

Parking Advisory Council Meeting

November 14, 2008

2:00 p.m.

A&F Conference Room

MINUTES

Members Present: Everett Malcolm (Chair), Diane Tanner, Jeff Durfee, Alison Cruess, Verna Urbanski, Elizabeth Hardy, Leslie Burch, James Cima, Ryan Ewing.

Members Absent: Glenda Kelsey, Thomas Blanchard.

Others Present: Vince Smyth (Auxiliary Services), Cindy Haile (Parking & Transportation Services), John Dean (UPD), Mark Smith (Student Government).

The meeting was called to order at 2:08 PM by Chair Everett Malcolm.

1. Approval of Minutes:

- With no changes noted, the October 31st minutes were approved as written.

2. Approval of Recommendations to VP Shuman:

- Everett Malcolm stated that the By-laws have been approved and go into effect immediately. Everett Malcolm added that VP Shuman endorses the appointing of James Cima as the Vice Chair of 2008-09 Parking Advisory Council even though this decision does not have to be approved by VP Shuman.
- Verna Urbanski asked if the Vice Chair loses his voting privilege when he has to serve as a Chair of the Council and only votes to break a tie. Everett Malcolm expressed his understanding that when James Cima acts as the Chair of the Parking Advisory Council then he can no longer vote, except to break a tie.

3. Discussion on Permit Fees for 2009-10:

- Everett Malcolm opened the floor for any concerns and comments regarding University of North Florida parking permit fees and categories.
- Everett Malcolm emphasized the role of Cindy Haile and Vince Smyth in guiding and providing the Council with crucial historical data to establish parking permits' prices. Everett Malcolm also reminded everyone about the challenge in the form of a declining state budget in the current and possibly some future fiscal years. Everett Malcolm explained that the University of North Florida is more conservative with enrollment growth and also noted that the projected plans for the next parking garage structure was based on enrollment percentage growth at a much higher rate than is being experienced

at the moment. Everett Malcolm added that there are approximately 1,500 fewer students enrolled at the University this Fall semester than last year during the same time period.

- Everett Malcolm informed that the local fee process was completed and further elaborated that the actual credit hours planned for 2009-10 will remain identical to what the budget will be reallocated to this year, which accounts for approximately 394,000 credit hours as indicated by VP Shuman. Based on speculation and personal opinion, Everett Malcolm implied that the enrollment might resemble 2007-08 rates, and suggested leaving the parking fees unchanged for the next fiscal year.
- Everett Malcolm elucidated that in order for the new parking structure to be built based on the enrollment growth rate, parking permit fees were systematically increased to prevent negative financial impact on the campus community as well as a sudden shift in parking permit prices.
- Vince Smyth added that a projection sheet was created in previous years that indicated when the parking inventory will be used up (in this case it was 2012), and therefore suggested a good time period to build a new parking structure. Vince Smyth explained that this meant a higher debt and higher revenue required to cover the debt, which the Parking Advisory Council was trying to achieve by increasing parking fees. Vince Smyth also implied that the current change in enrollment growth will definitely shift the timing of a new parking garage construction beyond 2012 and recommended the prices of the parking permits to remain unchanged for 2009-10.
- Everett Malcolm stated that with the new residential building- Fountains, there might be less demand for the non-residential parking permits as students living on campus will prefer a housing permit over a discount permit. Everett Malcolm added that, at this point, nobody envisions that the residential students' population will increase at a staggering rate, which indicates that some additional spaces in other parking areas will be freed up for non-residential students.
- Everett Malcolm reminded that there is a new category that the Council suggested to form with no cost assigned to it yet. Everett Malcolm added that "Premium 5pm- midnight"/"Night time only" is not an approved category yet, and discussion about fees associated with it will have to be included during the next Parking Advisory Council Meeting.
- Everett Malcolm asked a change of the Day permit pass cost from \$3 to \$4. Vince Smyth added that the intent was this fee would be raised to \$4 to assist in raising the necessary revenue needed to construct a new parking garage in 2012. Everett Malcolm felt safe to leave the \$3 fee at the moment as the new parking structure construction will be delayed.

