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# PARKING TASK FORCE

Fall 2022 Report

**PRESENTED TO**

MSU Executive Leadership

**PRESENTED BY**

Chancey Ringer  
Parking Manager

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# THE ISSUE

Current student enrollment, construction projects, and increases in the number of students residing in on-campus housing has resulted in parking demand coming dangerously close to exceeding Montana State University's existing parking capacity.



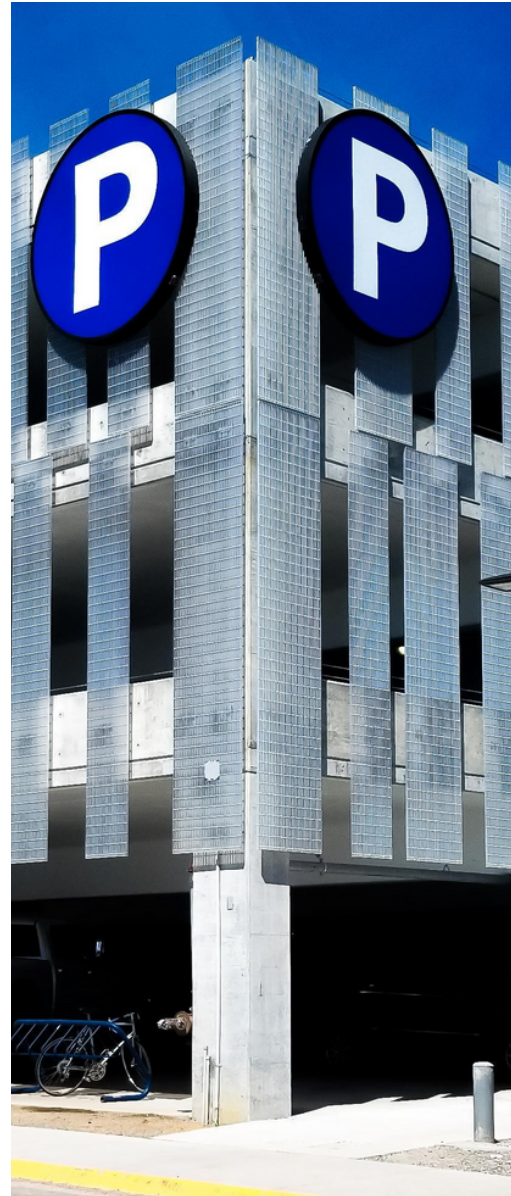
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# THE PROGRAM

Parking Services is an income generating auxiliary, funded solely through revenues generated by permit sales and other fees.

Parking Services provides safe, well-maintained parking options by facilitating the following services:

- Controlling the distribution of parking permits
- Conducting parking lot maintenance
- Patrolling parking lots
- Providing visitor parking
- Performing motor assistance
- Enforcing parking regulations



# CAMPUS PARKING SPACE INVENTORY

MSU's parking inventory features 7,423 spaces for all campus users.

