

TRANSPORTATION EQUITY FEE

ISSUE

Do you approve a new \$5 per quarter (fall, winter, and spring; no summer assessment) per undergraduate student (25 percent of which will be used for Return to Aid) Transportation Equity Fee starting in AY 2025 - 2026 followed by automatic quarterly CPI adjustments annually thereafter (See Table 1 below)?

YES

A "yes" vote provides funding for the following:

- Maintenance of Transportation Services' and Student Affairs' transportation demand management and bicycle safety programs (e.g. Bike registration, Lit Not Hit, Helmet Hair Don't Care, transportation education programs)
- Transportation Grant for commuter students and students with dependents

NO

A "no" vote might result in less support for commuter students and students with dependents and less sustainability and transportation demand management programs from Transportation Services.

OVERVIEW

UC Davis' Transportation Services is responsible for regulating parking policies and providing the transportation needs of our campus community. Additionally, they maintain transportation infrastructure, conduct bike registrations, provide motorist assistance, and undertake transportation-related construction projects, all while coordinating their operations with municipal agencies. As an auxiliary unit, Transportation Services is supposed to procure funding to carry out these duties independent from the University. This has been a long-standard practice and the UC Transportation Systems and Parking Program Principles notes the University's disposition towards using non-state funds to subsidize parking programs. Consequently, Transportation Services supports itself financially by charging parking rates or applying for grants to fund new transportation projects. An example of a recent transportation project that was created through the latter is the Causeway Connection, a line between the Davis and Sacramento campuses that employs a fleet of electric buses. It is operated through a collaboration between Sacramento Regional Transit and YoloBus.

Although Transportation Services receives revenue primarily through its parking fees, it is simultaneously tasked with reducing reliance on parking which will reasonably lead to fiscal challenges in the near future. They have been successful in reducing parking over the past several years by limiting their permit options to a daily parking fee for students, acting as a carbon tax, and requiring students to conscientiously make the decision to use cars as their mode of transportation every time that they park on campus. However, the reduction in daily parking coupled with rising costs, incentivize Transportation Services to continue raising daily parking rates to support their financial needs. This adversely affects groups of students who have to drive to campus. To alleviate this burden, this fee is being proposed to support Transportation Services programs that serve the wider student population. The Transportation Equity Fee aims to provide a revenue stream for Transportation Services' and Student Affairs' transportation demand management/bicycle safety programs (e.g. Bike registration, Lit Not Hit, Helmet Hair Don't Care), and to create an annual transportation grant for populations negatively impacted by daily parking rates. It will expire in AY 2029-2030 unless students take action to renew it.

The passage of this referendum will require voter turnout of at least twenty percent (20%) of the undergraduate student population and at least a sixty percent (60%) affirmative vote for approval.

Table 1: Proposed Quarterly Fee, by Academic Year (AY)*			
Academic Year	Fee per Student per Quarter	Return to Aid (25%)	Program(s) Funds
2025-26	\$ 5.00	\$ 1.25	\$ 3.75
2026-27	\$ 5.00 (+ CPI adjustment)	\$ 1.25 (+ CPI adjustment)	\$ 3.75 (+ CPI adjustment)
2027-28	\$ 5.00 (+ CPI adjustment)	\$ 1.25 (+ CPI adjustment)	\$ 3.75 (+ CPI adjustment)
2028-29	\$ 5.00 (+ CPI adjustment)	\$ 1.25 (+ CPI adjustment)	\$ 3.75 (+ CPI adjustment)
2029-30	\$ 5.00 (+ CPI adjustment)	\$ 1.25 (+ CPI adjustment)	\$ 3.75 (+ CPI adjustment)

Fee not collected during Summer Quarters

Return-to-Aid - Twenty-five percent (25%) of this fee will continue to support financial aid for those undergraduate students with the greatest financial need.

Voting - “Minimum voting pools” have been determined in accordance with University regulations. A minimum voter turnout of twenty percent (20%) of the undergraduate student population is required for a valid vote. The exact number of undergraduate students required will be provided by the University Registrar in advance of the election, and will be based on the SPRING 2024 census data. In addition, this referendum requires ratification by at least sixty percent (60%) affirmative vote for approval.

Advisory Vote - The outcome of the vote shall be advisory to the Vice Chancellor for Student Affairs, the Chancellor, and the President of the University of California.

Oversight – Oversight of the fee is provided by the Council on Student Affairs and Fees (COSAF). Additionally, there will be a Board consisting of the ASUCD President and Controller, two Student Affairs employees chosen by the Vice Chancellor of Student Affairs, one ASUCD Senator, and one Transportation Services employee serving as an ex-officio member. The Board will meet no later than Week 3 each academic year to approve budget allocations from the Transportation Equity Fee for established and suggested programs. The Board will be responsible for organizing bi-annual public showcases to inform students about how the revenue is being spent and making annual presentations to COSAF.

Life of Fee - This fee will expire after SPRING 2030. Until then, it will be assessed annually unless altered through referendum or other permissible actions.

Adjustment of Fee – The Transportation Equity Fee will be automatically adjusted annually by the CPI escalator used by COSAF beginning in 2026-27. Other than the CPI adjustment, any additional increases not previously stated in this referendum would require a future referendum or other permissible action as specified by University of California and UC Davis policies and procedures.

Use of Funds - This revenue will be used for Transportation Services’ and Student Affairs’ transportation demand management and bike safety programs, and a transportation grant that will be provided to students by ASUCD in collaboration with the Aggie Compass Basic Needs Center.