

Transportation and Parking Advisory Committee

MEETING MINUTES

Date: November 16, 2012

Place: PTS Conference Room, Stadium Parking Garage

Time: 1:30 pm – 3:30 pm

I. Approval of October Meeting Minutes

II. Construction Phases of the New Stadium

- a. Drafted site plan shown with a visual of the proposed layout of the new stadium
- b. Impact:
 - i. Early December, setting up fences on majority of surface lots surrounding the stadium (lots 11A, 12A, 12B, 15D, 15F)
 - ii. Shuttle bus service, Robertson (Red) Line, will be eliminated
 - iii. November 26th is the last football game
- c. About two weeks for demolition of the old stadium
- d. Plan to get new stadium completed in 2014
- e. Orientation of the new stadium is proposed to change direction and be enlarged, affecting spaces of surface lots
 - i. Reasons for a larger stadium are due to a modernized design of the new stadium, compared to the old stadium of the 1940s. The modern size accommodates for wider aisles and a larger capacity for occupants
 - ii. Loss of a lot of parking during construction, but will gain more after completion because of the new stadium layout
- f. Aware of the impact on students during finals and many people towards the end of this semester. Signage posted, and customer service and enforcement are notified.
- g. Questions, email Bob Browand or Esmeralda Valdez

III. December Meeting Discussion

- a. Due to upcoming finals week and the holidays, Committee agrees that December 14th will be the next meeting.

IV. Introduction of Groome Transportation

- a. Vendor selected and signed for new shuttle service on campus (past shuttle service contract with AFC Transportation expires December 31st)
- b. Two representatives, Senior Director and Operations Manager, visited to introduce themselves, what they've done in the past, and what to expect of them at UH
- c. A family-owned business since the 1930s, customer service and safety are their primary objectives
- d. Offers customizable services, with a charter of 12 interim buses within first six months, starting in early January 2013, and 10 new buses later on; all to be kept at ERP

V. Shuttle Reduction Message

- a. Presentation to take to the Board of Regents, Staff Council, Faculty Senate, Student Government, etc., on TPAC's proposal to reduce the shuttle service
- b. Reason for change is that because Parking is self-funded, shuttle costs have doubled since 2004, part of which have caused funding for lot maintenance to decrease and parking rates to double since 2009
 - i. The effect of these increase in costs impacted faculty/staff and students due to increase in permit rates
- c. Graph of past expenses from 2002 to 2012:
 - i. Staff increase – 17%
 - ii. Shuttle service increase – 114%
 - iii. Project decrease – 69%
 - iv. Debt service (due to garages built since 2006) increase – 275%
- d. Reduction in lot maintenance needs to be addressed quickly, with the need to put money aside for deferred maintenance, to keep garages especially in their best conditions.
 - i. For example, winter maintenance was cancelled due to lack of funding, and but will attempt to catch up in the summer
- e. Looked at expenditures to decide where to cut costs:
 - i. Debt service – 48% spent (need to keep)
 - ii. Support service (IT and DPS) – 8% (minimum spent)
 - iii. Projects – 5% (cannot cut)
 - iv. Payroll – 9% (low average already spent)
 - v. M&O – 14% (low average already spent)
 - vi. Shuttle service – 19% (focus of cutting costs, due to it being a luxury rather than a necessity)
- f. Subcommittee formed, collected ridership data and cost modules, arrived at sustaining \$1.4 million for PTS, proposed the shuttle reduction message to TPAC, and it was approved
- g. 15% of permit sales, averaged per year, subsidizes the shuttle service
- h. Reduces shuttle routes from 5 to 3: ERP, Inner, and Outer Loops, making annual costs averaging \$1.5 million
 - i. Hours of service, bus stops and route maps shown for each of these 3 routes
- i. Discussion of ways for direct communication and announcements in the media of awareness of these changes to students and riders on the buses
- j. Advertise maps of the new shuttle service
- k. Tips and suggestions for improving the proposed material presented

VI. FY13 and FY14 Rates

- a. Drafted parking permit rates with no or limited increases in a two-year plan
- b. Discussions included

- i. eliminating all Semester permits, limit Economy parking to ERP (proposed to change name of permit from Economy to ERP permit), Student Commuter becomes an annual permit, introduce Evening permit (for 5pm-7am, weekends and holidays), and Motorcycle will have a charge if purchased alone
 - ii. Prorated refunds accepted when permits are returned
 - c. Reduces the administrative costs to purchase and mail out permits every year, redirecting the manpower to other initiatives
 - d. Opening of Garage 1A in 2014 will increase debt service by \$1.2 million, but will project about \$600K increase in permit revenue due to Economy and Semester permits being eliminated and more annual permits being purchased
 - e. Bob refers to document "FY14 and FY15 Parking Rate Increase Analysis" depicting in detail the 3 different scenarios for shuttle service and parking rates. Percentages of rate increases and the Debt Service coverage ratio for each scenario are described in the document.
 - 1) Keeping the current shuttle service (37,600 operating hours)
 - a) keeping current permitting system
 - b) eliminating Economy and Semester permits
 - 2) Reducing shuttle service to TPAC recommendation (20,274 operating hours)
 - a) keeping current permitting system
 - b) eliminating Economy and Semester permits
 - 3) Having no rate increase for FY14 and FY15.
 - a) Reducing shuttle service to ERP and Campus Loop only (13,958 operating hours) and keeping current permitting system
 - b) Reducing shuttle service to ERP and Campus Loop only (13,958 operating hours) and eliminating Economy and Semester permits
 - f. Comments, questions, and responses:
 - i. Citation violations are decreasing due to more parking available from garages, so no fee increases will occur on citations.
 - ii. More garages will be built after the current one on lot 1A, which will cause more debt service, but all surface lots have been maximized in every way and angle, especially with new buildings being added on campus, before there was the need to build more garages. Another garage in planning will be on lot 16B or 18A.
 - iii. Economy lots on the main campus will become student lots
 - h. Committee agreed that option 1A can be eliminated from the scenarios above
 - i. Discussion will continue at the next meeting on this topic, but due to the Board of Regents moving up their meeting date, TPAC is on a deadline to reach a consensus on this matter for it to be approved and added on the governing board's agenda.

NEXT MEETING:

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