

Transportation Advisory Committee (TAC) Meeting Minutes

May 15, 2025 10 am - 11 am

Via Zoom

The meeting was called to order at 11:05 am.

Agenda: JD reviewed the agenda:

- Approval of April Meeting Minutes
- Potential Name Change for PATS
- P7 and P12 Parking Demanding Management Proposal
- Student Transportation Liaisons Concept
- June Meeting

Attendance:

JD Weidman, Kaplan, Hank, Charlotte Roberts, Elizabeth Spillane, Christopher Sumner, Madison Cranford (joined at 10:11am), Wesley Cooksy (joined at 10:42)

Meeting Notes:

Approval of April 17, 2025 Meeting Minutes - No comments, no abstentions. The minutes were approved. Meeting Minutes will be posted on the [PATS website](#).

Potential Name Change for Parking and Transportation Services (PATS)

- The website domain was already changed to transportation.sdsu.edu with a subdomain of parking.sdsu.edu
- JD provided framing and context for a potential name change including:
 - The most common name for universities is PATS, but many peer institutions use “Transportation Services” and other variations that do not name parking specifically.
 - Analysis done on peer institutions name included both CA peer institutions and other out of state R1 institutions
 - JD differentiated that parking/vehicle storage is mainly for commuters and residents to use vehicles for transportation & mobility
- JD posed the question: Who does PATS serve & what services do we provide other than parking permitting & enforcement? Based on the survey data:
 - Those who live on or near campus within a quarter mile use active transportation (walking biking scooters skating) at a rate of 56% and only drive alone at a rate of 11%.
 - Those who live more than a quarter mile away have a much higher chance of driving alone at a rate of 61%.
 - Faculty/staff have an even higher drive alone rate of 79%.
- The committee provided the following feedback:

- Charlotte recommends also bringing students into the discussion. JD agreed that we would revisit this once students and faculty are able to join.
- Hank noted that the Chancellor's Office is pushing for a more holistic view of transportation as a whole rather than just parking.

JD reviewed a proposal for P7 and P12 parking demand management:

- TAC is the first group to discuss this. It will be socialized more over the next year.
- P7 & P12 parking structures are increasing in occupancy. JD reviewed the significant increases from 2023 to 2024.
- The goal is to use parking assets smarter.
- Emphasis on shared governance and seeking input/feedback from the campus community before making decisions.
- Low pricing of daily and weekly permits are possibly contributing to the increased occupancy on the west side of campus.
- JD emphasized the need to balance event needs and commuter needs. P7 and P12 were partially built for the purpose of servicing Viejas Arena and OAT. The agreement is intended to serve event guests to have parking space for events, but students can use parking space at non-event times.
- Goals: Strive for equitable access to SDSU. Improved utilization of parking resources, accommodate campus growth, balance the needs of commuters, guests, residents, and make data driven decisions
 - Hank & Charlotte: improved utilization of parking may not be the right language. Strive for efficient or optimized utilization of parking.
 - Charlotte: Suggestion: Provide figures on how much special event revenues impact the parking operating funds. JD agreed that PATS can provide an estimate for the proportion of net revenue from events that goes back to replenish reserves as PATS is using more reserves than we're returning to keep up with deferred maintenance and repairs.
 - Madison asked if increasing parking spaces would be reflected in student tuition costs? JD stated that parking cannot be included in tuition or fees. Parking fees are required to be unbundled from the cost of attendance.
 - Madison: Suggestion: Include figures and comparisons on how much a transit fee would be able to subsidize other forms of parking or potential expansions.
- JD reviewed alternative options to reduce parking demand: 2nd year parking permit restriction (not preferred), Discontinue long-term permits and only allow daily choice parking (not preferred), Increase the cost of overnight parking to reduce the number of permits sold (not preferred), Set a cap on overnight permits (not preferred), Discontinue sales of daily and weekly permits in the Transportation portal (today's focus).
- Sales Data: Daily permits Fac/staff 19 per day, students 70 per day. Weekly: Fac/staff: 37 per day, student 143 per day. JD noted that we do not know how many of these permits are being used in P7/P12, but we can speculate that affiliates are using the lower daily-choice rate (\$4.75) outside of P7/P12.