## Campus Parking Spaces by Permit - FY22

Bobcat (General Commuter)  
2821

Bison/Moose (Resident)  
1800

Stadium (Commuter/Resident)  
910

FH (University Apartments)  
900

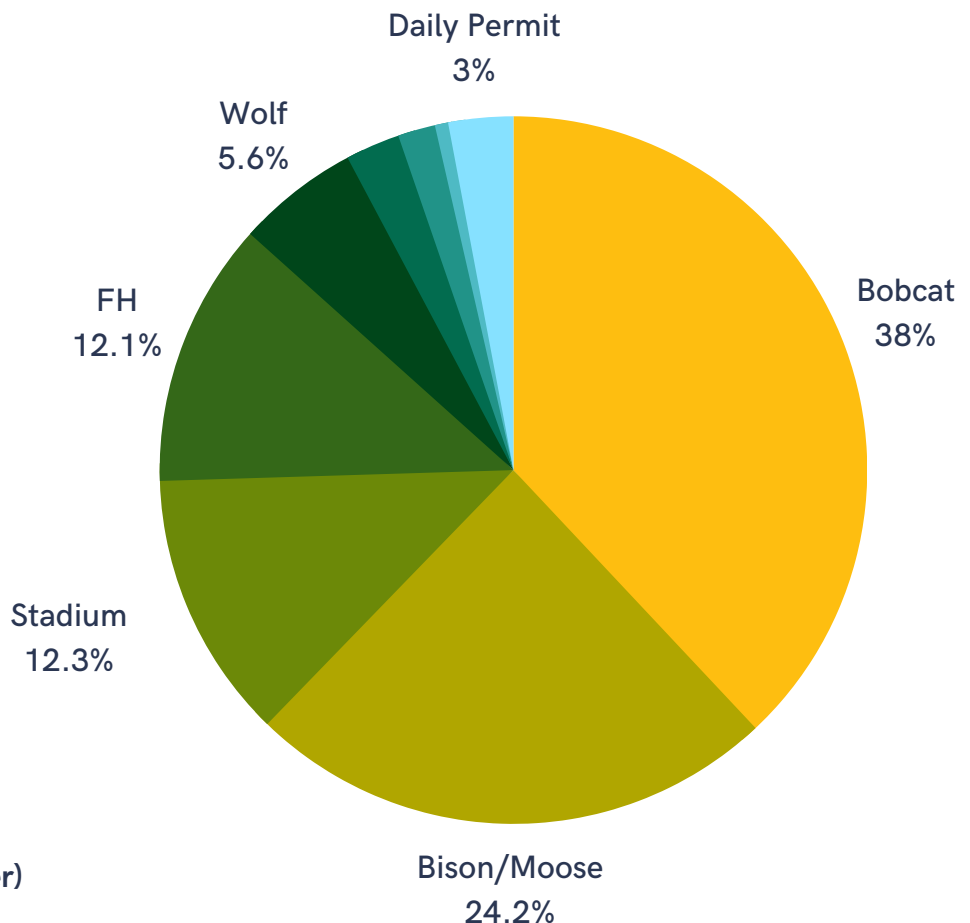
Wolf (Reserved Commuter)  
415

Daily Permit (Garage, Harrison)  
220

\*Garage (Reserved Commuter)  
185 - 2.5%

\*Elk (Reserved Commuter)  
127 - 1.7%

\*Eagle/Trout (Reserved Commuter)  
45 - 0.6%



# FINANCIAL REVIEW: FISCAL YEAR 22

		FY22 Actual
Permits		2,571,290
Events/Lot Rental		78,191
Park Yourself Fees		432,606
Parking Fines		414,259
Revenue Total:		3,496,346
Personnel Salary and Benefits (7.5 FTE + student employees)		478,911
Parking Software Systems and Fees		107,078
T2	64,058	
Credit Card Fees	41,654	
Text Notification Service	1,366	
Telephone/Broadband Service		6,651
Training		2,207
Garage - Overhead, Maintenance, Utilities		143,832
Garage - Annual Bond Payment		265,702
Signs - Materials and Maintenance		4,565
Lots, Buildings, Grounds		4,715
Snow Removal		444,003
Vehicle Maintenance		10,708
Misc. Equipment Repairs		2,671
Misc. Services		37,211
Misc. Supplies		20,558
Misc. Expenses		13,620
Transfers Out		1,866,865
Police Services	968,000	
Sustainability	50,000	
University Apartments (permit income for maintenance)	48,865	
Parking Long-Term Repair/Replacement	400,000	
2022 Annual Summer Maintenance	400,000	
Expenses - Annual Budget:		3,409,297
East Stadium Lights		157,070
Bozeman Health Parking		47,475
Expenses - One Time Only:		204,545
FY22 Total Expenses:		3,613,842
FY22 Income Less Expense		-117,496
FY22 Beginning Contingency Fund Balance		309,123
FY22 Ending Contingency Fund Balance		191,627

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# ADDITIONAL BUDGETARY CONSIDERATIONS

In addition to the increased demand for parking, Parking Services seeks to pave the three remaining unimproved parking lots. Estimates for the cost to improve these lots are:

**West Stadium Lot - \$3.5 Million (Funded)**

**East Stadium Lot - \$5 Million**

**Moose Lot (Lincoln/19th) - \$3 Million**

Parking Services must commit to an annual bond payment of \$771,000 (\$8M at 5%) to improve the Stadium and Moose lots. Furthermore, eight large campus lots will require significant resealing or repaving projects in the next ten years. As a result, it is imperative that Parking Services continues to allocate \$500,000 per year to a general maintenance contract (sweeping, painting, crack-sealing, small patch repairs) and a minimum of \$400,000 annually to the long-term repair and replacement fund.

