

Historical Background on Parking and Transportation

The Donahoe Higher Education Act of 1960 created the Trustees of the State College System and delegated them full power to develop and construct CSU campuses and their related facilities, including parking. As the State's instructional institution, it was the Trustees' motivation to establish regionally accessible campuses to increase access to higher education. The auto-centric cultural assumptions of the era resulted in development patterns that located CSU campuses in suburban communities and established their reputations as "commuter schools."



This aerial view of CSU, Northridge in 1970 shows expansive parking lots near the campus core. This pattern of campus development, which was common of the era, prioritized the automobile and provided ease of access for vehicle commuting.

Education Code 89721(i) requires fees for auxiliary campus services, including parking, to be deposited in designated trust accounts, including the CSU Trust Fund. At this time, the Legislature decided that only academic enterprises, and not auxiliary services, would be supported by the State's General Fund. Each campus would be individually responsible to financially maintain its parking and transportation operations through parking permit fees.

Education Code 89701 authorizes the acquisition, construction, operation and maintenance of parking and transportation facilities to the Trustees and created the State University Parking Revenue Fund for this purpose. It also allows campuses to establish varying rates for parking.



Parking structure at Cal Poly San Luis Obispo to serve daily campus commuters.

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Education Code 89701(3) allows revenues received from parking facilities, to the extent not pledged in connection with bonds, to be appropriated to the study, development, enhancement, operation and maintenance of alternative methods of transportation.

Education Code 89701(4) requires the Trustees to allocate funds for the construction of parking facilities *only* after having thoroughly investigated and considered alternate methods of transportation. The code elevates the role of campus' alternative transportation committees by requiring their consultation in determining the need for additional parking, and encourages campuses to promote alternate modes of transportation to travel to campus and to meet the State's GHG emissions reduction goals.



Subsidized by Metro, Associated Students and CSUN Parking and Transportation, the Metro U-Pass provides students with unlimited access to Metro bus and rail at a discounted rate. This program is one of the priorities CSUN Northridge is pursuing to ease student commutes and increase equitable access to its campus, and is made possible by EC 89701(3).

Education Code 89701.5 designates the revenue from parking fines and forfeitures exclusively for the development, enhancement and operation of alternative transportation programs for students and employees. This amendment allowed campuses to continue undercharging for parking, a decision influenced by the 1991 recession, and to make up for costs to provide parking and transportation programs and services through aggressive enforcement of parking violations.

At CSU's, Parking and Transportation has historically been housed under University Police Departments - a reflection of parking enforcement's role in the 1990s.



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CA Vehicle Code Article 3. Procedure on Parking Violations [40200 - 40230]

decriminalized parking violations in 1986 and mandated an administrative process operated by the issuing agency for resolving disputes over parking citations. As a result, CSU has paid over \$1M annually for over 30 years to fund courts despite not utilizing the courts. Most transportation and parking programs remain under University Police Departments despite the civil nature of parking. However, recent trends in hiring parking enforcement have reclassified employees from “parking officers” to “customer service specialist,” de-emphasizing the role of enforcement in transportation and parking operations.



Executive Order 1000 delegates each CSU campus President the authority and responsibility to administer all state funds held by the campus, including the State University Parking Revenue Fund.

UTAP staff pose for a photo with the Hornet Shuttle, Sac State’s free campus transit system that serves students and employees.

Most organizational decisions about campus transportation and parking operations have been made in reaction to the above legislation and influenced by their respective historical, cultural contexts. Formal strategic planning is necessary for process improvement and for the CSU to respond to changing external conditions. Transportation and Parking operations play an integral role in creating vibrant campuses and influencing the initial and recurring impressions of campus life that affect recruitment and retention. This key service plays a critical role in delivering the mission of the California State University.

Rendering of San Diego State’s future South Campus Plaza. This project will help achieve SDSU’s Master Plan goal to increase student housing and will serve as a destination for the campus and surrounding community. Located adjacent to SDSU’s Transit Center, the project is being constructed with multimodal access in mind and will provide amenities for pedestrians, cyclists and transit users.

