

**TSAC Minutes**  
**March 4, 2020**

**Members Present:**

Dr. Fuller Bazer  
Mr. Bill Cox  
Mr. Joe Dillard  
Mr. Andy Deuel  
Dr. Eleanor Green (Ms. Misty Skaggs)  
Dr. Julie Harlin  
Ms. Erin Jones  
Dr. Andrew Klein  
Mr. Jim Kovar  
Mr. Peter Lange  
Ms. Lisa Pierce  
Mr. Tom Reber

Dr. John Stallone

**Absent:**

Mr. Thomas Barrow  
Mr. Purna Doddapaneni  
Mr. Mikey Jaillet  
Ms. Regan McGuill  
Mr. Robert Pottberg  
Dr. Angie Hill Price  
Ms. Flora Reeves

1. Mr. Peter Lange opened the meeting at 11:46 a.m.
2. Mr. Lange gave a brief update about current projects. Of interest:
  - Our bus order is placed for all 47 buses, to include 3 electric buses. The pilot diesel bus will arrive in early August, then we will receive 34 more by late September. Our electric buses will be ready by spring 2021.
  - The Polo Road Garage Dining Facility will seat 150 indoors and about 200 outdoors under a covered patio.
  - President Young approved a price differential for Polo Road Garage; it will cost \$100 more per year to park there than the other garages. This will relieve the College of Engineering of its financial burden for the garage (about \$450,000 annually).
  - We are working with the University Architect on the dismount zones and signage (wheels and no wheel zones) in the core of campus.
3. Mr. Kenny Kimball informed the group about our plans to develop a Mobility Master Plan (MMP). We just turned in a RFP to hire a contractor to work on the plan. We will have the experts look at our operations out to 10 and then 20 years, and take a phased timeline approach. We want to line up our plans with the tenets of the Campus Master Plan (CMP) and Sustainability Master Plan (SMP). Once we hire the contractor, we plan to have community engagement meetings in the fall.
  - Mr. Lange mentioned that we are operating on the principal of “park once.” We move 7 million riders around the community well. The problem is that our on-campus routes have no central “spine,” because of

how the campus was developed and grew without transportation corridors. Our off-campus routes are better, because we are able to move and tweak our routes to where the students live. We would like to do something similar for the faculty and staff, but aren't sure what that looks like in the future. It could be app-based, micro-transit opportunities, van pool, etc. Mr. Lange said we are hoping to get some answers to some of these challenges, and come up with ideas and best practices. We will also look at making simple infrastructure changes to create more pleasant and safe walkways so we can facilitate the "park once" concept. We hope to look at what we can do for the first 10 years to prepare and benchmark for the next 20 years. For example, we need to look at preserving corridors for future mobility.

- Ms. Debbie Hoffmann mentioned that the Mobility Master Plan also needs to address the cultural mindset of our community from how employees dress, (if they are expected to walk) how we meet, such as changing meetings from face-to-face to virtual, and other considerations.
- Ms. Lilia Gonzales, University Architect, said in addition to creating pleasant walkways, her office is looking into adding trees for eventual shade canopies along the walkways, as well as looking at interim ideas such as providing benches with shade.
- Dr. Andrew Klein asked if we had data on pedestrian activity around campus.
  - Mr. Bill Cox said the Aggie Map has routing information, developed in coordination with Transportation Services and the GIS office. We are able to track where people are going from their digital footprint when they consult the maps.
  - Mr. Lange mentioned that TTI conducted a pilot operation testing wireless networking, which pinged phones (no personal data transfer) to determine movement. We are also able to track pedestrians via Transit ridership tools, but don't know where they go once they get off the buses.
- Ms. Gonzales mentioned that her office will be implementing phase one of a signage program to guide people around campus from parking lots and garages. These signs will note proper pathways, in accordance with the CMP, which seeks to build direct routes and connected sidewalks.
- Dr. Harlin mentioned that there is a feeling of disconnectedness between those who work on west campus and those on east campus. Ms. Gonzales and Mr. Jason Hayes, from her office, mentioned that there will be a new dining facility on west campus near Rosenthal and Bio Chemistry. The university is also adding student life activities, in a retail concept way. Her office is looking at pavers, planting trees, and other initiatives, to create a sense of parity between the two sides of the campus.

4. Mr. Kimball presented information about how Transportation Services is funded. Our department is made up of four distinct accounting entities, each funded differently. Parking, Transit, and RV operations are all auxiliaries, while Fleet Operations is a service center.
  - A. Parking: Most states will not allocate funding for parking in their budgets. Parking is a big auxiliary for the university, and must be operated like a business. We charge for hourly and permit parking, and we enforce parking and write citations. We also charge for game day parking. Periodically we have to increase rates to plan and pay for future parking, such as garages. It is easier to increase rates incrementally than by large amounts each year. We must therefore estimate future demand.
  - B. Transit: This is also an auxiliary, but we do receive an allocation from the UAF each year to fund operations and debt service. The rest of the money is for operations. We are one of the least expensive transit operations in the country, because we are able to reduce costs by employing student labor.
  - C. RV parks: We operate four RV parks on campus at Lot 58, Olsen Park, Penberthy, and the Equine Complex. We charge our customers for use of the parks, and run them like a business. We do wholesale some of our lots to the 12th Man Foundation for game day use.
  - D. Fleet Operations: Our service center sells fuel, provides university vehicles, and maintains our buses and vehicles through fleet mechanics. We also do business with state agencies. Because Texas A&M is a Tier One institution, and we receive some federal monies, we cannot make a profit in our Fleet Operations. We must do a rate study each year to assure we are staying within federal guidelines.
  
5. Mr. Lange presented information about a request he received to provide 1AM parking permits for the National Academy Faculty. He mentioned that there are about 125 1AM permits in circulation now, and this may add an additional 20-100. He wanted to gather feedback from the committee on how to proceed.
  - 5.1. Ms. Deborah Wright said she could let us know how many National Academy Faculty we have.
  - 5.2. Dr. Fuller Bazer mentioned that some might be dual-hatted and already have a 1AM permit.
  - 5.3. Many said they were in favor of issuing the permits, since they are primarily used as business permits.Mr. Lange thanked everyone for their input.
  
6. Mr. Lange concluded the meeting at 12:58 p.m.

*The next meeting will be April 1, 2020, Rudder 301*  
*Please visit our website: [transport.tamu.edu](http://transport.tamu.edu)*