- Eliminating these permits would likely have a small shift on occupancy, but could be unpopular.
- Starting in Fall 2026, recommended to no longer offer daily and weekly permits via the transportation portal.
 - Charlotte asked if daily and weekly permits would still be available on paybyphone. JD confirmed that it would, but it would be at a higher cost rate
 - Charlotte asked why do students prefer daily passes versus a semester pass? JD said it is speculative, but rather than paying up front for a whole semester up front, daily permits allow for cheaper costs, pay for what you use, and increased permit flexibility.
 - Charlotte asked if daily and weekly permits are removed and costs go up, will the daily choice rate still be available on the east side of campus? JD confirmed that daily-choice is not expected to significantly change.
 - Hank recommended that the westside parking structures should be identified as a "premium" place to park, which can help justify the increased price to park in those garages. Hank asked about framing this as a pilot because the presentation reads as a scientific hypothesis rather than something that has been tried and tested. JD replied that it's a good suggestion, not opposed to it, but can be easily shut down if it is a pilot. JD shared that if off-campus private properties are springing up around campus that have no parking space as well, it will continue to increase parking demand around campus.
 - Charlotte asked if students would see a rise in citations when things are in transition and where would those citation funds go. JD responded that PATS has grace periods or warnings when implementing large changes. He noted that citations are less likely since this is a removal of a particular permit. JD clarified that citation revenue can only be used for specific purposes such as alternative modes of transportation and administration of the fines and forfeitures programs per Title 5 of the CA Education Code. Revenues are used to pay some salaries, provide transit subsidies, bike education, van pool incentives, and other TDM measures.

JD reviewed the Student Transportation Liaisons concept:

- Survey data indicates that 40% of respondents don't know about many of our TDM programs and we want to improve these numbers.
- Liaisons will help share transportation programs and incentives with their student organization and/or their workplace.
- The first 20 liaisons will be provided with a semester transit pass
 - Wesley: Can only participate in the program or can alumni participate as well? JD responded that we have not thought through it but there is potential for it. He noted that we would need to verify that the alumni were still participating in student or employee groups, and we may need to prioritize active students/employees first.

- Hank recommended that PATS look into any other incentives from SANDAG or bike related organizations.

JD noted the next Meeting: June 26th at 10am

Future Topics: Airport rail & potential green line impacts

The meeting was adjourned at 10:45 am.

Chat log:

Hank Kaplan | CSU Chancellor's Office 10:01 AM
morning all. sorry cam off for a bit but am listening

Hank Kaplan | CSU Chancellor's Office 10:02 AM
CONGRATS Charlotte!

Charlotte Roberts (She/Her) 10:03 AM
thanks!!

Hank Kaplan | CSU Chancellor's Office 10:03 AM
@Charlotte Roberts (She/Her) when do you hear about the award of the cert?

Charlotte Roberts (She/Her) 10:05 AM
the Green Building Certification Institute is supposed to return their review of our application about 1-2 months after our preliminary submission. then we get the opportunity to respond to their comments in a final submission 😊 lastly, they respond to our responses with a formal total number of points. we need at least 80 pts to hit platinum level

Hank Kaplan | CSU Chancellor's Office 10:06 AM
best of luck!

Charlotte Roberts (She/Her) 10:06 AM
thanks so much!!

Wesley Cooksy 10:41 AM

So sorry I'm late. Would somebody be willing to email me what I missed.

Are these liaison positions open only to students, or can Alumni participate too?

Hank Kaplan | CSU Chancellor's Office 10:45 AM

pre-congrats on graduating Wesley!

Charlotte Roberts (She/Her) 10:46 AM

I'd love to meet about this program offline and create a plan for promoting it to students this summer