

**Transportation Services Advisory Committee Minutes
December 2, 2020**

This was a Zoom Meeting

Present:

Mr. Bill Cox
Mr. Andy Deuel
Mr. Joe Dillard
Dr. Angie Hill Price
Mr. Jim Kovar
Mr. Peter Lange
Mr. Eric Mendoza (Mr. Zach Griffin)
Mr. Robert Pottberg
Mr. Tom Reber
Mr. Dale Rice
Dr. John Stallone
Mr. Mark Welsh
Ms. Deborah Wright
Ms. Tamra Young
Dr. Jerry Strawser
Mr. Uthej Vattipalli (Mr. Rio O'Neal)

Absent:

Dr. Fuller Bazer
Dr. Andrew Klein
Ms. Flora Reeves

Guests:

Ms. Lilia Gonzales
Mr. Jason Hayes

1. Mr. Peter Lange opened the meeting at 3 p.m. by welcoming members and visitors. He continued with saying Good Luck to the students on finals and to the faculty grading those finals.
2. Mr. Lange asked the committee to review the minutes from the November 4, 2020 meeting. Mr. Mark Welsh motioned for approval; Mr. Tom Reber seconded; minutes approved.
3. Mr. Lange updated the committee concerning the administrative tasks that have been completed regarding renaming Route 36 to "Matthew Gaines". We will communicate this through our standard processes, and possibly celebrate the name change in conjunction with the unveiling of the Matthew Gaines statue in the spring.
4. Ms. Madeline Dillard presented the upcoming changes to Route 35 "Hullabaloo" caused by upcoming construction on FM 2818 (Harvey Mitchell Parkway).
 - 4.1. Ms. Dillard said that we are anticipating this construction to start mid-spring. We will start communicating these changes at the beginning of the spring semester, but we do not anticipate making any changes to the route until we absolutely must.
 - 4.2. Ms. Dillard used the map below to describe the upcoming changes.

5.1. Mr. Lange stated that we are already approved for an annual 3% increase on permit rates, which impacts 80% of our permit holders. We are not proposing any additional increase to those permits. Instead, we are focusing on “specialty” permits which will only impact about 16% of our customer base.

5.2. Mr. Lange presented each of the specialty permits and the proposed price increase, and the pricing rationale.

5.2.1. Contractor, Service and Vendor Permits. Mr. Lange discussed the possibility of creating new products for these customers that would allow them to purchase a permit based on their need.

Example: Create a Service permit that has only access to surface lots and would be sold for a surface lot price. However, if the customer needed access to the garage, they would purchase a permit with garage access, at a higher purchase price, that would grant them that access. Additionally, we could create a third option that would allow a customer to purchase a permit that gives them access to both surface lots and garages, again at a higher purchase price.

Mr. Bill Cox stated that he really liked the idea of giving the provider options, allowing them to pick the service that benefits them the most (i.e. Pepsi trucks not needing access to the garage because they'll never use it since their trucks don't fit).

5.2.2. Motorcycle and Night Permits. Mr. Lange prefaced that this permit does impact students. Mr. Lange stated that initially the idea was to get these permits to the price equivalent to half of the price of a day pass, however; he stated that his team agreed to 40% of the price of a day pass. We would continue to adjust the price of these permits to keep them at 40%.

Mr. Lange mentioned the possibility of introducing a new product that provides access to certain garages. He discussed the possibility of creating a product that would allow for daytime surface lot parking and nighttime garage parking. He stated that we now have the system/technology that would allow us to start considering these ideas.

Mr. Welsh thought it was a great idea to create a product that allows for variety and options.

Mr. Lange stated that regarding motorcycle/scooter parking, we have discussed going zone specific/lot specific for these permits vs. full campus access. If we determine to leave the permits with full campus access, then we will need to adjust the price based on the full access that the permit provides.

5.2.3. Campus Permits. Mr. Lange stated that these permits provide a lot of access for the price of a surface lot. He also stated that as more garages come online, more parking will be in garages.

Mr. Lange mentioned again, the idea of creating a product that offers options based on the customer's needs. This idea would mirror the

Service permit above, offering surface lot only, garage only or a combination of access. Mr. Lange even mentioned the possibility of offering a one lot specific Campus permit. Example: they only need access to Lot 51, then they would purchase a permit specific only to that lot.

Ms. Deborah Wright asked if we feel we will lose some of our customer base with the increase in price or do we think there won't be much loss of business. Mr. Lange stated he doesn't anticipate a lot of loss. He mentioned it might encourage some off-campus departments to share but offering options and price points specific to a department's needs is probably the best way to go.

- 5.2.4. Business Permit. Mr. Lange said he thinks we should decrease the quantity of these permits, to encourage more sharing. He mentioned the idea of creating new products to meet the needs of the department with costs associated to the access needed. The thought being if the Business permit only needed access to surface lots, the price would stay more in line with what it is currently. However, if the customer needed access to garages, then that permit would be priced differently.

Mr. Cox stated if there is ability to offer flexibility to purchase the permit based on needs and access, he feels that is the way to go. He also stated he understands Transportation Services is in a tough place with Business permits taking up valuable space in lots. Mr. Lange responded we did take into consideration the price and how that will impact quantity. Running the proposed pricing through our 2021-2022 numbers and quantities, this would work, however; we have not taken the idea of the new products and prices through our projections so we don't know if the current proposed pricing would work or if would still need adjusting.

