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UNIVERSITY TRANSPORTATION COMMITTEE

**MINUTES**

*October 15, 2015*

**Members Present:**

Marty Williamson

Thom Davis

Lisa McQuin

Kenny Williams

Evangelina Medina

Eddie Brewer

Pat Jacobs

Rachel Allen

Cliona Murray

Lenny Perez

ASI – Nicole/Nadiya

**Members Absent:**

Janet Milar

**Call to Order:**

Chief Marty Williamson called the meeting to order at 8:35 a.m.

**Approval of minutes:**

Motion for approval. Minutes approved.

**Old Business:**

**Permit Sales update:** Rachel Allen stated that we are about the same as far as mail parking. We’re still around 5500 – 5600, but it will go up because we still sell permits up until they expire in January. Now we are at $254,220 just for student online. We are average for permit sales, usually we sell close to $6,000 every Fall quarter. Rachel stated that 80% of our students purchase permits online. The cashier lines have dropped significantly from being all the way towards DDH now to just in front of cashiering. Most of our students still think that the only way to purchase permits is through the cashiering window. When the students are informed that they can make the purchase online for the next quarter they will usually go online to purchase their permits. Chief stated about 2 years ago there was a big push to have students purchase online because of the big lines at the cashiering window. Students usually waited until school started to purchase their permits causing the big lines. Rachel’s team changed it to were now if you purchase a permit online or in person then you will receive a receipt and that receipt is good for 2 weeks, while they then mail out your permit. It will now become more streamline both by internet or in person reducing the cashiering lines.

**Parking Update:**  Chief stated that we do have a few hundred additional students on campus so we have kept an eye on our parking lots this is probably the most amount of cars that we have seen on campus in 5 years, but we have yet to run out of parking slots. We still have on the first couple of days, probably have maybe about a hundred slots available at the South East end of Lot I South of the Icardo. At the North end of the lot you will see that for the first time we have put out Lot full signs. So we tried to direct students to the south end, yes you would have to walk, but there were still plenty of parking slots available. Chief, Pat Jacobs and Dr. Dirkse have met and it’s to the point that we are trying to decipher or digest the information to what impact we have on parking. They started the process because they think that there will definitely be an impact so they are going to come up with some mitigation effort to present to Thom Davis so he can take to cabinet until we can actually see what their true impacts are going to be before we invested anything else. Because we don’t want to invest in large infrastructure, as Pat pointed out in our meeting, is for us to build new parking spots. Let’s keep it into prospective for each single parking spot it would cost us about $4,000 each slot, so it’s not a cheap endeavor to build parking lots. If we need them that’s the direction we will go so now we have to make a determination that this is what is needed. There is several areas and different plans on the master plan plus of recent construction were a potential lot could go. Pat has already built in some of the infrastructure. We have some work to do where a lot of it is taking the approach of coming up with some mitigation efforts and then seeing what is really needed for a final decision to be made, so they are working on this process.

Lastly, under the new law, when Pat built the new housing and the new parking lot we had to create clean air vehicle slots. There are currently 8 clean air vehicle slots and the Chief just got back the final draft from another department as to the protocol of how to get the permit. We have the permits, it will be free, but the plan will be that you would just show up at cashiering and show registration that your car is a clean air vehicle. You would need to go online to see if your car is on the list of clean air vehicles as determined by the State. Then cashiering would have a hard copy or go online and then look to verify the car is a clean air vehicle. They would then show registration and then cashiering would check to see if they actually have a valid CSUB permit. Because this is not a permit it just allows you to park in a clean air vehicle slot. Then cashiering will give the person the permit and log it on whatever records that cashiering uses to keep track of who is issued permits to and it will show that they have a clean air permit. Students will still have to purchase their quarterly permit and they do not have to pay for the clean air vehicle permit. We will eat the cost of the permit in the parking fund, because it basically helps us clean the air. We think that the number is going to be fairly low, because number one it’s not prime parking, but at this point we are not sure how many housing students have clean air vehicles so it would be at their benefit. We will start to educated the campus and then we will do enforcement at some point down the road to enforce that clean air vehicle slots. Again we have been working on this for a while and we just received information from Eva for Chief to now start to finish the project and put it into policy and implement it.

**Subcommittee Reports:**

**Sustainability Committee:** Pat Jacobs – They are currently working on two things that tie into transportation. First item is that they are investigating the idea of a van pool/ride share program. There are companies out there, primarily rent-a-car companies, like Enterprise who are willing to come into campuses to set up a program primarily geared towards people who live 20 – 25 miles or further away from campus to create ride share groups that would then drive a common vehicle into campus. So the good thing for us is instead of having 6 or 8 people driving 6-8 cars they would be driving one vehicle. It truly is an agreement that is between the car rental company and the individual. The University really doesn’t get involved other than to potentially provide some perks. Pat has talked to other campuses that have the program specifically Long beach and Fullerton. While we are not saying that we would have the same perks, some of the perks that are offered to the employees that use this program are that they get a parking space at the head of the parking lot.

Second, in most cases the van or carpool car is not required to pay for a parking permit, so that saves them a little bit of money. Most of the air pollution control districts and in fact the San Joaquin Valley provides incentives to people who carpool which is about $30 a month. Both Fullerton and Long Beach out of their parking funds they contribute about $30 per month to each individual who chooses to partake in those situations. Pat is not saying that we are going to do it here and even if we are going to get into the program, but it looks very attractive. Some of the benefits to people involved include things like their actual costs per month after they pay for the rental of the car and gasoline and they get a lot of credits is anywhere from $30 - $50 less then what their paying to drive their own vehicle. Also, their insurance rates drop because most insurance companies give them a break.

