Transportation Services Advisory Council

Thursday, January 31, 2013, 12:00 – 1:30 p.m.

Regents Room, 1140 J.C. Kellam Administration Building

Attendance: Ms. Nancy Nusbaum, Mr. Joe Richmond, Dr. John Blair, Dr. Jaymeen Shah, Dr. Rebecca Montgomery, Ms. Sharon Wilsford, Ms. Susan Davey, Mr. Juan Guerra, Mr. Cody DeSalvo, Mr. Thomas Gleason, Ms. Nicole Shipes, Dr. Joanne Smith, Mr. John Root, Mr. Stephen Prentice, Mr. Paul Hamilton, Ms. Linda Sterling (Scribe). QUORUM PRESENT

Handouts:
- Agenda
- Information Re: Steps Taken at Alkek Garage
- Draft EV Charging Memo
  - Input from TXST Facilities Dept. and Other TX Institutions
- R2 Red Restricted Lot Count
- Edward Gary St. Garage Weekly Audit
- City of San Marcos Press Release re: Edward Gary St. Garage
- Memo to President’s Cabinet Re: Parking
- Campus Parking Map
- TX Institutions Parking Rate Comparison
- TTI Tram Report Executive Summary (Draft)
- Draft Memo Re: Bobcat Tram Interurban

Opening Remarks

Ms. Nusbaum introduced herself, noting that Mr. Richmond had joined the group for the meeting, and explained that he is currently out on extended leave, but will be returning for short periods of time. Ms. Nusbaum stated that President Trauth asked that she be appointed interim director, that they are in process of filling the position but for a time will have two directors on staff. Mr. Richmond will work closely with new director. Ms. Nusbaum informed there would be three candidates coming in and that the Council will have a chance to visit with all three. The candidate first meets with the Vice President of Finance and Support Service and Ms. Nusbaum, then with immediate Transportation Services Staff, then they tour the campus, and finally there will be an open campus meeting you will be invited to where the candidate will be asked to talk for approximately 15 to 20 minutes about themselves and what their philosophy is Transportation Services. You will evaluate them on a form. Two of the candidates are in Texas and one is from Georgia. Ms. Nusbaum stated that she is hoping to have the interviews completed by February 21, 2013.
Introduction

Ms. Susan Davey was welcomed as the new Staff Council appointee.

Approval of Minutes

Ms. Nusbaum asked for approval of the October 5, 2012 meeting minutes.

Mr. DeSalvo MOVED TO APPROVE.

Dr. Shah and Ms. Shipes SECONDED.

NO OBJECTIONS.

MINUTES APPROVED.

Alkek Garage - Update

Ms. Nusbaum stated a petition crafted and circulated concerning the conditions in garage and mentioned there is a brief report in the handouts on what Parking Services is doing there.

Mr. Guerra stated he had talked to someone at the University of Texas at San Antonio (UTSA), and they agree it is a tough situation. Alkek is not the only location where birds are nesting. The Stadium is natural habitat and it is hard to get them out; he also stated they have checked with local campuses, and they are trying to get our own bird specialist. Faculty on campus is trying to help. The birds are protected and we have to be careful how and when nests are removed. For the bats, we have a contractor coming down and creating exclusion areas. In order to keep bats out, you have to close off every penetration larger than a quarter. Parking Services has been working on this for years with different considerations. Without creating a burden on access and egress in the garage, there is no easy solution to the bat/bird problem. Mr. Guerra informed the group he had a meeting scheduled for the following week with Biology Department faculty to look at problem, and that Engineering Department faculty are interested in possibly creating a student design project. There is also a Contractor available to help who is a specialist in bat eradication but all solutions take time, effort, and money.

Dr. Blair stated that he talked to the petitioners at a Faculty Senate meeting and were satisfied with the explanation.

Ms. Nusbaum stated she also sent Dr. Meltzer a recap of what is being done and Ms. Nusbaum has not heard any other complaints, and that the birds are not here right now.

