MINUTES: August 12, 2008

Members Present: Bob Miller, Michael Cook, Sharon Rush, Gary Zetrouer, Mike Katovich, Paul Davenport, Jimmie Hinze, Pradeep Kumar

Ex-Officio Members Present: Scott Fox, Carol Walker, Linda Dixon, Susan Norred

Non-Members Present: Howie Ferguson, Mike Blansett, Ron Fuller, Tracey Copeland, Allan Preston, Bahar Armaghani, Nina Shubert

1. Call to Order – Mike Katovich

The meeting was called to order at 1:40PM.

2. Introduction of T & P Committee Members – Mike Katovich

A formal meeting packet was distributed to the committee members. New and returning committee members introduced themselves. Noted were four new members to the committee.

The committee was asked to determine a meeting time that would be convenient for all in order to improve attendance. The second Tuesday of each month at 1:30pm is the current meeting day and time.

DISCUSSION:

The committee discussed days that would be acceptable to meet. It was suggested that a survey be created as well as a mass emailing to all members. This includes student members with note on class schedules. Annual report will be completed soon with the list of attendees and suggested was who can or cannot attend and maintain interest with the ultimately goal to maximize attendance.

3. Approval of Minutes, June 10, 2008 - Chair

Note the approval of the minutes was moved to the next item on the agenda.
DISCUSSION:

Prior to minute approval, discussed was:

- New building construction by Criser “on hold” – no parking impact at this time and update will be discussed later in the meeting.
- Membership and attendance policy – Improving meeting attendance.
- Inappropriate budget adjustment for TAPS – Request for a letter to be drafted stating that the budget should not be cut, include facts and figures and should be created by faculty members of the committee.

ACTION:

The minutes from June 13, 2008 were approved unanimously by the committee.

4. Selection of Chair for 2008-2009 – Chair

Two slots were slated to be filled and the nominees are as follows:

- Chair of the Parking and Transportation Committee – Michael Cook
- Representative for the Infrastructure Council (IC) – Michelle Foss

DISCUSSION:

Noted was that the Chair is to attend the Land Use Committee meetings.

To benefit an arriving new member, discussed was the new member listing including student members located in the committee member meeting packet. It was noted that Chris Hughes and Paul Mueller had rotated off the committee.

ACTION:

It was moved that the nominations be closed and Michael Cook was approved as the new Chair unanimously. Although absent from the meeting that day, Michelle Foss express she wanted to be considered to represent the committee for the IC. A motion by the Chair to accept the nomination was seconded by Bob Miller (?) and Gary Zetrouer (?) and Michelle Foss was voted in unanimously as the representative for the Infrastructure Council (IC) to replace Chris Hughes.

5. TAPS Departmental Update – Ron Fuller

- The new garage construction has begun - Asphalt has been churned up, trees have been removed, fencing of the construction site.
- The lot constructed on the old band playing field (Pony Lot) is working smoothly -
parking designations are orange and commuter (green) spaces, similar to the lot it is replacing.

- New paved area for the Center for Aging.
- Changes to the long ramp leading to TAPS - an extension leading to Gale Lemerand Drive is slated to be completed before students return and decal rush begins.
- Metered spaces have been moved to the east side of the TAPS buildings – number reduced to six.
- Resurfacing of the large commuter lot has been mostly completed – nine spaces were added for motor home parking, striping will be completed before first football game.
- Decal sales are brisk – Carpool doubled in sales, motorcycle and scooter decals sale above 4,000.
- Beginning August 18, 2008 motorcycles and scooters will be restricted from the newly designated “auto-restricted” areas – will reduce the danger of scooter traffic through these areas, UPD will issue warnings for the first couple of days.
- 169 motorcycle and scooter parking spaces were removed from four lots in the “auto-free” zone, replaced by 288 new spaces within 1000 feet of previous parking.
- Student Traffic Court was replaced at the beginning of the summer – anticipating no back-log as the previous court finished all issues prior to disband for the summer.
- Gator Locator for RTS busses well received.
- Archer Road Corridor Study continues to proceed – first public meeting held previous week, Kimley-Horn and Associates are the consultants. Hand-outs were provided containing information from that meeting. Next Public Alternatives Meeting will be December 11.
- Green Ride participation has increased – 800 registered last year, 1,100 registered this year.

**ACTION:**

No action. Information only.

Note the committee decided to switch agenda items, so the Hough Hall Project would be presented before the Southwest Recreation Center Expansion.

6. **Hough Hall, Design and Development Phase – Howie Ferguson**

**DISCUSSION:**

A hand-out was provided to the committee with the updated information. Project background information was provided for the benefit of new committee members. The parking impact for this project will be begin within the next three months and there will a “domino effect” with one specifically designated parking area being moved to another designated parking. This movement of the parking area was discussed in previous meetings.

