

Parking Advisory Committee

Meeting Minutes – Friday, December 5, 2003

Parking Advisory Committee Chairperson David Cowan convened a regular meeting of the Parking Advisory Committee at 1:06 PM on Friday, 5 December 2003 in the Conference Room of the Student Senate.

Regular PAC Members Present – 4 of 6

1. David Cowan
2. Rose Marie Ley

Administration Representative
Classified Employee Representative – Voting Member

3. Bryan Hart
3. Scott Hagebak

Student Association Off-Campus Representative
Seat Shared Between Ian Radtke & Bryan Hart
MSU Association of Administrative & Service Faculty (MSUAASF)

Regular PAC Members Absent – 2 of 6

1. Victoria Peters (Excused)
2. Beth Paulson (Excused)

IFO Faculty Association Representative
Student Assn. Residence Hall Representative

Ex-officio Non-Voting Members Present – 3 of 8

1. Sue Edstrom
2. Dave Neve
3. William Gates

Parking & Traffic Services/Parking Citation Appeals Board - Nonvoting
Business Affairs Office - Nonvoting
Alternate for Mikal Christian, Residence Hall Association President - Nonvoting

Ex-officio Members Absent – 6 of 8

1. Annette Spiess
2. Marty Rost (Excused)
3. (Vacant)
4. (Vacant)
5. (Vacant)

Mn. Assn. of Professional Employees (MAPE) – Nonvoting
Facilities Mgmt. Planning & Construction Manager Designee - Nonvoting
Space Scheduling Office Liaison - Nonvoting
MN Management Assn. (MMA) – Nonvoting
Residential Life Office - Nonvoting

Others in Attendance

1. Sean McGoldrick

Assist. Vice President for Facilities Management

Meeting Agenda Approved

Without objection the 5 December 2003 meeting agenda was approved with agreement that item # 7 on Spring Semester bus routes would be moved up to # 4 position. The old #4 Capital Improvement Program would be pushed back to #7 until presenter Sean McGoldrick could arrived after his meeting with H. Dean Trauger, Vice President for Finance and Administration.

Prior Meeting Minutes Approved

Without objection the meeting minutes of 31 October 2003 were approved as corrected. The lone correction being to properly spell Scott Hagebak's name on Page 3, paragraph three.

Spring Semester Bus and Red Eye Shuttle Routes

PAC Chairperson Cowan circulated a proposed Spring Semester bus and Red Eye Shuttle schedule in the form of a brochure proof.

Scott Hagebak, noting that though the both the bus and Red Eye Shuttle programs met a campus need and were “wonderful services,” he then asked if the Parking \$1.1 million budget should continue to be expected to foot the annual \$150,000 spent for buses and the nighttime shuttle. As a representative of MSUAASF, Scott mentioned that most, if not all MSUAASF members, were probably Gold permit holders who did not ride buses, or use the nighttime Red Eye Shuttle to get back to their vehicles. However, Scott said he needed to state that parking permit holders should not have to continue to carry the burden of the bus or shuttle services.

Hagebak indicated that he understood the long history of parking’s contributing up to \$7,000 annually to help subsidize the Student Senate’s 22 minute Campus Express Bus Route # 1 to area apartment complexes. Now that the City’s has raised the hourly rate to \$75 for buses vs. the \$57 rate used in past years, the Parking Program’s 15 minute Bus Route 8 costs have now been pushed up to an estimated a \$140,000 bill. Scott said some funding source other than parking monies should be used to help cover the bill in future years recognizing that it wasn’t possible for FY’04. [MSU paid a net of \$100,841 in 2002-03 for Route 1 and 8 service, of which the Parking Program or 8.7% of Parking’s 2002-03 outlays of \$1,048,320. Last year about Eye Shuttle nighttime service.]

On a related issue, Hagebak declared that buses and shuttles funded exclusively from the Parking Program should not pick up and drop off at sites off of MSU’s property. He stated that the Route 9 (15 minute morning route bus that followed the internal Route 8 bus for 2.25 hours each class day) was crossing Monks avenue and servicing the bus stop at University Courtyard Apartments.

Cowan verified the fact and also that the Route 8 bus had been crossing Monks since October consistent with September presentations before the PAC and Budget Sub Meet and Confer Committee. Having the internal buses cross Monks was taken in part to minimize the potential for pedestrians getting hit jaywalking from University Courtyard Apartments over to MSU’s free lot (Lot 23). Cowan stated that the 40 second detour does not affect expenses associated with Route 8 or the supplemental morning bus (Route 9) as the City’s charges are not based on a per mile but are billed out by the hour.