Electric Vehicle Charging stations

Ms. Nusbaum noted a memo Mr. Richmond drafted is in the meeting handouts as well as feedback from other Texas institutions and the Texas State University Facilities Dept. along with news articles and web pages about what other institutions are doing. The American Association of Higher Education Sustainability has an extensive database to collect information about what people do in the sustainable world. The institutions we looked at with exception of UT Austin have installed 10 to 20 stations. Texas
A&M is putting in 30. They are all reporting they really don’t have written policy, are not charging for them, and some have worked with companies who have done installations for them with debit/credit cards attached so the fees are collected directly. Ms. Nusbaum pointed out one point from Texas Tech University on page 2 of the handout notes that the electricity will have federal tax attached to it, but that might be a long way down the road. Ms. Nusbaum’s recommendation would be to not install as many as the other schools because they are sitting empty, we already have complaints about the difficulty of getting parking, and this is where most of them would need to be installed. Ms. Nusbaum’s recommendation is limit installation of the charging stations to five in locations where we already have electricity: Alkek, Matthews, and Speck Garages, a commuter lot, the R2 lot below facilities, and a perimeter commuter restricted lot. If we want as many as ten, the recommendation would be in three different locations with four in one. Ms. Nusbaum stated there is no funding to go forward, and that several sites in United States go with Charge Point which, if you got in on it early enough they paid for the machines and installed them; they are no longer taking new customers they will provide machines for; now you have to purchase them. Mr. Guerra has limited funding and there isn’t funding in the parking budget either. Mr. Nusbaum further stated that she sits on the Environmental Services Committee who receives $73,000 per year to allocate and it is her opinion they would support this and she recommendation is to go to them; she believes they would support such a project. Ms. Nusbaum stated that the University of North Texas’ cost to purchase and install charging stations was $79,000; they were able to get $66,000 from their environmental committee and the company they went with, Ecotality, gave them a $13,500 grant to install the machines. Ms. Nusbaum asked the Councilmembers how they would like to direct her, and asked if they feel the need to install the stations, asked for recommendations for locations and policy.

Dr. Blair stated with the limited usage there would be problems with outlaw parking, if we do it as part of the reserved space system. In order to get a charge you need to get a reserved space. It would cover cost of electricity and problem with space.

Ms. Shipes suggest a selected parking permit for people with electric cars.

Ms. Nusbaum agreed all are options that would need to be thought out more and she feels comfortable discussing these suggestions with Mr. Prentice to bring recommendations to the Council. She also stated there are limitations with the reserved parking spot system.

Mr. Guerra stated they have noticed there are enough outlets in the garages that people already take advantage of; they can plug into a typical outlet at Alkek and Matthews Garages, and that we have to figure out what to do with the ones that don’t park and pay where they are supposed to. Ms. Nusbaum suggested installing lock boxes on the outlets, and Mr. Guerra pointed out that will be an investment.

**R2 Lot**

Ms. Nusbaum pointed out in the meeting packet is a count of the available Red Restricted parking from January 22 to 29 in Lot R48 next to Lantana which opened and Monday, the J.C. Kellam Lot opened so you can see that we have a lot of spaces open and sitting, with lots of students circling trying to find parking.
Dr. Blair stated at their meeting it was the unanimous vote of the Faculty Senate to recommend 24 spaces be opened up to student parking in the back of the lot.

Ms. Nusbaum stated they ended up leaving them all Red Restricted while the J.C. Kellam lot was under construction; construction is now finished. Is it your recommendation to return all the Perimeter parking that was taken for Red Restricted?

Mr. Prentice stated that R48 and R49 beside Butler and Lantana Halls are now Red Restricted (+80 spaces); fifteen more Red Restricted will open up on Edward Gary Street; plus a gain of 15 Red Restricted at the J.C. Kellam lot; faculty and staff are plus 100 Red Restricted spots and from his observations, R2 has 80 empty spaces every day, plus available spots in J.C. Kellam and R49.

Ms. Nusbaum stated her recommendation is to return them to Commuter/Perimeter immediately.

Dr. Blair asked how many Red Restricted spaces would be returned to Perimeter at the R2 lot and Ms. Nusbaum advised it would be 96. Dr. Blair stated that half of that lot would still be Red Restricted; and that he could not speak for Faculty Senate as their vote was to return 24 spaces, but for him it sounds perfectly reasonable. He advised he will go back and ask Faculty Senate.

Ms. Nusbaum wondered if Dr. Blair was asking them to table the matter until he could go back to Faculty Senate and he confirmed he was. Ms. Nusbaum stated she was unsure if that is the way this Council was set up.

Ms. Shipes stated from a student point of view they want it changed back to All Zone, especially with the loss of both parking lots for Butler and Lantana Halls. She hears a lot of complaints about the parking situation.

Mr. Prentice stated that to leave the lot empty another 2 to 3 weeks does not make sense.

Mr. DeSalvo stated there needs to be a balance for an All Zone lot; even faculty and staff can park there.

