

**TRANSPORTATION AND PARKING COMMITTEE**  
**Minutes April 15, 2009**  
**230A Student Services Building**

**Members Present:**

Anne Zajac, Chair, Richard McCoy, Tom Wertalik, Pat Rodgers, John Jelesko, Cynthia Strader and Steve Mouras. Secretary for the meeting: Anne Zajac

**Approval of March 18, 2009 Minutes:** Minutes were approved as presented.

**Old Business**

Resident Parking—continued discussion

The draft Resident Parking resolution was distributed to members for comments from their constituents. Committee members reported through email and in the discussion that response was generally favorable. Input was received from Faculty Senate, Staff Senate and GSA.

A question was raised about the cap of 3,500 resident student parking permits and what impact that would have on requests for resident parking permits. Steve Mouras responded that the cap reflects a current, stable level of requests and there is no expectation that demand will increase over the next 5-10 years. The cap does not reflect an effort to limit resident parking spaces. However, because resident permits allow for 24-hour occupancy of a spot, a parking space must be provided for every resident permit sold. As a result, it is important to include a cap in the resolution because if demand does increase it would take some time to make accommodations to provide additional spaces. In that event, the resolution can be modified to increase the cap.

A motion was made by John Jelesko and seconded by Tom Wertalik to approve the Resident Parking resolution. The Resolution was unanimously approved (attached).

**New Business:**

Election of Chair for next year – Tom Wertalik was elected Chair of the Transportation and Parking Committee for 2009/2010. A vice-chair will be elected when the committee meets in the fall, 2009.

Richard McCoy suggested that a topic for next year's committee might be a consideration of the membership of the Violation Appeals Committee. This committee is constituted through the Parking and Transportation Committee, which has never formalized appointment terms for members, leading to extended appointments for some members. The P&T Committee may wish to consider specifically stating the term of appointment to the Appeals Committee.

The meeting adjourned with thanks to all members for their participation.

**Resolution for Change in the Procedures for Managing Resident Student Parking  
Approved 4/15/2009**

**WHEREAS**, the cost of a parking permit is based, in part, on the duration and frequency of the user; and

**WHEREAS**, resident student vehicles stay in parking spaces for a longer duration than either faculty/staff or commuter/graduate vehicles; and

**WHEREAS**, the total number of resident students who are eligible for a permit is more than 9,000; and

**WHEREAS**, Parking Services is currently obligated by existing procedures to not only provide a permit but also a space for any and all resident student vehicles upon request; and

**WHEREAS**, Parking Services does not have sufficient existing space to expand resident student parking without taking spaces from other customers.

**THEREFORE BE IT RESOLVED**, that the Transportation and Parking Committee recommends the University consider increasing the cost of a resident student parking permit to more accurately recover the cost of the long-term use of parking spaces. This would also have the collateral effect of moderating demand and encouraging the use of an alternative transportation option, which may in turn reduce the University's carbon footprint.

And be it **FURTHER RESOLVED**, that Parking Services should establish a resident student parking permit ceiling to limit an uncontrolled expansion of users over a short period of time. Specifically, that Parking Services set an annual resident student parking permit cap of 3,500 (which is the current level of use) and also establish a waiting list for additional users.

And be it **FINALLY RESOLVED**, that the Transportation and Parking Committee does not support the option of a "No Freshman Parking Rule" at Virginia Tech because it deems it to be counterproductive to the needs of the students and the University. Specifically, the location of Virginia Tech in a remote part of the Commonwealth limits the availability of alternative transportation options such as rail and regional transit. Additionally, many freshman students have a compelling need for transportation to support medical, family or employment obligations.