It was reported that Student Association President C. Rhys Gaffer strongly favored having the buses cross Monks and has since August when the City formally told MSU it was eliminating the city-wide Route #3 and reconfiguring the city’s Route 6, both of which in the past went through the campus picking up students in Lots 20-23 and bringing them to the campus core. [The City’s Bus Route 6 bus still does that once every 45 minutes.]

Compared to last year, City supplied statistics which have been reviewed by the PAC, reflect a major increase in ridership for Route 8 which now crosses Monks and picks up customers at the University Courtyard Apartments bus shelter – those riders either pay 50¢ a ride or present a bus pass to the bus driver.

Others noted that Lot 23 free lot parkers who use the bus pay at least 50¢ for a one-way ride if they haven’t already purchased a bus pass (\$40 for a Campus U-Zone Semester pass; \$14 for a Campus 30 Day Pass). The Student Senate’s Campus Express Route #1 costs are offset by state aid provided by the Minnesota Department of Transportation to the City of Mankato, which significantly reduces Route 1’s cost to the Student Senate. However, since the Parking Program’s Route 8 was created just a few years ago, it was far too late in the game to qualify for such DOT state aids as DOT’s state allocations and federal “flow through dollars” have remained “flat” for many years.

Cowan reminded PAC Members that in the past the PAC agreed to back bus service to minimize demand and competition for premium parking in the central core of the campus. Parking’s 15 minute Route 8 allows many to make the less expensive decision to buy Orange for \$84 in lieu of going for a Gold or Purple permit. He said that without the Campus Express Route 1 bus and its 22 minute run to nearby apartment complexes, many would make the decision to try to buy a MSU parking permit ultimately forcing more decisions on expanding the existing 5,200 stall inventory. Cowan maintained that it was in the best interest of premium permit holders to continue to support bus service if they wanted to avoid elevating core campus parking pressures. Using parking funds to cover part of the busing costs makes sense, Cowan argued.

Hagebak believed the PAC should re-evaluate its present practice of providing a “free” bus tag to permit holders who either buy a Purple permit, Orange, or Dark Green Discount permit, and park in distant Lots 20-23. The 50¢ per ride charge no longer seems realistic recognizing the 30% increase in costs generated by the City provided

buses. PAC members appeared to generally support efforts to spread more of the busing costs to users and among other funding sources, though more detailed specifics need to be prepared for Parking's Annual Public Hearing on Parking Policies and Budget to be held within the next three months.

PAC Member Bryan Hart moved that the proposed Spring Semester bus schedule and Red Eye Shuttle information be approved as corrected. The correction included the elimination of red dotted lines on the brochure proof that suggested that the Red Eye Shuttle would drop off customers on the curb directly opposite MSU's property. Motion passed: 3 yes; 0 no; and 1 abstention.

Action Concerning Nighttime Drop Off Service on Route # 1 "U-Zone Route"

Bryan Hart talked about Student Association President C. Rhys Gaffer's report during the Student Senate's regular meeting Wednesday, December 3, 2003. Hart indicated that Gaffer announced his intention to "executive order" the participation of the Student Association/Student Senate in plan whereby eligible Student Senate Campus Express Route #1 customers could buy a \$20 plastic permit which they could then show to a Red Eye Shuttle driver and then get dropped off at a Campus U-Zone bus location after the buses shut down on class days.

Preliminary 2004-05 Budget Reviewed

PAC Chairperson David Cowan then distributed an update to the existing budget of the Parking Program which also carried a column #5 which displayed proposed 2004-05 income and spending plans. Income for FY'05 was estimated at \$1,203,150, a figure some \$60,000 higher than FY'04 forecasts. The increase is tied to the revenues brought in with a remix of permit colors in certain lots as well as and proposed net increase of 298 stalls to MSU's existing capacity of 5,200 parking stalls. Spending topped \$1,388,000, compared to \$1,048,320 planned for FY'04. The increase assumed a \$516,000 investment in the construction of parking stalls which would result in the net increase of 298 permit stalls. The cash shortfall showing for FY'05 would be met in part by known parking fund cash reserves of \$310,000.

PAC members noted that though employee wages were predicted to be stable for 2004-05, employer costs for insurance should probably be adjusted upward. It was also reported that cash overtime for snow removal might be less due to the implementation by Facilities Management of a new snow removal arrangement.