Ms. Nusbaum asked for a motion to change the 96 spaces in the R2 Lot from Red Restricted back to All Zone.

Dr. Blair SO MOVED.

Mr. Gleason SECONDED.

Drs. Blair and Shah abstained, NONE OPPOSED.

It was APPROVED to return 96 Red Restricted spaces to All Zone in the R2 parking lot.

Edward Gary St. Garage (EGSG)

Ms. Nusbaum informed the group they have been doing a weekly audit of how much money the EGSG is making. At the request of Cabinet, it was open and free for two weeks. There have been complaints that it is park and pay, but we need to keep it that way for the semester to evaluate how it is being used.
When LBJ Student Center garage opened, it took a year or so before the garage was used to full capacity.

Mr. Root requested that the Council be updated on the progress monthly.

Ms. Nusbaum inquired if that was a Council request or an individual request.

Mr. Root confirmed it was an individual request.

Ms. Nusbaum stated the Council will meet again in April and the February and March numbers could be provided at that time.

Mr. Gleason stated it would be nice to see progress and how it is going monthly.

Ms. Nusbaum asked for confirmation the Council requests the information monthly.

REQUEST that monthly EGSG revenue be sent to the Council.

Parking Permit Fee Increases

Ms. Nusbaum stated she feels the information should be vetted here before it is made public; she will be attending meetings with Associated Student Government (ASG) on February 4, Staff Council on February 13, Faculty Senate, and Residential Hall Administrators. In addition, information about BTI analysis and need for a bus fee referendum and increase will also be presented. Ms. Nusbaum stated she is to meet with the President’s Cabinet on February 19, and they have endorsed the; not approved, but endorsed. President’s Cabinet has asked Ms. Nusbaum to bring comments from all these organizations including this Council. ASG has to have their first reading on February 25 and second reading on March 4. The bus fee referendum vote will take place on April 2 and 3. All of this has to be timed and we are trying to get a lot of different people the information. We will post the Request for Proposal (RFP) for the new shuttle contract hopefully on Monday. We are required to give 21 days to get responses, and feel the need to give at least 30 days. There will be a Pre-Proposal meeting a week after the RFP is distributed. Proposers will come and ask questions, receive some answers and then all questions and answer will be posted. Bids will be received March 4 with a couple of weeks to review; we are confident we will have to go for the bus fee increase to $95.

Ms. Nusbaum read from the President’s Cabinet memo regarding parking...“revenue is at 58% for permit sales, 16% for violation fines, 26% for park and pay garage revenue, and meter/boot revenues are negligible...the football season resulted in a net profit of $32,721”; mostly attributed to the Texas Tech game. Next year, we do not have the kind of schedule that will bring a large crowd; there will be some special event collections from theater and musical events. Declining revenues on Attachment 1 - Red Restricted and Motorcycle permit sales increased; all others have dropped. Because of trends we went back and looked at the FY13 budget and believe there will be a deficit of over $300,000 in Parking Service. Options to make subsequent years breakeven are, increase parking rates, introduce other permits, and/or increase permit sales by making changes to the transit system. Ms. Nusbaum advised she has begun meetings with Mr. Guerra and Michael Petty regarding charging vendors and service
contractors for parking permits. Referring to the document entitled State of Texas University Parking Rates Comparison; Ms. Nusbaum stated it provides a good comparison of what other schools in Texas are charging. She informed the group that the numbers recommended on the permit rate increases do not allow for building reserves. There has been good progress of transition from reduction of surface lots to either academic or building sites, green space or parking garages, but have directly impacted revenues and expenditures of parking services. Six hundred spaces in the core of campus have been removed from inventory but have been made up in garages; 1,600 spaces at Matthews and 457 in EGSG have been added, with a 27% reduction in student spaces. Permit sales have decreased from almost 6,000 in 2006 to 3,800 in 2012; when you look at the equivalent cost in revenues that we are losing, at the current rate of $245 that is $245,000. This has been offset somewhat with residential parking in the Coliseum lot and the $105 rate, but we cannot tell you who is buying $105 permits and whether or not they are residential. We could do some database comparison be we have not. Faculty and staff parking increased 11% from 2006 to 2013 and permit sales increased 12%. We changed policy with students walking from Speck and Coliseum instead of bussing and the Mill Street lot is not directly served by the bus.

