

Transportation Services Advisory Committee Minutes
November 6, 2024
11:30 AM – 1:00 PM

This was an in-person meeting with a zoom option.

Present:

Mr. Bill Cox
Mr. Joe Dillard
Ms. Adelaide Edgington
Ms. Jennifer Enloe
Ms. Tracey Forman
Mr. Brad Hall
Dr. Andrew Klein
Mr. James “Jim” Kovar
Ms. Debbie Lollar
Mr. Bill Meredith
Ms. Amanda Pelton
Dr. Dave Tarvin
Ms. Deborah Wright

Online:

Mr. Sam Chew
Ms. Lilia Gonzales
Dr. Angie Hill Price

Absent:

Mr. Ed Costello
Mr. Patrick Grigsby
Ms. Erin Jones
Ms. Kaylee Rackley
Mr. Tom Reber
Prof. Dale Rice

Guests:

Mr. David Schwoegl for Ms. Erin Jones
Mr. Peter Lange
Ms. Debbie Albert
Mr. Randy Harrison

Called to Order 11:43 a.m. by Ms. Debbie Lollar

1. Review/Approve Minutes from October 2, 2024, Meeting – Ms. Debbie Lollar
 - 1.1. Approved by – Mr. Bill Cox
 - 1.2. Seconded by – Mr. Joe Dillard
2. Updates – Ms. Debbie Lollar
 - 2.1. Transportation Services had leadership organizational changes in August. We had a vacancy in Transit. Brent Kelm, formally the Assistant Manager, is now the Transit Manager. Our Transit unit has grown, and we have promoted Chase Friddle to an Assistant Manager. Brents former position will also be filled. Randy Harrison from our Parking Projects and Maintenance unit is here and was promoted to Manager. His former Assistant Manager position will be filled soon.
 - 2.2. We supported parking for voters. Our division pays for half of the validations, we had about 900 this year. Thank you, Peter!
3. Bike Registration – Mr. Byron Prestridge
 - 3.1. We have been progressing with changes to micromobility. To assist us in better managing registrations and internal processes we chose Bike Index. Through the portal we can see the different variations of devices in categories. We can see which devices are registered, approve them, and contact those with devices that are not approved. It also allows us to see where we

have the most occurrences of booting devices. We have seen an increase in both booting and impounds. Once the testing is complete for the app, University Police will be able to see live information on boots, locked, and impounded devices. This is a big step forward for us that will provide us with many benefits.

- Mr. Bill Meredith – What level down do you go in identifying unallowable devices?
 - Mr. Byron Prestridge – We go by power. Anything that is over what is regulated is not allowed on campus. For example, there are 4 models of one-wheels and one of those is not allowed.
 - Mr. Bill Meredith – Do students know they have to register one-wheels?
 - Mr. Byron Prestridge – Yes, we have a campaign, orientations, and through other communications that are distributed.
 - Mr. Bill Meredith – What percentage are being registered?
 - Mr. Byron Prestridge – About 30%
 - Ms. Adelaide Edgington – We had an RHA exchange student who had a bike booted who was not aware of bike registration. Is there any information we can provide exchange students?
 - Mr. Byron Prestridge – Information is provided to all students. The bike registration is a fee of \$10 which is valid for 10 years.
 - Dr. Angie Hill Price – Do faculty have to register devices as well?
 - Mr. Byron Prestridge – Yes, we are seeing those come through as well. We have a lot of faculty and staff who utilize micro-mobility.
 - Mr. Brad Hall – What about weekend use?
 - Mr. Byron Prestridge – Yes, all need to be registered.
4. Green Paint Improvements – Mr. Randy Harrison (Presentation)
- 4.1. Thank you for having me. We have been working through the Bizzell Street corridor applying green MMA paint. We have used other products in the past, MMA lasts longer, has more traction, cures quicker, and bonds better.
 - 4.2. Crosswalk spacing – We have our contractor space the crosswalks like TxDOT, it is more so that the vehicles miss the bars. You will notice some inconsistencies we are repairing.
 - 4.3. Bizzell (Lot 55) – We made the decision to not remove the lane and keep it as a protected lane. The dash lines indicate that it is not a protected area if on a bike. We are still working on completion of some markings.
 - 4.4. Bizzell/Lamar – We are still adding the white dashes here.
 - 4.5. Mosher/Bizzell – We decided not to add a solid green line and are still evaluating the area.
 - 4.6. Golf Lot – Pending white dashes and white crosswalk.
 - 4.7. Bizzell/Bonfire Memorial – This area was not evaluated by the engineers. We received a suggestion from an employee through our suggestion box. The solid white line will be removed and stop bars added. This will communicate that everyone must stop.
 - Dr. Angie Hill Price – Thank you! If you want to turn right in this area bikes are in your blind spot and sometimes bikes don't stop. This was a concern I had, thank you for looking at this.
 - Mr. Randy Harrison – If we need to add additional signage we can. We will continue to evaluate. You may see us out there in November, the week of Thanksgiving, to complete this project.
 - 4.8. Additional Comments –

