Ms. Sisson opened the meeting at 3:40pm with a welcome to all members. Mr Fletcher moved to accept the minutes from the January meeting; Ms. Lawson seconded.

Ms. White spoke on several topics involving the regional transportation initiatives, including:

- CTS’s new transit manager – Bill Watterson.
- CTS and UTS are working together to identify where CTS and UTS services overlaps and to identify better transfer points between systems. UTS is analyzing whether or not elimination of overlaps and introduction of non-UVA related passenger on certain segments of UTS might displace the primary users of our system (students, staff, and faculty).
- The merger of CTS and UTS has been formally and informally studied over the last ten years. The consensus of the studies has been that because of the differing service goals of the two system, the two systems should closely coordinate and compliment each other, but not merge.
- UVA P&T participated in city-sponsored Transit Summit in 2003 and ACCT (Alliance for Community Choice in Transit) sponsored streetcar analysis. UVA is also represented on the MPO (Metropolitan Planning Organization) Technical Committee and participates in local Commuter Information Team. Regional transit will be the topic of the February PACC (Planning and Coordination Council) meeting.
- UTS is working with CTS on a demonstration project for Fall 2005 to honor a UVA student or staff/faculty ID on the CTS routes in lieu of paying the fare.

Ms. Lawson asked about funding for the two systems. Ms. White responded that UVA students and the UVA Health System provide the bulk of UTS’s funding, while riders, local taxpayers, and federal funding provide the funding for CTS.

Mr. Schoppa noted that matching the two services up and make them “seamless” would require a lot of work and education of the riders especially considering UVA alters routes and headways during student break periods.
Ms. Sisson asked about the potential impact the joining of the two systems along certain segments of routes would have on the students. Particularly, would buses filled with passengers displaced from CTS routes turn away student passengers? Ms. White replied that the route segments that would be impacted exist only along corridors in which student ridership is very low or nonexistent. The plan would allow for CTS to route away from the UVA area.

Ms. White touched on a few other Parking & Transportation updates, including:
- Cavalier Daily article from 2/9/05.
- The U4 lot available to all comers for $40/month through April 15th:
- The new Occasional Parker Program now has eight members (including Mr. Schoppa)!
- Since January 2005, three months after going live, online citation payments account for 17.25% of all citations paid.
- P&T is exploring the wonderful world of alternative fuel vehicles, and is currently embarking upon an extended test drive of a compressed natural gas vehicle. A Bio-Diesel test will be run in Spring 2005 with a 20% mix of biodiesel (known as B20). There is a 20-30% price premium on B20 currently, but tax incentives scheduled to take effect summer 2005 may bring prices in line with petro-diesel.
- An e-mail survey centered around the UTS Green Route was sent to Blue permit holders on 2/8/05. This is P&T’s first main foray into customer service surveying.
- UTS is in the process of collecting more precise passenger counts on Thursday, Friday, and Saturday nights from 10PM to current end of service.
- P&T’s recommendation on the Comprehensive Transportation fee that was forwarded to the Board of Visitors asks for an $8 increase total ($5 for ongoing increase costs and $3 for extended late night bus service).

Ms. Sisson mentioned needing help to wrap up the work of the Bus Stop Review Committee. Mr. Powers volunteered to help pull together the group to complete the review.

Mr. Powers went on to speak about Student Council’s proposed late night bus service. Mr. Powers explained that the Student Council wants fixed-route service to and from the student residential areas from midnight to 3:00am. Still under discussion are the headways, specific routes, the expectation of the pilot program, and funding sources. The committee raised some concerns, as follows:
- Mr. Fletcher asked if students living in North Grounds have been surveyed in order to decide if the proposed late night service would be beneficial to that area.
• Ms. White mentioned that the pilot program would run on Thursday, Friday, and Saturday nights for three to four weeks in April.

• Ms. Lawson asked how Student council planned to advertise the late night bus service, especially the pilot program.

• Mr. Schoppa asked exactly what areas the late night buses would serve. Mr. Powers answered that the student dorm areas, as well as the Alderman Library/Central Grounds area, the Rugby Road area, and North Grounds would likely be served.

• Ms. White mentioned the goal of not entering any neighborhoods that aren’t already used to seeing transit traffic thru 12:30am.

• The discussion then began to center around the routes the proposed service would follow. Mr. Schoppa stated the belief that the routes should be simple for students to follow and understand.

• Ms. Lawson stated that if the late night service could match the current level of ridership of the UTS routes that currently run from 9:30pm-12:30am, then the pilot program would have to be considered a success.

• Mr. Schoppa expressed concern over the behavior of potential late night riders. Mr. Reisler echoed that concern, and asked whether or not non-UVA entities would be allowed to ride.

Mr. Fletcher spoke about the construction that is set to begin on the connector road that will link Massie Rd. to the 250 bypass, as part of the JPJ Arena project. This construction will take place throughout the summer of ’05, and will force UTS to re-route the North Grounds section of the Blue Route, along with affecting the transit routines of the various day camps that take place on Grounds.

The meeting was adjourned with mention of the next meetings – Thursday, March 17, 3:30PM at P&T and April 21, 12:00PM at Newcomb 389. The April meeting will be a joint meeting with the Safety and Security Committee. David Newman will be asked as a guest for the March 17, meeting.