Meeting Summary
Mandatory Student Fee Advisory Committee
Monday, November 27, 2017

Transportation

1. Q. Can you explain the $2 for contractual increase?
   A. Transportation is budgeting based on a 3.5% increase in costs. Per the contractual agreement with
   Groome Transportation (our transportation service provider), contract increases can extent to a
   maximum of 5% annually. We’ve averaged 3.15% over the past 5 years. We have not experienced
   a 0% increase.
   B. The $2 increase will cover the projected rate increase.

2. Q. The faculty and staff do not pay a fee why are the able to use the resources?
   A. Based on respondent ridership data received from the annual Campus Satisfaction Survey, and the
   Institute’s mini fact book (indicating the number of faculty and staff employed and students
   enrolled), Transportation estimates the percentage of faculty and staff who utilize Trolley and
   Stinger resources. The estimate is approximately 17% annually. Institute provides an allocation to
   help offset this use. The allocation received to cover ridership in FY18 was $908k, and is estimated
   at $969K for FY19.

3. Q. Can you explain how it was determined that additional services were needed vs. trying to solve the
   bus bunching issue?
   A. Bus-Bunching has been an on-going project we have been working with faculty and students to try
   and resolve. But, our ridership and trolley numbers have continued to increase.
   B. Transportation Services took away one Tech Trolley unit when we started the Tech Square Express
   service. We reduced trolley’s from 6 to 5 to help pay for the one of the two Tech Square Express
   units (1 unit was “paid for” via the fee increase in FY17). In addition, Transportation Services
   expected the additional Tech Square Express service to take the passenger load of the Tech
   Trolley, which is still over-crowded, particularly during morning and evening rush-hour peak
   periods. The return to a 6-unit Trolley service is based on continued customer feedback of
   overcrowding as well as ridership data displaying overcrowding particularly during peak periods.
4. Q. Non-Student Parking & Transportation revenue is projected to drop from $1.6 million to $1.4 million. Can you explain the decrease?
   A. Yes, that revenue was connected to our Autonomous Vehicle project. Since funding for the project was not obtained, the revenue dropped however, the corresponding expenses have dropped as well. An updated financial data sheet (showing the breakout of the allocated funds) is below.
Additional Information: Regarding the additional $1 rate increase, it will be used to add service to the Green Stinger Route.

A. It incorporates an additional one hour of service at the end of each weekday. This extension of service time is based both on student requests for extended (later) service in general, and based on the new later evening class schedule.

B. Additionally, it fills-in midday service. There are two bus units operating on the Green route throughout the day, and one bus operating during the AM and PM "rush hours." This filling-in of service time would be extending the third unit to operate during the mid-day too. This expanded service is based upon customer feedback about needing consistent service throughout the day, as well as continued residential development in the 14th Street corridor.