I. Call to Order – Mike Katovich

The meeting was called to order at 1:30PM.

II. Approval of Minutes – Mike Katovich

The minutes of the January 8, 2008 meeting were presented to committee members for review and approval. Proposed amendments included for Section VI. Proposals – Discussion:

1) A discussion/request of a complete budget for Transportation and Parking Services to the committee as to observed price increase proposal in context.

2) Scott Fox mentioned an opportunity for weekend revenue collection at the Shands garages. There were questions and a discussion regarding additional capture of fees for weekend parking at these garages.

Minutes for January 8th were approved with above changes.

It was inquired by Mike Katovich regarding meeting during Spring Break (March 10-14, 2008) as student members will be unavailable during this time. Decided was to postpone a decision and communicate via email for an available meeting date.
III. TAPS Departmental Update – Scott Fox

There was no Director’s Update. Instead was a discussion of the fee proposals.

New Fee Proposals – Included in the increases will be:
- Motorcycle and scooter
- Violations
- Decals
- Visitor/patient parking increased to $4.00

Dr. Katovich, along with others in the committee meeting, mentioned that there had been no staff or faculty raises and the increase in decal pricing may come with some protest. In addition, Dr. Katovich opposed the increase in visitor and patient parking at Shands. Mr. Fox reiterated the need for fee increases citing the $20 million bond for the new parking garage project, resurfacing of parking lots, costs of structural maintenance on garages and the increase of overall operating costs for TAPS. The “master plan” indicates a 10% increase is needed to cover these and other costs. Dr. Paul Davenport stated that a 10% increase was excessive in a year of budget cuts. It was stated that TAPS was an auxiliary, generating its own revenue and would be forced to cut back on services if there were no fee increases. Paul Mueller suggested a 5% increase for this year with a possibility of more next year pending salary increases. Dr. Mueller added that a consideration should be a capture of revenue from the weekend “non-payer” at the Shands garages. A question was voiced as to why the PATAC addresses these issues, such as deciding TAPS budget. It was stated that PATAC was an advisory committee only and their basis is one of concurrence.

As there was discussion and questions, Mr. Fox outlined the payment procedures for visitor and patient parking at Shands. Originally one would pay upon entrance, but this caused traffic to back up from the garage entrances to adjoining street intersections. To alleviate the traffic flow issues, a “pay-upon-exit” policy was established. From the inception of all payment policies for the visitor and patient parking there have been revenue tracking concerns. Mr. Fox discussed the new ticket meters set up at the garage entrances, which will date and time each driver upon entrance. Prior to these new machines, ostensibly someone could park in the garages for days and only have to pay $3 upon exit during weekdays and nothing on the weekends. With the new machines, patients and visitors may be tracked and charged for each daily rate.

There was a brief discussion regarding a few of the specifics about the new southwest garage at TAPS. Mr. Fox stated there would be an addition of 600+ spaces, speculating that these spaces would be a mixture of orange, blue, gated and some commuter parking. It was thought that the 6% increase would be too narrow a margin. Mr. Lionel Dubay reminded the committee that TAPS still had the consideration of the bond payment for building the new garage and offices. The decal increases factored into this part of the budget as well. It was noted that the rate of the bond was locked in, at this time.

The discussion returned to visitor and patient parking at Shands and the collection of weekend revenue. Mr. Fox stated that the east garage was ½ empty on the weekends and that there may not be enough parking revenue collected to outweigh overhead
costs. Mr. Fuller pointed out that charging on the weekends for patient and visitor parking made little sense as the entirety of campus parking restrictions were lifted.

**ACTION:**

There was a call for a vote on a proposed decal increase of 6% for faculty, staff and students. It was seconded. The motion failed, 4 to 6. After a brief discussion regarding motorcycle/scooter decal increase (no longer considered part of TAPS sustainability goals) and the proposed increase in the carpool program (increases are an effort to curtail abuses), the original proposal of a 10% increase for faculty, staff and student decals and the other prososed was presented to the committee to vote. The motion was seconded and then was passed, 6 to 5.

**IV. UAA-20 Lacrosse Locker Room Facility - Bahar Armaghani, Facilities Planning**

**DISCUSSION:**

The soccer field will be moved to the new Lacrosse area. Initially there will be a loss of 55 “All Decal” parking spaces in order to meet with the UAA field-width requirements. After field and facilities are built, there will be an addition of a sidewalk and 26 spaces added to the 144 spaces. It was inquired if these spaces would continue to be “park and ride” decal spaces and/or if there would be reserved spaces for athletes or motorcycle/scooter parking and meeting and media parking. At this time reserved parking for athletes is not being considered. However, the committee discussed and considered motorcycle/scooter parking, media, meeting and parking spaces for visiting teams and coaches for this new facility.

This new area will be subject to event impact parking similar to that currently at the O’Connell Center. Similar to the softball field, it is planned for this field to have a 1,500 capacity grandstand. It was asked if there could be a 2-way exit. With the Phillips Center event parking, a 2-way exit from the facility would be a potential hindrance to traffic flow.