Mr. Root stated the Coliseum lot is three-quarters full with walkers and your commuter lot is three-quarters empty on the west side of Bobcat Stadium. Dr. Smith noted that some people in that lot are residence hall people. Ms. Nusbaum stated that the Mill Street and Stadium lots are not full; at peak time there is anywhere from 300 plus empty spaces, so we have two large perimeter lots not served by buses and several vacant spaces in lots served by buses.

Dr. Shah asked why the number of Resident permits that are sold has dropped? Ms. Nusbaum responded that we have always oversold Resident permits. If you look at where we were in December, we sold 2,932 of Resident and we only have 2,677 so we oversold what we have. Dr. Smith observed what has happened over time is people realize they can’t park, so some are choosing not to bring a car. We have seen a drop in parents having their students bring cars to campus as well.

Ms. Nusbaum advised shuttle boardings and hours of service have increased quite a bit since 2006, so you can conclude that more students are riding the buses and not buying permits. Another factor that I have observed and have heard from students is if you go into north, west and downtown neighborhoods, students are parking there and actually walking farther distances than it would be to walk from the Coliseum lot. Mr. DeSalvo pointed out that it is free parking. Ms. Nusbaum advised that the City has put no parking signs at Mill Street, and City staff are talking to people in the neighborhoods about instituting a neighborhood permit. Dr. Smith advised that we have been recommending that for years, and that when she worked at Arizona State, it helped tremendously with the town and gown issues when they went to a neighborhood permit system.

Ms. Nusbaum advised the most significant impact on Parking Services is the cost of the new garages. Debt increased from $1 million to $4 million. We are preparing to do a new bus contract and we could do some things to help the parking situation; one thing is to eliminate the Bobcat Tram Interurban from San Antonio and Austin. We believe it would result in increased permit sales. The Texas Transportation
Institute (TTI) did an analysis and the executive summary is in the packet. The service could be capped at 50,000 hours.

Dr. Shah asked how the students feel about it. Mr. DeSalvo advised that a lot of non-traditional students are unhappy but the numbers are low. ASG is getting a lot of feedback from non-traditional students with families or full-times jobs; that is the population from Austin and San Antonio we are receiving negative feedback from. Dr. Shah wanted to know if there was a vote and Ms. Nusbaum advised that she sat down with the ASG leadership - Tom Gleason, Nathan McDaniel, Alison Sibley and reviewed this with them. It really comes down what is the mission of the university; liability exists with continued service, and financial issues; all of that is documented in the TTI report. BTI annual ridership is 4.1% of overall Tram ridership and operating cost are 20% of the total annual cost of the entire system. Cost per passenger boarding is higher than the regular shuttle rider.

Mr. Root asked if that figure was net of the fare box recovery and Ms. Nusbaum advised it was, plus only 46% of the revenues for the BTI come from fare box; the rest is from the student bus fee. Mr. Root opined that is a 54% subsidy as opposed to all the other routes being subsidized 100%. Mr. Gleason reasoned that is for 4% of the ridership and 20% of the cost; it is not financially worth it; it costs about $8 per rider. Mr. Root advised then you should probably cancel the night routes and Saturday service too. Mr. Gleason advised he was in favor of removing the Saturday service because it is the least efficient, and that the overall goal is getting people to class.

Ms. Nusbaum advised that in the survey 24% of the passengers we are serving rated the fare as good suggesting there is limited opportunity to raise the fare; quality of the BTI is diminished by poor on time performance and passenger loads exceeding capacity and creating liability and there are no intercity agreements with Austin or San Antonio. The accident during the break happened right by The First Transit office. It would have taken us 45 minutes to respond. You can read this report and say yes it is a good service but at what cost to the total system. In this packet there is a letter that has been written and will be sent out today. BTI will be canceled. The last day it will run will be August 23, 2013. Starting August 26, 2013 we will no longer operate BTI service. There are 7 buses attributed to BTI, because our bus we owned was in the accident and out of service and other buses are having maintenance problems, First Transit brought in 3 MCI coaches and put them in service for the BTI, and they are more appropriate for the BTI service. We were thankful they could do that as it allowed us to pull back some of our oldest buses on the campus routes and move BTI buses onto campus routes. What this will do is allow us to take 5 of those 10 buses because we cannot use MCI’s in town and the 2 we are using on BTI were acquired with matching funds and federal money so we cannot use those on campus routes; we would either have to pay the federal government back the amortized value or need to find another couple of transit agencies, such as CARTS or Capital Metro to take the buses over. Mr. Hamilton will be meeting with Capital Metro to talk to them about potentially taking the service over. We can give them those two buses; we have the customer base; so he will initiate those discussions with them after announcement to the public. That leaves us 5 buses, 2 we own, to reallocate. In discussions with Mr. Gleason, Nathan McDaniel, and Alison Sibley, we will reallocate three buses to a point to point service to the Mill Street lot which will travel to the Quad, Mill Street lot and back with no stops. We will increase
the Perimeter permit sales and help commuters get to classes on time. President’s Cabinet has already made this decision.

