Those present: Gail Branch, Dawn Brennan, Susan Chisholm, Zeke Crater, Peggy Ehrenberg, Iva Gillet, Brad Holland, Jocelyn Olsen, Susan Pott, Delores Roberts, Robert Schuett, Erica Spangler, Laura Sprung, John Teahan (ex-officio), Lee Ann Tyler, Beth Van Hook (ex-officio), Rita Webb, Jim Fitzgerald (guest), Careen Waterman (guest), and Becca White (guest).

OPEN SESSION

After brief introductions of council members, Jim Fitzgerald and Careen Waterman of Community Relations gave a brief presentation of the Commonwealth of Virginia Campaign (CVC). Highlights of their presentation included the following:

1. The University of Virginia is the number one contributor of state agencies.
2. Contributions are tax deductible.
3. Programs that you can contribute to can be located at the following website ([http://www.virginia.edu/cvc/index.html](http://www.virginia.edu/cvc/index.html)) where you can search by function or region (we are region 5).
4. A video can be viewed at this site to learn more about CVC.
5. Events (such as the Soup for CVC to be held at the Harrison Small Library) will be posted to the web site.
6. 100% of designate monies will go to the cause chosen.
7. The University does not match contributions, but they support the office’s efforts to coordinate and manage.
8. We are one of two institutions that provide an on-line pledge form (the University provides support for this application).
9. You can pledge until December 11 (you can pay via credit card, check or payroll deduction) and there is a provision for a one-time deduction if desired.

The question was asked if there was any way to print a receipt on line?
While you cannot print a receipt, can go on line and access your records where a view is provided so that you can see your historical giving, which is new. The charity code number is not provided, but the name of the charity for tax purposes will be included.
Guest Speaker, Becca White, Director, Parking and Transportation (P&T)
P&T is always looking for alternatives to parking, transportation, and sustainability. We were reminded that a UVA ID will grant you a free ride on the Charlottesville Transit. Some current P&T projects include looking at improving the incentive program for car poolers where one can secure occasional parker permits (packages of 10 or 20 permits).

New P&T Web Site
Ms. White gave us an overview of the new web site features (http://www.virginia.edu/parking/). Frequently asked questions are captured such as bus service schedules that provide a grid of the days of the week, level of service provided, patient parking or notes that would announce a large event at JPJ. (Construction alerts can be found at the top of the page.) This new web site features an on line account management link. You can log in through the Net Badge authentication and manage your parking account. This site is live all year and you can manage contact information, license, and view parking violations. Please note that you can add information, but you cannot delete.

Both UTS and CTS bus lines have GPS capability for bus arrival information and are captured within this web site. Do note that the CTS Route 7 is the bus that goes to the downtown mall. It is faster than a person can drive and park. There is also a route finder where schedules can be researched from addresses.

The Transportation and Parking Committee
Revenues, expenditures, and impact on employees are shared and reviewed through this committee. Meeting minutes and the budget can be accessed through this website.

Transportation Demand Management
This site allows one to find information on resources such as biking, walking, public transit, and ride sharing.

The car sharing services program, Zipcar, will be announced and will be available November 17. This program will place six cars on Grounds and can be reserved for one hour, two hours, etc. and the target audience will be UVA students. This program will help and encourage students and families to leave their vehicles at home.
P&T does use portable bike racks and these are placed based on feedback. P&T will start placing them in these locations in February. Buildings are responsible for fixed bike racks. The UVA libraries have been very proactive in storing bikes inside securely.

Difficulty of contesting a ticket was addressed. The initial review of citation occurs in house and re-appeal of a ticket is made through a committee. P&T Committee will review the difficult cases.

It was also asked who received the monies generated in the U2 concert parking fees? The fees generated were $25,000 and will be used to offset the need to increase permit parking fees.

Additional questions submitted with answers are attached.

CLOSED SESSION

Approval of October Minutes
The October minutes were approved.

President's Committee on Sustainability
A brief update was given that included the following goals of this committee (additional information may be obtained from www.virginia.edu/sustainability):

- establishing a speaker series to have someone talk about the various aspects of sustainability,
- green office check list being made available soon,
- launching a sustainability leader program enabling each department or building a liaison for sustainability,
- sustainability booth will be at the November 12 Resource Fair,
- a sustainability pledge is being reviewed to raise awareness as well as a logo is being developed to help brand and identify this movement within UVA.

Dean Searches Involving Staff
There was not enough council members present at this meeting to vote on the proposed memo to Dr. Garson addressing staff involvement in dean searches. A vote will be initiated via email.

