



**Colorado State University
Alternative Transportation Fee Advisory Board
Academic Year: 2022-2023**

Date of Meeting: 10-24-2022
Ram's Horn Conference Room

Recorded by: Michael Needham, Secretary

- I. **Call to Order – 5:30pm**
- II. **Attendance**

Name	Title	Affiliation	Present?	Quorum
Helen Flynn	Chair	Executive Board	YES	-
David Wise	Vice Chair	Executive Board	YES	-
Ken Kinneer	Financials	Executive Board	YES	-
Michael Needham	Secretary	Executive Board	YES	-
Omar Soliman	Representative	ASCSU At Large	Yes	P
Allie Claar	Representative	ASCSU At Large	No	N
Cady Gebhart XX	Representative Associate	Ag Sciences	Yes	P
Brian Deegan Andy Goeke	Representative Associate	Business	Yes	P
Trevor Hale XX	Representative Associate	CVMBMS	Yes	P
Zachary Cramton Lilly Perez	Representative Associate	Engineering	Yes	P
Emily Gordon Justin Hudson	Representative Associate	Graduate School	No	N
Meghan Scaggs XX	Representative Associate	HHS	No	N
Jacob Pendergast XX	Representative Associate	Liberal Arts	-	N
Joseph Wise Cole Shepard	Representative Associate	Natural Sciences	Yes	P
XX XX	Representative Associate	Undeclared	No	P
Lucas Bunger XX	Representative Associate	Warner College	Yes	P

Has Quorum Been Reached? YES – 8 Voting Members Present

“Quorum shall consist of seven (7) voting members”.
[ATFAB Bylaws, Article V, Section 5](#)

“Voting members shall consist of student members of undergraduate college councils, a student member from the Undeclared Leadership Council, a student member from the Graduate School Council, and two student-at-large members. Associate members shall not have voting rights unless the primary representative from their area of affiliation is not present to vote.”
[ATFAB Bylaws, Article III, Section 1](#)

III. Approval of Minutes from Last Meeting

- Minutes Approved by unanimous consent

IV. Open Items

- N/A

V. New Business

1. Erika Benti – Transportation Survey at CSU University Center for the Arts

- Context: there is a need for transportation services to/from the university center for the arts. The often-suggested idea is for the Horn to make a stop at the UCA. However, this would cause the Horn to cross the railroad tracks and could cause significant delays for the Horn.
- Parking and Transportation services conducted a survey of students and others who have at least one commitment at UCA. Survey dates (April 8, 2022 to 122 employee, and 420 students). Response rate 92 student – 37 employee – 30 both student and employee
- Survey results:
 - Primarily Monday-Friday, with some weekend trips to UCA
 - Mean: 10 trips a week for students, 6 per week for employees, 12 for “both”
 - Typical trips to UCA: most in the morning with some in the mid-day and afternoon. Primarily from CSU main campus or from home
 - Typical trips from the UCA: most in the mid-morning or mid-afternoon, primarily to CSU main campus, home, or to other off-campus locations (e.g., work, errands)
 - Modes of transit: primarily car, then spin scooters and bike
 - For respondents who took transit: primarily used the Horn (72%) or Max (17%)
 - For respondents who drive: most drive alone (without another passenger)
 - Open response noted a few themes:
 - Need for a bus stop connecting to main campus
 - The walk from main campus stops is cumbersome at night, during winter, and/or with large instruments
 - Free, on-street parking fills up quickly (on-street 2-hour parking is difficult)
 - Evening and weekend service would be particularly helpful
- Questions:
 - Business: Is it possible to understand whether people plan to use this service for commuting to/from home, or to/from main campus
 - Vice Chair: How will this potential shuttle service play in to sustainability

- Engineering: It seems that many of the trips here are related to lunch, as well as music education majors who have classes in the education building
 - Chair: We would greatly appreciate if you could pull out a few more metrics to help us understand more about the needs at UCA
2. **“Building transit for the future” – Via (Garrett Brinker and Maddie Pena from Via partnerships team)**
- Erika: Before we begin this presentation, let me acknowledge CSU’s purchasing policies. Specifically, we cannot receive a bid from a company before we formally request one from that company.
 - Outline
 - Opportunities for CSU
 - Transit dependent population, 30% use public transit as the primary source of transportation
 - Limited parking in/around campus
 - Previously have had RamRide service run by student volunteers but has been temporarily replaced by Lyft
 - Microtransit overview
 - AKA on-demand transit. Use real-time information to group passengers into shared rides.
 - Fill gaps in the fixed-route network to overcome the last-mile problem
 - Question, Business: How large is the microgrid, will it only span campus and a few surrounding miles?
 - Answer: Grids can span 1-2 miles to as large as a city, depending on the use case. But in general, the grid can be flexible to fit the needs of the community.
 - Question, Business: Will riders schedule rides ahead of time, or is each individual booking linked to an existing scheduled ride
 - Answer: we would look through similar survey and ridership data to understand travel patterns. We would then setup service zones and hours, perform simulations to optimize service. Users would request a ride through an app, see the vehicle and ETA live
 - Case studies
 - Northwestern University, Evanston IL
 - Rides must either start or end on university locations, but the other stop can be elsewhere within a specified polygon
 - Columbia University, New York
 - Replaced a safe-ride service and ensured riders had a valid university ID
 - Harvard University, Boston MA
 - Late night transportation to compliment the university’s fixed-route service

- Integrated with the university's paratransit
- Arlington, Tx
 - Integrated with the rest of the city's transit service
- Question, Ag Sci: Is there a minimum trip distance requirement? For example, the case we are looking at may require only 2 or 3 blocks.
 - Answer: Not necessarily. We have seen trips as low as a mile. Within our parameters, we could create maximum trip distances and times, but it may be possible to institute minimum distances. We could also institute a policy where pickups must start in one zone and end in another, but be creative with the way we setup those zones
- Via solution + microtransit for CSU
 - Partnership model:
 - Software-as-a-service (SaaS)
 - Via provides software that is then used by in-house drivers
 - Turnkey:
 - Via provides software and fully manages the driver service, including maintaining branded vehicles
 - Software application will be designed specifically for CSU
 - Several microtransit zones throughout fort collins, including specific zones at the UCA and main campus
- Q + A
 - Question, Treasurer: Will vehicles be ADA compliant, or Electric
 - Answer: First, on ADA compliance. We have wheelchair accessible vehicles on routes, and are familiar with providing paratransit. Currently we have 25 services which utilize electric vehicles
 - Question, Treasurer: Can you estimate what price students will pay for short, on-demand trips?
 - Answer: We would need to get into that when we are actually designing the service
 - Question, Engineering: How could microtransit better handle the railroad that runs through town irregularly without incurring significant delays
 - Answer: We would need to dig into the details of how exactly the railroad runs. In the software, we could institute blocked areas at certain times to avoid delays. We have provided over 100 million rides, so we have wrestled with these issues before.
 - Question, Vice Chair: Do you see any challenges with hiring drivers?
 - Answer: In the services we directly operate, we work with independent contractors. Our approach is different than an uber or Lyft, where drivers work on a per-ride basis. Instead,

we pay an hourly wage and schedule drivers to work a particular shift.