These paving projects could provide an increase of approximately 150 parking spaces for campus users.

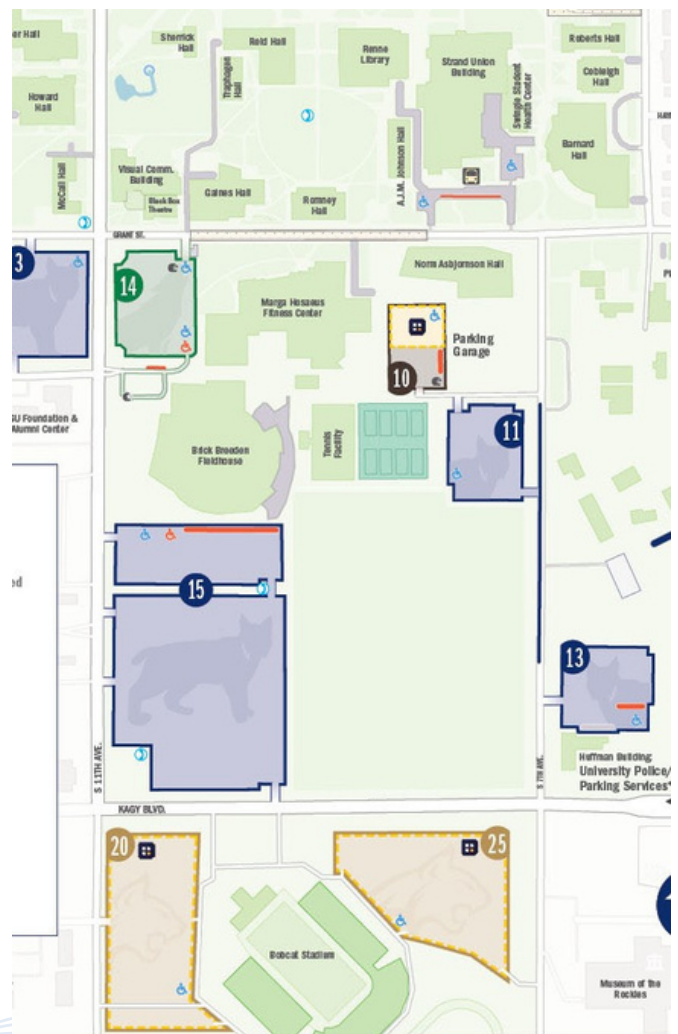


# ANTICIPATED LOSS OF PARKING ON CAMPUS

In the next three years, MSU is considering potential construction projects. One project is expected to impact Bobcat Lot 11 (234 spaces).

Another project is expected to impact Wolf Lot 14 (198 spaces). Both projects will result in a substantial loss of parking spaces in those lots.

Combined, the projects could result in the loss of 400+ parking spaces in the interior of the campus.





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# RESIDENT PARKING ON CAMPUS

As residence hall occupancy has grown on campus, so has the demand for residential parking.

There are 1,585 Bison parking spaces allotted exclusively for parking by students living in the residence halls. The Moose parking lot is sold exclusively to residence hall students at a discount, with a capacity of 215 parking spaces.

Stadium permits are also available to residence hall students who are not able to obtain Bison or Moose permits.



# RESIDENT PARKING ON CAMPUS

In Fall 2021, residence hall students occupied over 1/3 of campus permit parking spaces

These vehicles generally sit all day/all night in the lots which prohibits efficient usage and space turn.