Council Secretary and Web Editor
There is a need to fill the positions of secretary and web editor and a request was made. Is this all that was said/done??
Scheduled Speakers
December- Caroline Walters (Records Management), Newcomb Hall Lounge (NHL) 481 (9:30-11:30)
January- Leonard Sandridge, NHL 389 (9:30-11:30)
February- Matt Ball (Library Services). NHL 389 (9:30-11:30)
It was also recommended that we invite a speaker from the General Faculty Council and Faculty Senate to keep communications open between the two councils.

Attachment

Questions submitted to Becca White in Advance of PECC Meeting

1) In regards to the new parking garage at the hospital, is there a plan for better security? To get out, you have to go to an ATM-like machine, insert cash, and get your ticket imprinted and then walk to your car. This is an isolated garage and it seems very dangerous.

   The 11th Street Garage, like several garages on Grounds, is intended to be unmanned. There is a plan to at least reduce the amount of cash processed on site. Once the machines and processing are certified as PCI Compliant, which is a certification process by which certain security protocols regarding the handling of credit/debit cards are verified, P&T will implement credit/debit card processing as soon as possible.

2) Has any consideration been given to have photographs taken of vehicles that are parked over the stall line?

   P&T has recently received new hand held computers for issuing citations that have a built-in camera and the ability to automatically link a photo to a citation. “Stall line” is indeed one of the violations that will have an accompanying photo with the citation.

3) There are four handicap parking spots between the Michael buildings, two at North, and two at South. One of them is marked Visitor, the other three are not. However, after dislocating my knee and using the handicap parking spots during recovery, I was told that all four were for visitors only and I had to park in the visitor’s lot. They were kind enough to cancel the ticket I received while parking in the visitor’s lot. Thankfully mine was a temporary thing but in the beginning, it would have been impossible to use my crutches and carry what I needed from the visitors lot to the building. Why are there no employee handicap spots available for those that may need them temporary or long-term?

   Parking for employees with disabilities are provided, both for employees who need them in the short and long term, but this accommodation is not provided free of charge. In certain locations
where visitor traffic is high (HR, Bursar, hospital, etc.), accessible spaces are allowed to be designated for visitor use.

4) There have been discussions several times during SEAS Employee Council meetings about the number of T-4 spaces in the former E-3 lot. P & T should do a spot check during the day to notice that these spaces never fill up. It seems that more of these spaces could be opened up to the E-3 permit holders.

P&T monitors empty space counts, and although both E3 and T4 are oversold, empty spaces have been documented in both locations. Offers to those on both waiting lists are made several times a year with the most recent wave of offers mailed on 10/13/09. There is a $10/month price differential between T4 and E3 which is why T4 has closer access than E3.

5) “Why did they raise rates when employees haven’t had raises for 2-3 years?” That was tacky.

Parking & Transportation is an auxiliary service responsible for self-generating all operating and capital revenue. Therefore, permit fees are a function of the cost of delivering the parking space. That said, there are some subsidies of the parking system (mostly associated with debt on parking garages) and planned increases have been modified over the last several years to mitigate impact as much as possible. Blue/Commuter permits have remained the same for three years, reserved parking on Central, West, and North Grounds have remained the same for two years. Medical center reserved rates remained the same for two years, but did see an increase in the current year.

6) Bike usage is up considerably this year, over last. There are not enough bike racks outside Wilsdorf/Chemistry and Clark Hall to accommodate the increased numbers (just to name two prominent and obvious locations, among others).

Thank you for the suggestion for bike racks locations. P&T has portable racks that can be placed to address increased need. If anyone has any other suggestions, please contact parking@virginia.edu.

7) What is the status of P&T’s no-warning bike-impoundment policy under these circumstances, if bikes are found locked to other things beside the bike racks?

P&T does impound bikes in certain situations, mostly on complaint, fire safety issues and/or handicap access issues. Most of the impounding, however, is done at the end of the school year when bikes are abandoned.

8) And a follow-up: are more bike racks planned for these locations, and others, and when will we see them?

P&T orders bike racks once per year during the Winter for early Spring placement. P&T places the racks based on feedback and observations. We currently have one rack left in our annual
inventory and are making our lists for our upcoming winter order. I will be Wilsorf, Chemistry, and Clark on that list.

9) Exactly how much money did P&T collect from faculty, staff and students for parking in the fiscal year beginning July 1, 2008 and ending June 30, 2009, and how were those funds used? Follow-up - is this information published on the web?