4. Discussion on adding "Hybrid Car" spaces to the parking program:

- Everett Malcolm expressed his understanding of a hybrid car being a passenger vehicle, powered by more than one source of energy/fuel source, and asked the Council how they felt a hybrid car should be defined.
- Jeff Durfee stated that in his mind, a hybrid vehicle should be an electric or electric combustion automobile only. In addition, Jeff Durfee asked if there is a LEED specification that the Council could adopt regarding the definition of a hybrid car and Vince Smyth responded that LEED certification does not specify what the hybrid vehicle is.
- Vince Smyth explained that it has to be indicated on the vehicle itself that it is a hybrid, otherwise Parking Services patrol would not be able to recognize the difference between a regular automobile and a hybrid.
- Everett Malcolm suggested creating a survey that would help to get a better picture of how many people on campus have a hybrid car. Everett Malcolm felt that this step would be crucial, not only to indicate how many hybrid spaces are actually needed on campus, but also to create an accurate definition of a hybrid vehicle that would accommodate the University of North Florida campus.
- Everett Malcolm stated that in order to meet LEED certification, hybrid spaces would have to be located as close to the buildings as possible and Vince Smyth elaborated that these spaces would have to be located close to the buildings, but not displacing disability spaces.
- Everett Malcolm also felt that hybrid cars should have a distinctive decal for Parking Services for easier recognition and that could be used **only** on hybrid vehicles.
- Ryan Ewing raised a question of how valuable LEED accreditation for hybrid vehicles is. Vince Smyth responded that to his best knowledge this venture could give the University one point within the LEED program. Vince Smyth also pointed out that LEED is not the only reason why VP Shuman asked the Council to review the possibility of hybrid car spaces, there is also the question as to whether this is “the right thing to do” from the environmental standpoint.
- Everett Malcolm also raised a concern if the University should provide power stations for electric cars, but Jeff Durfee argued that this would mean that the University should also cover the fuel expenses of the community members who drive regular vehicles.
- James Cima asked what would be the general purpose for creating hybrid car spaces. Everett Malcolm said that this step would support LEED specifications. In addition, Vince Smyth explained that LEED certification rewards ventures that implement the “green” factor into various projects. Cindy Haile raised a concern that after creating hybrid spaces, people who are carpooling can also claim they are trying to be “green” and should be rewarded as well.
- Ryan Ewing asked if the cost of the project and effort put into it will be satisfactory enough for the University of North Florida to proceed with it. Ryan Ewing felt that carpooling is a much more attractive solution as

members of the University community already are carpooling rather than buying expensive hybrid vehicles.

- Vince Smyth stated that new hybrid spaces would need to be attractive enough for people to want to park in them so they do choose a hybrid space over a different category. Vince Smyth stated that these new spaces could not only be located by the buildings with LEED certification.
- Everett Malcolm felt that a new parking permit category would have to be created, but Vince Smyth responded that it would be sufficient to have a valid parking permit and a distinctive identifier that would confirm it is indeed a hybrid vehicle.
- Leslie Burch suggested that a person obtaining a parking permit could also receive a hybrid sticker that could have not been moved from one vehicle to another. Leslie Burch agreed with the concept that the person with a hybrid automobile could park in regular parking spaces in case hybrid car spaces were not available.
- Everett Malcolm concluded the discussion asking the Council to spend some time and research about what defines a hybrid car for the next Parking Advisory Council meeting.

5. Other Business:

- John Dean asked if there was a decision made regarding Lot 53 as a residential parking lot. Everett Malcolm informed that the decision was made to retain Lot 18 as well as 53 as a residential lot for safety reasons, mainly because of the need to cross Kernan Blvd from Lot 53 to the residences.

6. Future Meetings:

- Dec. 5, 2:00 to 3:30 p.m. in the A&F Conference Room

The meeting was adjourned at 2:46 Prepared by Marta Morzynska.