**ACTION:**

Seeking site approval for this new facility, a motion was presented to the committee. The motion was passed unanimously.

**VI. New Cultural Plaza – Sydney McLaughlin**

For the New Cultural Plaza schematic there is an aesthetics consideration. Included in these plans:

- Rotating loading dock
- Installation of green pavers as to limit asphalt
- New turn-around for easier deliveries, such as deliveries to the café
- Restriping parking spaces along Hull Road – 7 decal spaces will be relocated to this lot and an additional 10 spaces will be added for a total of 37 spaces
• Increase the museum space to 21,000 square feet

DISCUSSION:

This project is donor funded with a total cost of $19 million. There is an expected increase of museum visitor traffic. The projected increase originates from tallies for visitor traffic in the past two years, up from 80,000 to 110,000. One of the goals is to increase the use of this facility by faculty, staff and students. There was an inquiry regarding an impact fee; no impact fee is considered at this time. There were concerns regarding the drop off lane and consideration of bike and pedestrian traffic and perhaps ways to load from the sidewalks. Pedestrian and bike traffic are being considered in this schematic.

ACTION:

A motion was presented to approve schematic. The schematic was approved by the committee unanimously.

VII. Veterinary/Medical Schematic Approval

This site plan was approved in 2001. The goal of this plan for Veterinary Medicine is:

• Integrate the structure
• Create a landmark building to reflect the superior small animal care that the University provides
• To have passing traffic recognize the building
• To provide an aesthetically pleasing facility

Although the Gale Lemerand extension is being considered, this plan will ultimately include the building of a new parking lot and new entrance to the facility. The new parking lot will include 115 parking spaces with an addition of 44 spaces on the west side of the building. Landscaping designers were employed and the dirt lot will be reorganized.

DISCUSSION:

There were questions regarding the configuration of the parking spaces and the reuse of the on site trees. The desire is for green space and good landscaping for the facility. Concerns were raised that it was not safe on the median for pedestrian crossing. The thought is that the new garage will lower traffic up Gale Lemerand Drive to the Medical Plaza. All new growth near this building is considered in the proposed design.

ACTION:

A motion was presented to approve the schematic. The schematic was approved by the committee unanimously.

VIII. Southwest Parking Garage – Fred Rowe
Noted was the original planned site option for the garage and new TAPS building was abandoned. This was changed was due to the discovery of nesting bald eagles. The site was then moved to the east side of Gale Lemerand Drive, north of the current TAPS buildings. The budget for this project is $16 million. The plan includes a six-story parking garage and 9,000 sq ft. building, in which TAPS will be housed. The building is designed to offer an “urban edge”. The garage will provide parking for:

- Veterinary Medicine
- Health Science Center
- IFAS employees
- Staff
- Faculty

Bond financing was obtained late in 2007. The site is slated to break ground between May and June, 2008 with a forecasted completion date of July, 2009. Requested was schematic approval. The garage will set up for gated parking as desired by TAPS, considered at the present time are 49 spaces with the possibility of an addition of 55 access controlled spaces (ACS). A service drive will be added for the Center for Aging. There will be no dead-ends in this garage facility.

DISCUSSION:

There were questions regarding sustainability. Considered will be plug-ins for alternate fuel vehicles. There was discussion regarding displacement of current commuter parking. The “pony lot” is projected to be the temporary site for displaced commuters. The field will be lime-rocked and then restored at TAPS’ expense. Plans include a sidewalk to go south from the north pathway with the cut through for pedestrians. Plan traffic considerations

- Four entrance and exit ways
- Working with existing curb cuts
- No back ups to be permitted
- Right turns only out of garage

There are utility considerations with Progress Energy as this facility is fairly complex. The parking space count will remain at 950, adding 630 spaces to campus. There was a budget breakdown request. The $20 million budget breakdown was provided as follows:

- $17.8 million for garage and offices – includes design costs and Fire Marshall codes and inspections
- $2.2 million for TAPS offices

The bond issue was done for 20 years at 4.5% interest.

ACTIONS:

A motion was presented to approve the schematic for the new garage and TAPS building. The schematic was approved by the committee unanimously.
IX. Closing Statements and Adjournment – Mike Katovich

It was decided to schedule a different sub-committee meeting to discuss:

   I. Impact Fees
   II. Dealing with parking loss

Future discussions will include vehicle management (ie. “Zip Cars”), changing impact fees, vehicle types for minimal mileage, cost of new vehicles (excluding 15 passenger vans).

There was commentary regarding an email and disability parking. Mr. Fox explained temporary disability did not extend beyond 6 months. A decal/permit explanation was available on our website or by calling our offices. Mr. Fox would need to be contacted for any extensions. Those in need of disability transportation on campus could contact Gator Lift.

Motion to adjourn carried. Meeting adjourned at 3:45pm.