- Mr. Bill Meredith – On the Mosher/Lamar slide. If there are green dashes and a vehicle is coming from the right, who has the right of way?
- Ms. Jennifer Enloe – There is no great answer, it looks like the bike would have the right of way.
- Ms. Debbie Lollar – I think the bikes have the right of way, but we could also add a sign (Yield).
- Mr. Peter Lange – Dashes indicate that the cyclist is not protected.
- Ms. Debbie Lollar – We will continue to incorporate more green markings on campus. Ms. Debbie Albert is engaged in this project and has asked them to use green markings for continuity.

5. Visitor Rate Increase – Ms. Debbie Lollar (Presentation)

- 5.1. We have mentioned this in the past and would like to refresh you all and get your feedback. The last increase was done in Fall '19. The projection for the increase is \$2 starting at the first hour. We wanted to have your feedback if we should have the full \$2 increase initially (Fall '25) or consider splitting into two consecutive increases - \$1 this year and \$1 the next year. Our numbers show that 32-45% of people are staying 1-2 hours this is across all facilities. A large component of usage is students.
 - Dr. Angie Hill Price – How do we compare to other universities?
 - Ms. Debbie Lollar – I don't have that data now but will get it.
- 5.2. Option 1 Slide – The rates in green would be the first increase split and the yellow would be the second increase.
- 5.3. Option 2 Slide – Green area represents the full \$2 per hour increase in Fall '25.
- 5.4. Considerations Slide – There are factors we are taking into consideration such as the cost impact of both options, communications, operational perspective. Are there any other considerations this group would like to share?
 - Ms. Deborah Wright – What would the difference in revenue generation if postponed?
 - Ms. Tammy Hoskens – It would be about 883K per year if postponed.
 - Ms. Debbie Lollar – One thing to consider is that we are auxiliary and have multiple ways we get parking revenue to build garages, other projects, etc. We at times increase permits and visitor rates for this.
 - Mr. Brad Hall – Behavior modification. True visitors will pay what ever the rate is, they won't know a difference.
 - Mr. Bill Cox – The flipside, how much of an impact will it have on students?
 - Mr. Brad Hall – If a student is willing to pay more than what they already have on permits, it won't stop them, and they will pay the rate.
 - Mr. Joe Dillard – Have you identified the benefit you will capitalize on investment – 1 year versus 2-year split?
 - Dr. Angie Hill Price – The departments need to know, the possible small financial impact. I think it's appropriate that visitors get to pitch in for those costs.
- 5.5. Ms. Debbie Lollar – Vote – Option 1 or Option 2. By show of hands, all those in favor of Option 1 (increase in a 2-year split) – 2 in favor. All those in favor of Option 2 (full increase) – 12 in favor.
 - Mr. Peter Lange – For those who have been around, during the COVID pandemic we received some Cares Act money for permits that had been returned. We did not end up

needing a loan, and just cut back where we were able to. We did look into the visitor rate increase but kept saving it.

