only available place for those who live on campus to park 24 hours is the Lower Campus Parking Structure Zone 20. This proposal needs to take into account not only for the university but also in the community as a whole; for example, city council recently consider restricted street parking to only residents. Therefore, this parking rate increase proposal will hurt many students who already experience economic hardship provided the extremely high cost of living here in Hawaii. We graduate student employees and graduate students do not have other options than to commute to campus. As such, parking on campus is a necessity for every one of us to rely on our own vehicle for transportation to and from work.

I, therefore, demand that the Board of Regent to consider suspending this proposal to keep the parking rate the same as the current rate. Unless otherwise, proposing alternative parking solutions. But if the Board of Regent decides to push the proposal through, then I would ask that an amendment be made in which Graduate Student Employees, GA or otherwise, have the ability to purchase the permit pass at the current rate, \$142/semester or \$426/year.

Link to propose parking rate: <http://manoa.hawaii.edu/commuter/parkingrate.html>