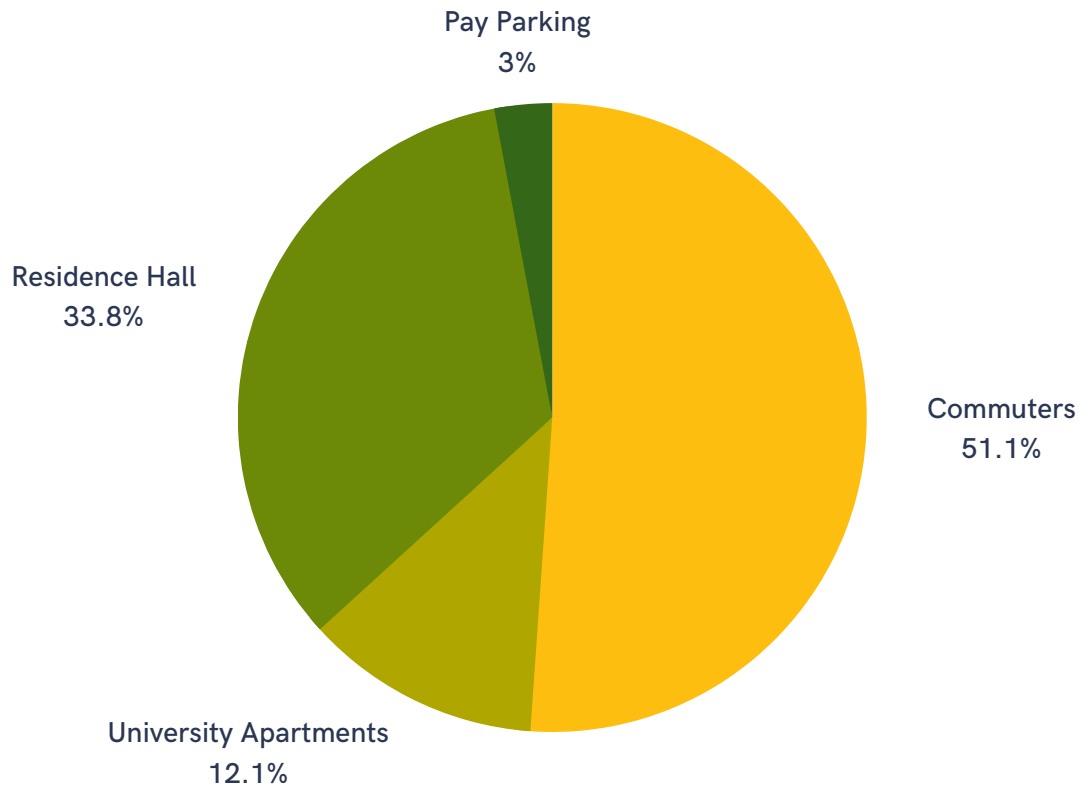
## Campus Parking Inventory Usage - Fall 2021