- Ms. Lynn Wiggs – Dr. Angie Hill Price asked how we compared to other universities, and I was able to find some information to share.
 - Century Square - \$8.50/6 hours.
 - University of Houston - \$7/2-3 hours
 - Downtown Houston - \$10
 - Downtown San Antonio - \$2-\$10 in garages and \$3/hour for street parking

6. Transit Bus Status Update – Ms. Madeline Dillard/Mr. Justin Tippy

6.1. Mr. Justin Tippy – We have an aging bus fleet. We have 91 buses and 24 of those are 2016 Protera. Currently 10 of those 24 buses are inoperable. We are working hard searching for a resolution to fix them. We received 3 electric buses in 2021, 1 of which had a cell in the battery go dead and is now inoperable. So, 11 of our buses are parked and inoperable. Protera went bankrupt and there are now no parts for these buses.

- Ms. Debbie Lollar – There is a part that is failing on 24 buses (Radius/torque rod). I applaud this group; they have all hands-on deck to see if this part can be manufactured or even 3D printed. We do have some leads. The Transit team is working through a rubric to see what we can do.
- Ms. Deborah Wright – If \$500K is added to base, how many can be debt financed and how quick?
- Ms. Tammy Hoskens – 2.75M for debt service for 45 buses and they would take about 15 months to produce.
- Ms. Debbie Lollar – We are exploring options.
- Ms. Deborah Wright – What is the long term of electric buses?
- Mr. Peter Lange – Protera is out of the mix, a Gilig is \$1.2M for an electric bus.
- Mr. Brad Hall – How about hydrogen?
- Mr. Peter Lange – It would cost about \$1M for a hydrogen plant, very similar to the electric bus price. Personally, I think electric is going to win in the long term.
- Ms. Debbie Lollar – Hybrids do not have to have charging. The front-end cost is about \$800-900K, but funds are limited to invest in them.
- Mr. Bill Cox – How long will a hybrid last?
- Ms. Debbie Lollar – We do not have longevity data yet.
- Mr. Brad Hall – Does your current infrastructure support electric buses?
- Ms. Debbie Lollar – It does not support a large electric fleet.
- Mr. Justin Tippy – The engineering department has set up a capstone project for the radius arm we are needing to replace.
- Ms. Madeline Dillard – These buses have 12-15 years of life, and a bus replacement plan would help us.
- Mr. Bill Cox – How much of the current fleet have surpassed the life of 12-15 years?
- Mr. Justin Tippy – 34 (?)
- Mr. Peter Lange – How did we get here? We had a dedicated transit fee that went away, and we received a baseline allocation in its place. We had to continue to ask for an increase in the allocation. We did everything we could to keep up with the campus growth, and the bus replacement plan went out of the window.

- Ms. Deborah Wright – The fee elimination was due to a university audit.
- Mr. Bill Cox – There is a lot of hard decisions on how we do it with continued growth.
- Mr. Peter Lange – Capacity study suggested a stand-alone transit fee.
- Mr. Brad Hall – What about a service life extension program?
- Mr. Peter Lange – We maintain them so well.
- Mr. Brad Hall – What if you program for it, for replacements?
- Mr. Peter Lange – We do it all in our shop.
- Mr. Justin Tippy – All of our engine rebuilds, 80% transmission rebuilds. What ends up happening is that nobody makes the parts, or the prices are extremely high.
- Ms. Deborah Wright – This is a really good conversation, competing issues with continued expansion.
- Mr. Brad Hall – The buses that you get rid of are you salvaging those?
- Mr. Justin Tippy – Yes.
- Dr. Angie Hill Price – I am concerned about permit holders taking on the cost, will BTD leverage?
- Mr. Peter Lange – No direct subsidiary from parking to transit. Some salaries are allocated to transit. Grant buses, 24 are owned by BTD and 11 by us.
- Ms. Debbie Lollar – We have some restrictions on how FTA funds can be used, they cannot be used for charters. We would decrease our charter service first to maintain our day-to-day service. Thank you all for a great meeting and feedback!

Meeting adjourned – 12:58 PM