Income estimates might have to be changed if the PAC started charging Purple, Orange, and Dark Green Discount permit holders for bus tags. Bus expenses might be less if the 50¢ bus fare was increased to 75¢.

Review of Proposals for Parking Lot Capacity Increases

Sean McGoldrick, Assistant Vice President for Facilities Management, then presented a revised package of proposed changes to MSU's current parking stall inventory of 5,200 spaces.

- Create new parking lot on Southwest edge of campus (minimum of 70 stalls) to accommodate proposed permanent elimination of one side of at least 69 curbside parking stalls within the campus core (12 Golds Maywood West south curb; 14 Golds Ellis Southeast curb near Wigley; 14 Purples on west side of McElroy front; 15 Purples on east curb of West Road; 9 Purples on South Road north curb; and 5 Purples on Maywood East north curb across from Nelson). Next spring construction fences will also take "off-line" 30 Golds in Lot 5 (Otto south) and 14 Golds in Lot 6 between Morris and Otto. Lot 5's 30 stalls may not return if plans for a right turn lane off Stadium Road are finalized. **Summer 2004** construction season. *\$91,000 estimated cost.*
- Expand Lot 22 North by 147 stalls to accommodate 110 privately leased stalls and known MSU demand for hard surfaced parking stalls. **Summer 2004** construction season. *\$191,000 estimated cost.*
- Expand Lot 22 South by constructing 180 stalls on the Lot's west side to accommodate MSU demand for hard surfaced parking stalls. **Summer 2004** construction season. *\$234,000 estimated cost.*
- Expand the east edge of Lot 20/20a to address at least part of the known demand for additional 39 Purple permit stalls (\$50,700) and 34 Dark Green Residence Hall Discount stalls (\$44,200). **Summer 2005** construction season. *\$94,900 estimated cost.*

A net of 298 more stalls by next Fall would cost an estimated \$516,000. Financing for the expansion would use the existing \$310,000 cash reserve, the predicted FY'04 year-end surplus, and an internal loan if needed. It was noted that the north end of Lot 21 would change from Orange to Purple designation in part to compensate for the lost of 110 Purple curbside stalls. (Demand for more Purple permit stalls was indicated in the recent "Parking Stall Vacancy Survey October 2003".) 26 Gold curbside stalls would be eliminated and the 30 Golds in Lot 5 would be lost due to rehabilitation of Otto Arena into a fitness center. Orange permit stalls change from 882 to 847, a marginal change. There would be 110 "Brown" permits set aside in Lot 22 for private paid for leased parking.

McGoldrick reported that 110 stalls would be provided for apartment dwellers at the University Square complex across Stadium Road. The stalls would be "leased" to Roger Peters for \$200 each, a value more than the \$84 currently paid by Orange permit holders. That lease would be for 15 years.

Sue Edstrom, Parking & Traffic Services Coordinator, asked whether or not University Square would expect Security to tow illegal parkers out of the designated Brown permit stall area. It is assumed that University Square will enforce its own Brown permit area. MSU, however, would maintain the lot, fill potholes, provide the plastic permits, etc., and attempt to plow snow when Brown permit holders moved their vehicles after a snow fall.

69 curb side stalls would be eliminated in the campus core with another 67 core campus curbside Purples (by McElroy, on Maywood East, and South Road west) converted to Gold permits under the McGoldrick plan. Traffic in the campus core would be reduced if the existing Purple curbside stalls would be converted to Gold permit stalls. (Gold stalls have little oversell, are area specific, and are not "roaming hunting licenses" as Purple permits are currently.)

Without objection the PAC agreed that Facilities Management should proceed with architectural and engineering design work on the proposed Lot 22 north and south construction changes as well as related "A&E" design work associated with Lot 20 changes. Decisions on the proposed new Gold lot by the Student Union and the proposed elimination of some curbside core campus stalls, as well as the various color designation changes would be delayed until the next PAC meeting.

Annual Public Hearing on Parking Policies & Budget

Without objection, those PAC members present tentatively agreed to set aside February 26, 2004, as the hearing date for the public comment on any and all PAC recommendations on policies, budget, capital improvements, etc. (Last year the hearing was held on March 27, 2003.)

Adjournment

Without objection, the meeting was adjourned at 2:33 PM.

Respectfully submitted,

David Cowan, Chairperson
Parking Advisory Committee