Ms. Debbie Hoffmann also reminded the committee that as we launch the campus mobility master plan, the future has us working towards finding ways to move employees around campus without the use of their personal vehicles.

- 5.2.5. 1AM Permit. Based on the high-level and costly access granted to these permits, we propose that the price for this permit to be adjusted to the equivalent of a garage permit at the minimum. A 1AM permit holder paying for a Reserved Numbered Space or Priority Bay space, would pay the equivalent of that type of space.

- 5.2.6. Reserved Numbered Space in Lot. Mr. Lange stated we are pricing these spaces at a premium, acknowledging most customers who choose not to re-new a Reserved Space will have the ability to move into an unnumbered space in the same lot. However, we do have about 7 or 8 lots where there isn't an unnumbered space available in the same lot or nearby lot. Most of these issues are going to be in our smaller lots in the center of campus.

5.2.7. Reserved Number Space in Garage. Mr. Lange stated we are pricing these spaces at a premium, acknowledging all customers who choose not to re-new a Reserved Space have the ability to move into an unnumbered space in the same garage. Mr. Lange also pointed out this option is only available in two facilities, Northside Garage and University Center Garage.

Mr. Lange also stated as groupings of Reserved Number spaces become vacant, with no faculty or staff waiting, we convert those spaces into unnumbered spaces allowing us to fill them with faculty, staff or students.

5.2.8. Priority Bay in Garage. Mr. Lange stated we are using the same rationale – premium product, premium price. Several options available for individuals wanting to opt out will allow them to stay in the same garage and move into a reserved space or unnumbered space.

Mr. Lange also mentioned in the spirit of thinking outside of the box, we could even consider numbered spaces vs. unnumbered spaces within the priority bay and then price those accordingly. He isn't advocating this change, he just wants to assure everyone we are open to, and considering, all possible scenarios.

5.2.9. Media Permit. There are currently about 100 free media permits issued. We understand the reasoning behind this is we want media on campus, and we want them to feel welcomed. However, Mr. Lange stated he doesn't think Transportation Services should be the agency paying. Perhaps the media outlets purchase their own permits, or maybe conversations are had with University MARCOMM about purchasing the permits for media.

Mr. Lange mentioned the idea of creating a variety of products that allow the media outlet to purchase the permit with the access they need.

5.2.10. University Vehicles in Ungated Lots. Currently University Vehicles are not required to pay to park. We recommend increasing by \$50/year until the permit reaches the price of a surface lot.

Mr. Lange mentioned we are also considering the idea of adding a parking fee to their monthly leasing fee rather than requiring the purchase of a permit. \$12/month would work out to about the same as having them purchase a permit.

Mr. Welsh stated that using the fleet rental tools would be less contentious.

5.2.11. Disabled Veteran Parking. Mr. Peter Lange stated this program has very good intentions to show our veterans our gratitude, however; the program now has several hundred disabled veterans parking for free. Mr. Lange stated he feels we can still honor our veterans by offering them a half-priced permit for whichever lot/space they qualify for and still honor the value and intent of the program while being fair.

Mr. Mark Welsh stated that as a disabled veteran, he has no issue with paying full price for a permit but feels that offering a half-priced permit is still very fair and honors the Vets.

- 5.2.12. Retiree Permit. Mr. Lange acknowledged this is a tough permit and situation to discuss and was honest that in the past these conversations have created some backlash. However, he asked everyone to provide feedback and help us find a fair price point without focusing on who should or shouldn't pay.

Mr. Lange mentioned a few years ago we looked at the garage usage by Retiree permits and it averaged about \$50 per year. Using a retiree permit to park for a football game equates to \$20 worth of parking; basketball is \$5/game. Mr. Lange stated this is a good program but is it something Transportation Services should be paying for? Should/could it be centrally funded?

Mr. Joe Dillard asked if we are talking about Working Retirees. Mr. Lange stated we were not; we have a different product to address Working Retirees allowing them to purchase a half-priced permit.

Ms. Deborah Wright said she agrees we should charge something.

Mr. Tom Reber also agreed we should charge. He stated it's one thing if the permit allows them access to campus but to give them free parking at special events is above and beyond.

Mr. Lange asked the committee if they felt \$50 was a reasonable cost. Ms. Wright and Mr. Reber both confirmed they felt it was very reasonable.

Mr. Mark Welsh said he doesn't see any issue with charging something and using the garage statistics makes it very defensible.

- 5.2.13. Daily, Weekly and Monthly Permit. Mr. Lange made the committee aware these rates have not increased since 2010. The largest rate increase would impact the monthly permit, from \$30 to \$45.

- 5.2.14. New Student Conference Permit. These permits are good for 3.5 days and they are valid in all AVP lots, Southside Garage and West Campus Garage. The price for this permit is half of what a usual permit for 3.5 days would cost.

Mr. Lange presented the idea of creating a premium permit that would allow access to Stallings Blvd. Garage as well.

- 5.2.15. Conference Permit. These are permits purchased for things like Beef Cattle short course, etc. Mostly purchased during the summer.

- 5.2.16. Departmental Guest Permit. These used to be called "scratch offs" but are purchased online through Departmental Parking Representatives.

- 5.3. Mr. Lange asked for questions or concerns regarding the information.

- 5.4. Mr. Lange remarked that this is Anne LeGare's last meeting as she is retiring December 22, 2020. He offered public appreciation to Anne for everything she's done for TSAC over the years. We are a much better organized operation than in years past thanks to Anne's diligence.
- 5.5. Mr. Lange closed the meeting at 4:15 p.m.