Mr. Root advised you have to, from time to time, drive down Aquarena Springs Drive at 7:40am, there is a spattering of students at Los Cuocos, and a spattering at Bobcat Village; I saw the bus coming down Mill Street half empty and it has been going on for years and did with first consultant’s report...students complain about having to drive their car to class. Point to point service on Mill Street, commuter lot at Bobcat Stadium is half empty. You need to get out and see that this is not true.

Dr. Montgomery said that she hopes Austin takes that over; most of her students who rely on that service are Hispanic, first generation students. Ms. Nusbaum advised when TTI did the survey of all the students riding they had a good response rate, and only 100 students of 500 or so surveyed, indicated they would not be able to continue attending. Dr. Montgomery advised that is 138 of our most vulnerable students. Ms. Nusbaum advised that no demographics were done.

Dr. Shah said he thought that was a good observation and further stated what is missing here is the demographics, the most important element. Ms. Nusbaum advised she does have a map that pinpoints where people are all from so you can see some concentration on the east side of IH-35 in Austin, and from that you could make the assumption there might be a lot of Hispanics. We were going to try and make the permit rates effective for FY14 and FY15 and not do an increase. What we also did was look at the parking rates from other institutions and we found these other institutions have garage and surface lot plans for resident-surface, resident-garage, restricted-surface and restricted-garage. The President has asked us not to bring FY15 increases but take a year to see how to transition to a garage and surface rate plan. Mr. DeSalvo stated on behalf of ASG this is part of the problem.

Ms. Nusbaum advised she would like to review the parking rate information; the committee has until February 19, 2013, when she attends President’s Cabinet to send information to her.

Ms. Nusbaum proceeded to review parking rate information and advised of a predicted $312,000 deficit for FY13, and projections for FY14 with increased permit rates; this year there is an unplanned expenditure for Tower Garage of almost $600,000 due to disrepair. Ms. Nusbaum went on to explain the other data talks about debt service. Perimeter permit sales reduced from 17,000 to 15,000 to be more realistic with sales; we have only sold 12,000 at full price; sales after that are pro-rated. We are looking at going from $105 to $115 which is a 10% increase. The Resident permit is largest increase from $275 to $750, and it has been recommended we do not oversell them. After September 2015, we will open up Resident permits to anyone, including commuters. Reserved permits will go from $650 to $875, a 27% increase. Prices were established based on convenience and location. Closer locations pay more and farther locations at a lower rate. Even though Bobcat Village is apartment we are recommending it be decreased because of the location and students ride the buses as well, so keeping that at $265, a slight increase. We have seen a significant drop – there are 700 spaces at Bobcat Village but we are only selling half of those because students have the Mill Street lot right next door and can pay $105 instead of $245.
These rates have been endorsed, not approved by President’s Cabinet and so we will need feedback before February 19, 2013. We have been told we must be self-supporting and these are the numbers we have come up with.

Dr. Smith noted that a bottom line of only $28,000 is a very, very slim budget for an operation, especially if there is any kind of emergency. Mr. Root noted a mistake in the figure for Change in Fund Balance and Ms. Nusbaum advised Ms. Sterling they need to get an updated budget document out to the Council.

Ms. Nusbaum asked the group to look at the revised campus parking map and advised we are moving away from those little blocks of All Zone color to the purple perimeter lots. The text will still refer to these as All Zone but we are calling them Perimeter lots; the only purple you would see is these back lots so if someone just glanced and didn’t understand what All Zone meant, they would say there is not much parking for commuters. We are going to this to designate at a glance what commuter parking is. There may be some other changes. On campus apartments may change color. That will impact our parking structure if we do that.

In closing Ms. Nusbaum advised that on the radio today there was an announcement from UT Austin about parking. The Office of the president released a study called “Smarter Systems for a Greater UT: Final Report of the Committee on Business Productivity” and their objective is to adopt a market-based approach to parking operations. We are not the only institution struggling with this or going to extremes as the UT report suggests a parking rate of $1,200 a year or higher. There is a lot going on with parking and bus and it is all interrelated; we have to work together to make the dollars spend wisely. Please provide your feedback by Friday at 5:00 pm.