- Drivable service and emergency vehicle access were a large consideration for this project.
• Project slated to start in or around the third week of December, after final exams and
  graduations, in spite of private funding not being matched – the University will
  continue to work on ways around funding deficits.
• Project site will be fenced
• Plans include accommodations for changes in the current gated parking area to
  disabled parking.
• Reduce the “eye-sore” in the pedestrian connection between this building and other
  surrounding buildings – consolidation of dumpsters, use of pavers, landscaping and
  walls and continuing to allow access to the library area.
• Building site will be contained and there will be a limited parking impact along the
  south end. No “lay-down” area per se.

Concerns were voiced regarding provision of “green space”. Although is it not specifically
designated on the handout, the project has a very thoughtful landscape/artscape plan.
Project will be better than 50% artscape due to building project in a utility corridor. Artscape
will include planters and beds.

Additional concerns were the closing the second lane at the main gate so as to possibly back
up traffic. The second lane will not be closed. The closing will take place in the third lane
and the impact should be minimal.

Vice President’s office asked about aesthetics regarding the view from the entrance to the
University. This project will submit for approval a plan to this committee and others.

When asked about bike racks, they have not been located yet. Although there will be bike
racks in compliance with standards, it was noted that this is a graduate studies building and
much of the traffic will be confined to weekend activity.

ACTION:

This presentation was for informational purposed only. No action was required by the
committee.

7. Southwest Recreation Center Expansion Project, Programming Phase – Bahar
Armanaghani

• The project will presented to the committee in three (3) phases
• Project includes an addition of 37, 000 square feet to the building

DISCUSSION:

Project is currently being presented to the committee for approval during the programming
phase and site approval. Parking impacts, the schematic design and development will
presented to the committee at a later date.

Noted was that the funding for the project came from the CITF (student funded) and
approved five (5) years ago by the Master Plan process. Phase 2 should not impact parking, but the project has been budgeted for impact. There will be an addition of 150 spaces at the lacrosse field. It was noted that although there will be no loss of parking, there will be a possible increase in the number of students at the Recreational Center, thus creating a parking impact. The increase of parking spaces at the lacrosse field will mitigate that impact. It was indicated that these spaces would be added before the building project begins.

**ACTION:**
Bob Miller motioned for site approval and the motion was seconded by Paul Davenport (?). The project phase was approved unanimously by the committee.

The Chair asked about a previous proposal for a parking impact fee for any new building on campus (i.e. not building on a parking lot.). Stated was that all actions made by the committee were submitted to the Vice President for consideration. The plan was brought to the committee in a previous meeting (May, 2008?) and it was submitted to the Vice President’s office. Bob Miller offered to follow up. He asked that the initial proposal be sent to him and he would bring it to the Vice President.

8. **Zip Car Program Review – Allan Preston**

**DISCUSSION:**

In researching ways to mitigate the number of state vehicles on campus, the Physical Plant Division (PPD) created the Campus Cab Service and discovered through the Chronicle of Higher Education, Zip Car, a car sharing program. Universities in large cities were using this service provided through their local RTS. Features of the car sharing program are:

- Pay for the vehicle by the hour
- No ownership of the vehicle
- Specific parking space
- Use internet interface to reserve vehicle, up to 1 ½ years in advanced
- Driver/member has to provide clean driving record

Initial bid to provide service on UF campus was won by Flexcar, but Zip Car then acquired Flexcar. There are better than 250 members. However the vehicles are being underutilized as the University pays a fee to maintain the vehicles on campus and guarantee revenue to Zip Car. Along with Purchasing, PPD is in the process of negotiating the contract to continue to provide a car sharing service. The current contract expires in December of 2008. Both U-haul and Enterprise have car-sharing programs so those are being examined as well, with the thought of perhaps lowering the fees.

The intent is to not only maintain this service on campus, but also to expand it. Currently Zip Car is being used mostly by students and less by faculty and staff. The most common complaint is there is no UF logo on the vehicles. Zip Car is has started new program which will allow UF to use their technology and web interface in UF vehicles. This would allow for a “virtual motor pool” with the vehicle having a permanent parking space on campus. The idea is to transfer all cars to student or private use and have only UF vehicles used in the
program. Zip Car rental is $7 per hour. By using UF vehicles and Zip Car interface the cost could be cut by half.

Campus Cab Service was introduced January, 2007 and from that time to June, 2008 there have been over 3500 reservations and 4600 riders. This service is at no cost to the riders. Policy-procedure includes:

- Waiting at pick up site for 10 minutes
- Campus and UF property service only

This service is funded by the fleet assessment fee.