Residence Hall  
2509

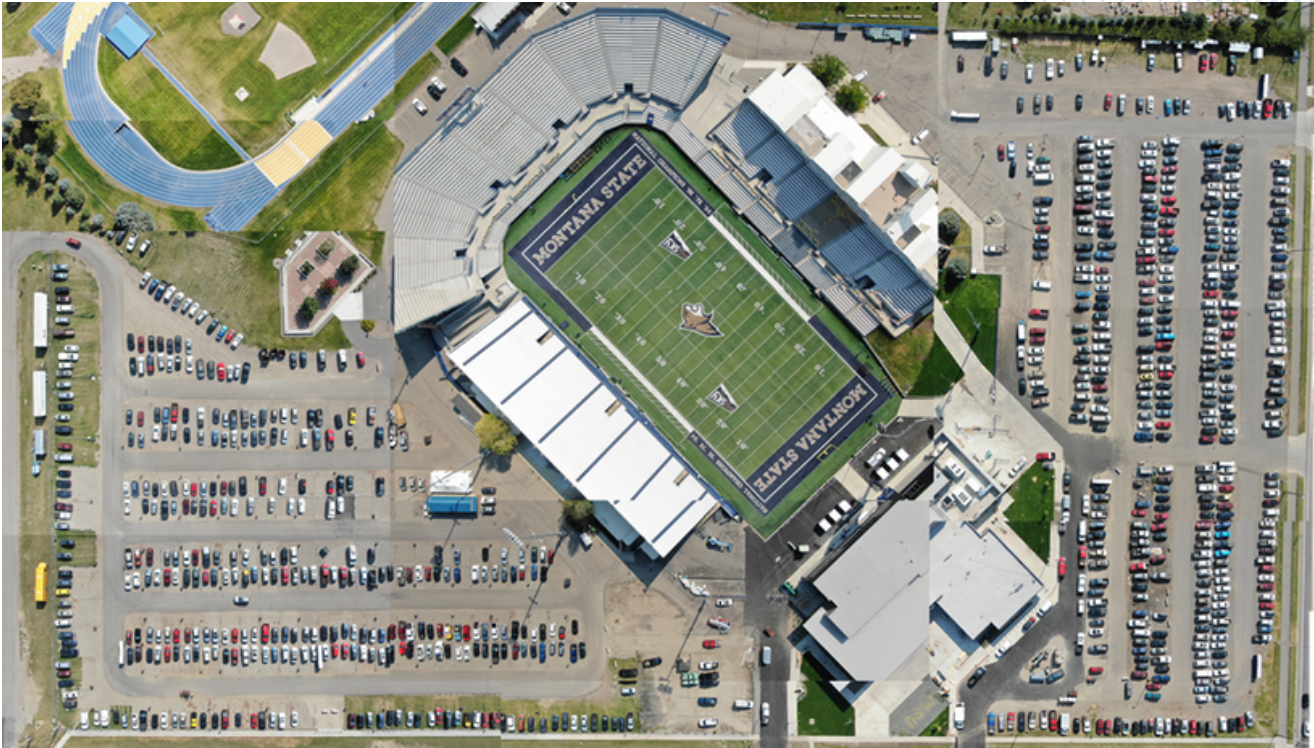
Commuting  
Students and Staff  
3794

University  
Apartments  
900

Pay Parking  
220



# RESIDENT PARKING ON CAMPUS



Stadium Parking - Fall 2021

Stadium lots 20 & 25 feature 910 parking spaces. In Fall 2021, 709 of these spaces were occupied by residence hall students who required a space to park their vehicle. Although this is a great benefit (\$100 per year/less than \$1 per day) to students, it limits the area from being utilized for large events, bus parking, or to support function of the Stadium, Bobcat Athletic Complex, and Bozeman Health.

# COMMUTER OPTIONS

MSU has made progress on improving bicycle infrastructure on campus but has not achieved all goals set forth in the Bicycle Master Plan. There is no campus shuttle service. Currently, Streamline does provide a bus transit service. Although Streamline receives funding from ASMSU and MSU, there is neither a dedicated on-campus bus transit system nor transit routes that service the new Apartment Complexes to the South of campus where the highest density of MSU students live.



Other ride share options such as ZipCar or Enterprise Car Share are prevalent on US campuses. Options are under review by MSU but the service or one like it is not currently available. In previous years, a shuttle system did not reduce demand for on-campus parking.



# THE TASK FORCE

## MEMBERSHIP & OVERVIEW

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Chancey Ringer - Parking Services  
Gina Taylor - Parking Services  
Michael Stanley - University Police  
Kristin Blackler - Office of Sustainability  
Jeff Bondy - Auxiliary Services/Housing  
Richard Rudnicki - PDC  
Sarah Knoebl - PDC  
Andy Shepardson - Athletics  
Rosamarie Roccisano - ASMSU  
Alex Musar - ASMSU  
Michael Ouert - Office of Admissions

The MSU Parking Task Force was formed with the charge to develop collaborative changes to the Parking Services program at Montana State University that encourage sustainable use of current parking resources on campus and provide a framework to continue providing parking to campus residents, commuters, and visitors.

An overview of Parking Services was provided to the group with a focus on the issues that have a current or future impact on parking. The committee was able to shape these issues into recommendations based on departmental input, review of other university parking programs, and their own observations and experiences.

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## RECOMMENDATION 1

# RESTRICT FRESHMAN RESIDENCE HALL PARKING ACCESS FOR FALL 2024

University Student Housing currently has 4,442 students living in campus residence halls, of which 3,613 are freshman. Implementing this restriction would immediately address the parking demand concerns on campus.