Ms. Nusbaum stated she would be talking to the University Star this afternoon and that the memorandum regarding eliminating the BTI would go out today.

Dr. Shah stated he knows two Hispanics and one African American who ride the bus and asked what the implications are for those students and how are they going to make it to class? We are dealing with education here not business. If we were dealing with business it would be the monetary aspect. Ms. Nusbaum advised it is not only a financial decision; based on the mission of this institution, we are not a public transit provider and there are safety and liability concerns as well as financial. Mr. Root pointed out that the TTI report says 90% feel safe on the bus.

Mr. DeSalvo stated we are receiving all this information now, but there was a time and place in which students could have participated in this decision-making process about BTI and parking fees. We get a sense there is a belief that we have discussed this and that is not true. We want to be a collaborative partner in this process. So long as the students are kept on the periphery about decisions, for example the parking memo sent to cabinet before we had input. BTI has already been approved by cabinet. Everyone who is a decision-maker has already seen this information.

Ms. Nusbaum responded that she debated the issue of which to do first, go to President’s Cabinet or to this group, and ended up going the other way. Mr. Gleason responded that we just want to be larger
stakeholders and make the decision with you and not have to be reactive to your decisions. Dr. Blair agreed that the people who make the final decision should not be the first ones to hear. Mr. DeSalvo stated there is one stakeholder, and that is students; we haven’t participated in this. There was a proposal to the Board of regents about a $17 bus fee increase back in November.

Ms. Nusbaum responded that what went to the Board of Regents was the cap. The Bus fee has a cap of $100. We want to go out and take before the students an increase in the bus fee after receiving information about the new contract. The Board of Regents made a decision that institutions could not raise fees in FY13 and had to wait until FY14. Our bus contract is over in FY13 so when they made the decision we could not increase the fee until then, we had to go back and work with the bus contractor to extend the contract for one year. In the meantime, we needed to have permission because they would only hear it at that one meeting to be able to increase the fee to a certain amount; we chose $95 based on the result of the student referendum, so it was a timing issue.

Mr. DeSalvo stated according to the Board of Regent’s report in 2012, they approved a bus fee increase to $95 based on recommendations of TTI. Ms. Nusbaum advised when TTI was analyzing the bus system they were gathering data on what current costs were in the area and they were recommending that based on their prediction we could not get another bus contract at $80 per hour. Dr. Smith advised that gives us preapproval to have the referendum and increase if ASG so desires; otherwise we would have to go to another board meeting.

Mr. DeSalvo advised it is this kind of conversation that isn’t happening and people feel left out, so therefore the referendum is in danger. Ms. Nusbaum advised we have a meeting at 4 pm to talk about that very thing. Mr. DeSalvo stated that the parking issue is a part of it; whenever ASG is left out of these conversations, we lose our legitimacy. I think they agree we need an increase, what they don’t agree with is their reps have been left out of the discussion which is fine if you don’t want us to give you feedback. Ms. Nusbaum advised that is why they had the meeting with Mr. Gleason, Mr. McDaniel, and Ms. Sibley, to get on the ASG agenda. Dr. Smith stated this is the typical process, we figure out the budget, the fees, bring it to this council, take it to Cabinet; in the past I have taken a recommendation to cabinet to get a feel for it and there have even been times when we’ve had to go back to restructure before we even get to this group.

Mr. DeSalvo stated it doesn’t sound normal to people who have to pay for it; we should have seen it before the President’s Cabinet. Dr. Smith stated she was just telling the group what has been done in the past and letting you know this process is not atypical.

Mr. DeSalvo stated there is also a timeline problem because we were told in the summer by Mr. Richmond this would not be necessary...a bus fee, during this year.

Mr. Richmond stated there would not be a fee increase this year.

Mr. DeSalvo stated he was told FY15 for a referendum and ASG is not prepared; we have not been educating our senators on this issue because up until the November Board of Regents meeting, Nathan had no idea a referendum would be necessary. From our perspective that timeline is a problem.
Dr. Smith stated that a referendum can come in different forms and the bottom line is that she advised Nathan, Alison, and Dr. Trauth in a meeting that we need to make sure everyone understands what happens if it passes or if it does not; we are a little bit behind the timeline but that is what we need to do now.

END OF MEETING.