Third, depending how often you have to drive you could be doing other things while you’re riding in the car to and from work. So this would be geared for maybe people who live in Delano or Tehachapi, but it seems to be a very successful program. It gets vehicles off the road, which for the sustainability committee is very important and it also from parking and transportation committee point of view should reduce the number of people parking in the parking lot. So they are currently working on this and they are hopeful that they can get something going probably later this year.

The other thing that the Sustainability Committee is working on is Golden Empire Transit wanting to increase the number of bus bays available at the front of our campus where they currently drop students off. It is not a terminal it is just an expansion of what we currently have. Right now we currently have one bus stop, technically speaking, that they can load and unload one bus at a time. Their goal is to increase it to either 3 or 4 which will allow them to bring more buses here more frequently. The other thing that they are prepared to do as part of that project would be to do major renovations to the road coming into campus right now.

Currently, that particular road, due to all of the bus traffic is badly deterating, so they are looking to doing a project that will help us and hopefully help increase ridership on buses. Rachel has noticed that GET bus sales have gone up tremendously over the last year. Rachel was only ordering around 150 a month now she is currently ordering close to 300. Pat asked if the University subsidized that GET Pass? Yes, the University does and also Rachel stated that GET passes did go up in price and we have not raised our prices. The subsidization comes out of the parking fund, but Chief and Pat don’t really have anything to do with it so the Chief is not sure who is in charge of the GET passes as far as who raises fees. Rachel states that the University pays half of the GET fees. We will follow up on who is in charge.

**New Business:**

**Project updates:** Pat stated that Housing and Visual Arts are complete. Around the first of the year the Office Park project, which is on the Southwest edge of our campus, is being developed by Greg Bynum, a local real estate developer, that project should begin. The only other project that we are working on is the new Humanities office complex, which will replace faculty towers and there is no anticipated additional parking as a result of that project. The project is not going to increase our office load it essentially replaces a building that will then be torn down. The Board of Trustees of the CSU will be approving the semantics plans at their November 17, 18 board meeting, assuming they approve the plans then the drawings will be done sometime in February or March. The approvals from all of the agencies will probably happen before the 1st of July and construction should start about July 1, 2016 and will be about a 12-month project. The project should be ready Fall 2017 then old the Faculty Tower will be vacated and demolished.

**Electric Vehicle charging station:**

Pat stated that back at the last spring committee meeting he mentioned that he would take 2 spaces to build 1 electric charging station. Shortly after we had the meeting San Joaquin Valley Air Pollution Control District came out with a program where they would help pay for the stations, so Pat took advantage of this program and instead of getting 1 machine covering 2 spaces we are getting 2 machines to cover 4 spaces. The parking lot in which they will be located with be Lot M, between the Runner Cafeteria and the current Modular East building. Currently, there is 2 or 3 designated spaces for recruiters, so it will be the next 4 spaces beyond that area. The paperwork is completed and hopefully the contractor will begin work. We will have everything in place so that people who have electric vehicles can use them probably starting the Winter quarter. The great thing is that it takes credit cards, so when you go to charge it you will swipe your credit card and then it will text you to let you know that your car is charged. You then will have a certain amount of time to move your car otherwise you start getting charged a parking fee. Pat states that we haven’t worked out the details yet as to what the penalty is going to be and how many minutes you have to go get your car.

**Misc. Updates**

Chief states that several years ago through some Homeland Security funding we installed cameras at our choke points on campus just to be able to monitor traffic for security purposes. We are now upgrading some of those cameras in order to get better visibility and those will be started in the next 3 weeks. The only choke point that it’s not going cover is Don Hart West until you get to the flag pole. We had to go where there is infrastructure.

**Informational item**

A Bike Kick off happened right after school started, sponsored by ASI in conjunction with SRC which was a bike ride using all of the bikes that the SRC has and this was a joint effort between ASI, the University and SRC. There were 30 – 35 bikes that you could check out if you’re a student, staff or faculty. Bikes are being used a lot and it has been very successful.

We have new officers that join UPD and are now on Bike Patrol, which helps us increase our Bike Patrol more than 50%. We have also added one additional bike to our fleet so they can have the correct size bike.

At some point we have to address is that hoverboards are becoming more popular on campus and apparently people seem to think that they are allowed to be driven in hallways or in classroom building like DDH. Our interpretation is that they are treated just like skateboards, they don’t have breaks. We don’t allow skateboards in hallways, so we are going to handle them just like skateboards until it becomes an issue. Hopefully, we won’t have to address it as long as they stay under control. If it’s close to a meeting, we might be bringing back some ideas or feedback from this committee to try and manage the skateboard situation.

**Open Forum Items:**

Question: Lenny Perez on Janice Clausen’s behalf regarding the Provost reserved parking slot. Janice has noticed that this spot has been unused and she is requesting that it be used in a different manner.

Chief stated that this spot is now being used. It was in transition and all the spots that we have marked for reservation are going to start being used. The spots were just vacant because of the transition of the new Provost.

Question on the hoverboard policy.

Chief stated that on the UPD webpage there is a skateboard and bike policy stating that basically to stay on the main pathways that are wide enough for both pedestrians and skateboards and no skateboarding in the hallways.

**Future Meeting:**

Next meeting February 18, 2016.

Meeting adjourned at 9:05 am.