Parking Services would review applications for exemption based on the following criteria:

- Academic Need/ Professional School
- Job Commute
- Home Commute
- Medical
- Child Care
- Illness of Family Member
- Recent Death in Family

Once submitted, the application for exemption would be reviewed, prioritized, and parking assigned based on need. Bison parking would be utilized for those who need closer accommodations and Moose or Stadium parking for those who only need the vehicle to drive home at breaks or on weekends. Parking Services anticipates 1,000-1,500 applications to review and process annually, which will require increased staff oversight. The current software system is able to assist in this process and associated tracking and communication.

The goal of this process would be to reduce the current impact of residential vehicles on-campus from 2,500 to 1,800 (28% reduction) to start the school year. Parking Services anticipates a potential direct loss of revenue of \$70,000 as a result of this process.

If this recommendation is selected it will require an immediate information campaign to be disseminated throughout campus to educate and inform members of the MSU community.

Furthermore, it is recommended Parking Services accept applications for review from April 1, 2024 through July 30, 2024. This will allow students with an approved waiver to purchase their parking permit on or before August 1, 2024. Parking Services and University Student Housing are exploring integrating permit approval with the housing application process.

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## RECOMMENDATION 2

### INCREASE RESIDENTIAL PARKING FEES

The Task Force recognized that the low cost of parking on campus drives demand. Bison permits are sold at a 1 permit per parking space ratio, while Bobcat are sold at 1.75 permits per space.

The Task Force recommended that parking permit fees for residents increase to \$100 more per year than a Bobcat (\$245/year) general commuter permit. Bearing in mind the burden of additional costs, the fee could be increased annually over the course of three to five years then maintained to prevent a sharp increase.

Note: The Task Force had interest in options to provide parking at a lower cost to in-state students to support the in-state mission. There was also interest in providing parking scholarships for students with financial need, as well as desire to keep the idea of equity based permit pricing on the radar for future discussion.

### INCREASE GENERAL PARKING RATES FOR ALL PERMITS

While sensitive to adding expense to campus users, increased operational and maintenance costs make it essential to raise parking rates for all permits to continue to provide safe and well-maintained parking lots now and into the future. This can be achieved by reasonable and gradual rate increases on an annual basis.

Further review of current rates and cost assessment are to be conducted by the Task Force to enable implementation of fee increases if approved for Fall 2023 and 2024 respectively.

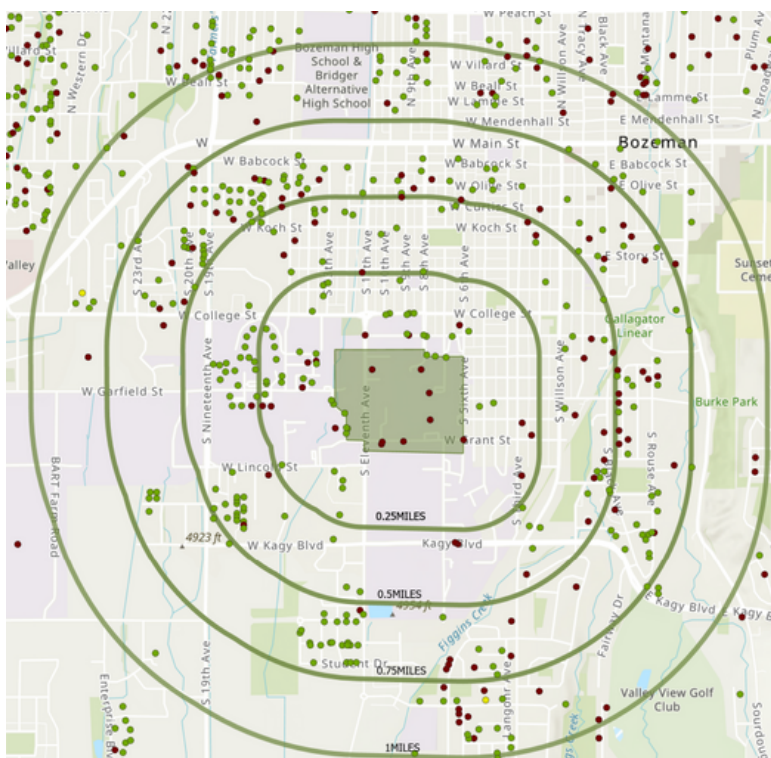
## RECOMMENDATION 3

### RESTRICT NEARBY COMMUTERS TO DAILY PARKING

This recommendation would restrict nearby commuters to daily parking rather than allow them to possess a parking permit. As an example, cursory review of permit sales indicate the sale of 150 commuter permits to students who reside in Arrow and Stadium View Apartments. Restricting permit parking for these users would do the following:

- Increase availability for people commuting long distances.
- Encourage sustainability and reduce usage by those who can feasibly walk or bike to campus, but also leave an option open for those who have a temporary need to park on campus.
- Exceptions could be managed on a case-by-case basis.

The Task Force is currently working to merge permit data with Graphic Information System mapping to see how many permits are sold to those within immediate proximity to the University. This will likely also require assessment of the density of further construction within the immediate vicinity of campus.





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## RECOMMENDATION 4

### STRATEGIC MESSAGING

- Whether or not parking permit restrictions are placed on on-campus residents, an important additional step that could be taken is to send a formal message from MSU Parking Services to urge all incoming students (and parents) to consider alternatives to bringing a vehicle from home to reduce campus parking demand. Such messaging would likely assist in reducing the number of vehicles brought to campus.
- Furthermore, education to all campus users regarding additional transportation options such as the Streamline Bus, Go Gallatin, Guaranteed Ride Home, and a variety of other alternatives that are available to all campus users could be distributed.

## RECOMMENDATION 5

### FORMALIZE PARKING TASK FORCE - ADVISORY TO MSU TAC (TRANSPORTATION ADVISORY COMMITTEE)

The formalization of a Transportation Advisory Committee, with the following structure, to allow for continued input from stakeholders across campus.

- Members would meet monthly for 90 minutes to discuss on-going and future parking needs.
- Membership would be reviewed annually to determine if any areas are over or underrepresented.
- It is recommended that increased representation from Faculty Senate as well as All-Staff Council be sought out immediately.

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## **ADDITIONAL CONSIDERATIONS COOPERATIVE COMMUNITY SOLUTIONS**

As more housing is constructed to the southwest of campus the following should be considered:

- Reimplementing bus and/or shuttle systems should be considered. Current parking demands do not require any sort of shuttling of students/staff yet, but consideration should be given to additional bike storage and infrastructure to support the more remote parking areas of campus.
- Build stronger relationships between MSU and Streamline Bus to have greater input on routes and bus stops to serve MSU students, staff, and visitors.
- Consideration to implement alternative transportation systems on campus, such as ride share, would be of great benefit to all who do not bring a car to campus.
- Parking share with neighboring entities was explored but none could provide 24/7 parking or consistent weekday parking availability.
- Numerous storage businesses in Gallatin Valley provide covered or uncovered vehicle storage options ranging from \$25 to \$110 per month.

## **IF WE DO NONE OF THE ABOVE.....**

### **BUILD MORE EXTERNAL LOTS**

The last and most costly solution is to build more lots at the perimeter of campus. All members believe that through management of our current inventory and permit process, this can be avoided. Some cost associated with building surface lots are as follows:

- Construction cost expected to exceed \$5 million.
- Annual maintenance and snow removal costs exceeding \$75-100 thousand.
- A quote for shuttle service has been requested from Karst Stage and Streamline but as of time of this document has not been received.

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# SUMMARY

## Parking Task Force 2022

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Over the course of the weeks that the Task Force met, many topics were discussed. The issues identified in this report were reviewed and recommendations drafted based on a collaborative approach to reaching a favorable outcome for all users of the system. The group was engaged and interested, bringing many questions and suggestions to the table - they were very committed to representing their departments, students, and co-workers.

While a number of recommendations were made, there is more work to be done and the Task Force members are looking forward to being involved in further discussion and the development of solutions.

The Task Force desires to engage MSU stakeholders with its recommendations. Residence Hall Association, ASMSU, Admissions, PEC and All-Staff Council are among the entities to be engaged.

Input from campus users (through surveys and public forums) will inform and guide final recommendations.



