

Official Charter: Campus Parking Strategy Working Group

1. Executive Mandate & Purpose

The Campus Parking Strategy Working Group is formally established to formulate a data-driven, financially sustainable, and equitable long-term parking and mobility strategy for Texas State University. The committee is charged with evaluating the findings and recommendations of the 2026 Walker Consultants Parking Study, the 2025-2035 Master Plan, addressing stakeholder feedback, and reconciling long-term physical campus expansion goals with auxiliary self-supporting requirements.

2. Governance Structure

Leadership: Co-chaired by Matt Carmichael, University Chief of Police and Cristine Black, University Chief Financial Officer

Membership: Representation from faculty, staff, students, and other key stakeholders. Members should be able to serve for the entire year of the committee as the knowledge gained this semester will be important context for recommendations offered next semester.

Deliverables: Final policy, pricing, and construction recommendations will be submitted to the President's Cabinet for formal review and implementation by May 1, 2027.

3. Strategic Framework and Decision Principles

The Working Group shall approach its work recognizing that Texas State's parking challenge involves **allocation, location, utilization, growth, and financial sustainability**, rather than parking supply alone. Recommendations should seek to maximize the effective use of existing assets before committing the university to substantial new capital investment.

In developing recommendations, the Working Group shall specifically evaluate:

- **Core Parking as a Limited Resource.** Evaluate parking within and immediately adjacent to the academic core based on institutional need, frequency of use, accessibility requirements, and the value of providing daily access to campus—not solely on historical permit assignments.
- **Residential Parking.** Evaluate transitioning residential parking toward a predominantly remote model while maintaining ADA-accessible parking, appropriate exceptions, and a limited amount of strategically located core residential parking. Base recommendations on actual utilization and vehicle-movement data rather than assumptions about how often residential vehicles are used.
- **University Fleet Vehicles.** Evaluate the location and use of university-owned vehicles, including whether vehicles that do not require routine, immediate access should be relocated from high-demand core parking to secure remote locations.
- **Capital Development and Parking Impacts.** Evaluate a requirement that significant future capital projects identify their parking and mobility impacts, including spaces

eliminated, new demand generated, mitigation strategies, transportation alternatives, and funding, as part of project planning.

- **Existing Capacity Before Construction.** Assess whether existing remote and underutilized parking capacity can be more effectively used through zoning, pricing, transportation, technology, and operational changes before recommending construction of additional structured parking.
- **Financial Sustainability.** Evaluate capital and operating alternatives within the requirement that the parking system remain financially sustainable, including the long-term cost implications of new garages, permit pricing, maintenance, transportation services, and other mobility investments.
- **Proximity and Pricing.** Evaluate whether permit pricing should more directly reflect parking location, convenience, availability, and level of access, including differentiated pricing for remote, standard, core, and reserved parking.

These principles identify the issues that must be examined and do not predetermine the Working Group's final recommendations.

4. Core Scope of Work & Policy Directives

The Working Group will systematically evaluate five primary policy and operational pillars:

A. Permit System Reform & Zoning Architecture

- **Zone-Based Permitting:** Evaluate transitioning from broad role-based group permit allocations to location-specific, zone-allocated permits to manage core demand and eliminate cross-campus driving.
- **Faculty & Staff Permit Separation:** Review splitting employee permits into distinct Faculty and Staff categories to refine oversell ratios and accommodate differing workplace requirements.
- **Commuter Rebalancing:** Evaluate restoring designated commuter student parking to locations west of the river.

B. First-Year Student Mobility & Remote Storage

- **First-Year Vehicle Policies:** Evaluate policies restricting most first-year residential students to secure remote parking supported by 24/7 transit options.

C. Financial Pro Formas & Auxiliary Solvency

- **Capital Plan Evaluation:** Contrast the Campus Master Plan's 3-garage expansion model against the Parking Study's 1-garage plus TDM alternative.
- **Fee Structure Alignment:** Recommend a phased rate schedule that preserves auxiliary financial independence while bringing TXST permit rates into closer alignment with peer university benchmarks.

D. Technology, Maintenance & Operations

- **Availability:** Explore options for remote spot availability monitoring and reporting.
- **Visitor Garage Integrity:** Explore ways to preserve visitor garages for events and campus guests.

- **Facility Maintenance:** Make recommendations regarding janitorial and prescribed maintenance schedules across all campus garages and parking lots.

E. Administrative & Appeals Oversight

- **Administrative Reviews:** Assess appeals and review processes and make recommendations.

5. Working Group Composition & Representation

To ensure broad stakeholder alignment, membership shall comprise of:

- Chief Financial Officer (co-chair),
- AVP & Chief of Police (co-chair),
- Faculty Representative (2) - Appointed by the Faculty Senate,
- Staff Representative (2) - Appointed by the Staff Council,
- Commuter Student Representative - Appointed by Student Government),
- Resident Student Representative - Appointed by Resident Hall Association,
- Student Advocacy Representative - Appointed by Student Government,
- Transportation Services Representative,
- Facilities Management Representative,
- Facilities Planning, Design and Construction Representative,
- Campus Safety Committee Representative,
- Division of Student Success Representative,
- Division of Round Rock Representative,
- Division of Academic Affairs Representative,
- Athletics Representative,
- Campus Recreation Representative,
- Housing & Residential Life Representative,
- Presidential Events & Projects Representative,
- Enrollment Management Representative
- Office of Sustainability Representative,
- Retired Faculty and Staff Association Representative,
- Parking Services Representative, and
- City of San Marcos Representative

6. Key Deliverables & Implementation Timeline

WORKING GROUP IMPLEMENTATION ROADMAP

Phase 1: Discovery & Engagement

Fall 2026

- Review Walker Parking Study & peer data
- Gather additional feedback & survey campus
- Discuss options and formulate additional data or consulting needs

Phase 2: Synthesis

Spring 2027

- Finalize preliminary recommendations
- Share preliminary recommendations with the community by March 1, 2027
- Receive feedback on recommendations
- Finalize recommendations
- Submit recommendations to President's Cabinet by April 1, 2027.

Phase 3: Cabinet Review & Rollout

Summer 2027

- Update university Parking Regulations and websites
- Reconfigure systems and implement new signage
- Launch all changes for Fall 2027