Zip Car recognizes an international drivers license. The Zip Car reservation and acquisition process was then explained to the committee. Fees for Zip Car are:

- $7.00 per hour - a $2.00 surcharge per rental is assessed by the State of Florida
- 24 hour period is charge a flat 10 hour rate - this includes insurance, gas and up to 150 miles

When asked how many vehicles were in the UF program, the answer was 8 vehicles currently. There is an effort to reduce that number to 5 to reduce the fees associated with keeping the Zip Cars. It was asked for what are the Zip Cars used. Students who do not have vehicles on campus have them for personal use. The cars are used for departmental courier use, as well.

When the Physical Plant Division originally looked at the state vehicle situation there were better than 500 vehicles that traveled less that 1,000 mile a year and thus not cost effective to own the vehicle for such limited use. Originally UF had only Avis as a rental agency. Enterprise was added through a common contract with Valencia Community College.

It was asked if Zip Car could be use for long trips. Avis or Enterprise would be a better alternative. Zip Car is better for short, local trips. One-way rentals, such as to airports, are being considered.

There are different vehicle from which to choose:

- Hybrid Honda Civic
- Honda Odyssey Mini-van
- Toyota Corolla
- Honda Element SUV
- Toyota pick-up truck

The thought is to trim the Element and the pick-up from the fleet as they are the least utilized. The goal is to get Zip Car to pay for itself. The $7.00 an hour rate is lowest in the nation. Most rates are $10.00 and UF may need to raise rates. The introductory rate was $5.50 per hour with 400 users in the Zip Car program. Rates were raised to the $7.00 rate and membership dropped to around 250.

It was asked how the students find out about Zip Car. Students are presented with Zip Car information at Preview, new faculty orientation, interviews with the School of Journalism, Alligator and the Gainesville Sun. Parents at Preview are very interested in the Zip Car program. Partnership on campus has been very helpful. Rentals may be made 24 hours a day, 7 days at week. When asked about maintenance of vehicles, Zip Car provides a regular
maintenance schedule. Zip Car names their cars and it is believed that this provides better care by the members. Zip Car is the only rental service that will rent to students aged 18 to 21 years.

9. Other Business – Chair

DISCUSSION:

A faculty member is going on a two semester sabbatical requests to maintain his gated parking and not surrender his decal and get back on the waiting list. Note was that University President was encouraging sabbatical use and this would seem unfair. When faculty members vacation in the summer they do request to retain their gated parking again for the fall and they are told they will have to get back on the waiting list for gated parking. TAPS has no policy in place to consider the return from a sabbatical.

It was suggested and considered that the faculty member could be moved to the top of the waiting list for gated. It was estimated that there may be 100 sabbaticals on campus during a year. It was inquired and affirmed that most of waiting lists move every academic year, except for the gated parking at the Health Science Center. That hasn’t moved for several years due to being oversubscribed.

ACTION:

Scott Fox agreed to contact this person and come up with a plan that will work for him.

The chair brought up changing some of the gated parking at the Cancer-Genetics Building to other parking. The target time for that to take place will be Fall, 2008. TAPS will be considering a split in that lot to accommodate different parking.

There are two faculty members who have gated parking, one at the Health Science Center and one across from the Cancer-Genetics Building. They have requested to switch as their job locations have changed. They were told they could not switch. There is space in the Cancer-Genetics gated lot and TAPS invites participants. However there is a waiting list for the Health Science Center gated lot. There is a question of fairness and not permitting someone to jump in front of the waiting list simply because this person knows someone who is giving up their gated lot decal.

It was suggested that they could pay a fee to switch the decals. Again, there was a question of fairness to those on the waiting list to simply pay a fee to acquire the decal.

Noted as an update to the committee were the cuts in route service and enhancements and rate increases by Regional Transit Systems (RTS) due to the increase in fuel costs. Routes to Lake Wauberg and some late night bus service were cut to lack of ridership. Despite cuts, Student Traffic Court will continue to pay for the new GPS system.

There was an increase in the hourly rate for RTS increased from $53.70 to $59.00 with an overall net increase of around $1,000,000. It was estimated that to maintain current bus service for students the fee of $6.11 per credit hour would increase to $6.80.
Bus service at no charge is and will still be available to University employees and their spouses with a Gator 1 card.

Scott Fox asked to gather the completed RTS transportation surveys that had been distributed to the committee earlier.

10. Agenda Items for Next Meeting - Chair

New student and faculty members should be in attendance. It was suggested 15 – 20 minutes be set aside to go over the parking infrastructure and operation on campus and an overview of TAPS as a self-support auxiliary.

Additional comment and observation was that the RTS survey was too long. That information was noted and will be passed to RTS.

The meeting was adjourned at 3:10pm.