The information is not highlighted on the web, but we are considering placing it on the web under the “department information” link or the “FAQ” link. Annual budget discussions can be followed on the web through the links off the P&T main page to the Transportation and Parking Committee. Parking permit fees collected in FY08/09 total $6,595,034.00. I will bring our annual report to the meeting, but for all P&T accounting projects (excluding medical center), 76% of P&T’s expenditures are for operations (salaries, utilities, cleaning, general repairs, etc.), 16% is for debt, and 8% goes to expansion and renovation reserves.

10) It would be great to ask if they had a plan for traffic flow after the new Band Practice Building is complete i.e. with increased traffic flow will they install lights at each end of Culbreth? I had heard they may make Culbreth one-way again.

The upcoming construction on the Band Practice Facility will bring a few changes to Culbreth Road, but mostly associated with straightening out some of the curves so that site lines are better, including more pedestrian safety devices (cross walks and speed tables), and sidewalks. The plans I have seen do not include returning Culbreth to one-way and also do not include a signal at either end.

11) Has the E-1 lot been oversold and if so is there an overflow lot to park? I leave for lunch sometimes and when I come back to park, the lot is full. I notice that some cars have stickers on their rearview mirrors.

E1, like all lots, is oversold. I would suggest overflowing to Slaughter Recreation and giving P&T a call so that we can respond with an officer to the E1 lot to address any issues that may be happening in E1.

First, I would like to compliment you on the new bus routes that were put into place a little over a year ago. They are a big improvement over the old routes. They have a much greater chance of running on schedule than the old routes did. The addition of GPS tracking and the Hoo's Where feature on your web page saves me time and frustration. I have five questions:

1. Before the Scott Stadium renovation, there was some blue lot parking on the south side of the Stadium. Those spaces were no longer made available to blue permit holders after the completion of the renovation. I visit the red parking lot adjacent to Scott Stadium on a regular basis, and it appears that there is quite a bit of excess capacity there. The recent temporary loss of spaces in the red lot, including the entire basement level of the parking
deck, for the U2 concert provided further evidence that there is large amount of excess
capacity in that lot. How can we get some of the spaces around Scott Stadium assigned to
blue permit holders again? Actually, why don't we just do away with the red permit
altogether, change the red lot next to Scott Stadium to a blue lot, and let hospital and
academic employees alike use all the blue lots around the University? There are times when
you can't find a parking space in the blue lots around U-Hall now, and this would ease that
problem to some extent.

Due to agreements with the Medical Center, the Red lot will most likely remain a dedicated
commuter lot for medical center employees. Blue permits are honored on the JPJ side of the
Massie Road so if Uhall is full, I would suggest parking at JPJ. If there is a JPJ event, we open
the Emmet/Ivy Garage to absorb Blue permit overflow.

2. The night stop on McCormick Rd in front of Thornton Hall disappeared after the construction
in that location this summer. How can we get that stop back?

I am researching this question and will get back to you.

3. Why is it that parking and bus usage almost always gets more difficult and more expensive
for UVA Employees after the completion of construction projects? It seems like very little
consideration is given to the negative effects on UVA staff in these decisions.

Due to land use decisions, many construction projects are built on former parking lots (Ruffin,
South Lawn, Bavaro, ITE, CAS). Parking is shifting to garages which are much more expensive
to construct.

4. What is the status on the project to institute a graduated parking permit fee system based on
salary level?

Salary based permit fees are not currently under discussion, however, the institution does
provide university staff making less than $40,000/year a $300 supplemental benefit which
depending on the employee’s other payroll deductions could go toward parking.

5. Parking and Transportation makes the buses that permit holders pay for available for charter
by private individuals. The rates seem extremely low - $69 per hour for a UVA bus, which
includes fuel (which could be as much as $35 per hour) and the driver. Why isn't Parking and
Transportation charging more for the charter services?

UTS’ hourly charter rates and minimums are lower than regional providers, but our charter
profile is a little different. Most of our charter trips are extremely local, last no more than 90
minutes at a time, and need rapid loading and unloading more in line with a transit type bus
than an over-the-road type bus. P&T is looking at a traditional over-the-road charter coach
type bus for longer distance and longer duration charters (much more similar to regional
provider buses). If we do put a bus like that into service, we will match our rates more closely
to market rates.
Some suggestions previously sent to P&T re:

*· Ensure one of the spaces is deemed Visitors (as is today) and label the other’s as Employee OR Visitor handicap parking.
*· Deem two of the four as VISITOR and the other two as EMPLOYEE handicap parking.
*· As stated on the P&T website, provide designated handicap parking that can be used by employees.
*· In the Visitor’s parking, designate some of the spots closest to the Michie North building as handicap parking and reminding those monitoring parking that if the handicap tag is displayed then a ticket should not be given.