

**Meeting Minutes**

**Transportation and Parking Services (TAPS) Advisory Committee Meeting**

November 8, 2016

10:30AM – 12:00PM

**Location:** Facilities Services Building A Conference Room

**Call to order: 11/8/16 10:32am**

**Attendees:** Karin Groth, Tibor Toth, James Nardello, Drew Shelburne, Eric Walle, Jessica Ross, Peter Reschke, Martin Reed, Arokiaraj Panneer Selvam, Edmundo Martinez, Katherine Shurik, George Gongora, Andres Hernandez

**Attendees on Zoom:** Sonia Johnston

**AVC Toth – Updates**

Tibor –Not too many changes from last 2020 project update from Andy Boyd. Working on circulation parking to be south of Bellevue Ave. designs to reduce conflict of pedestrians, bicyclist, and vehicular traffic. Increase in circulation so no stacking up on Lake Road. Positive feedback. Waiting for schematic design drawings. Waiting for formal design so we can provide formal feedback

City and county are working with the Plenary group to modify bike lane on Lake Road . Putting in traffic mitigation measures because the construction entry will be south of campus and it will impact bike lane on Lake Rd. Plenary committee working with city on those designs and advising us on their proposals. It’s up to the county to make final decision because it’s on their land.

Karin – Are we on schedule for 1st delivery in July 2018?

Tibor – According to information provided. Yes

Karin – As this committee has discussion dialogue about permit allocation and rates, keep in in mind that we are still on target for delivery of the first 800 spaces in July 2018

Andres –Can you clarify the location of these spaces?

Tibor –The middle and final phase delivery will be south of Bellevue extension. There will be another delivery of the North Bowl parking. That is the first phase. They can’t take spaces until they provide spaces. Look on 2020 project website there is a phased planning schedule to see how it the project will expand on campus over time

**Roundtable Committee Member Updates**

Raj – Still working with Rosalva to get complete mailing list of off-site staff. It’s in progress. 2nd Item, Received feedback on CatTracks schedules – there has been a recommendation to have a fixed timing for CatTracks. For example if CatTracks stops at 8:00 can the next one stop at 9:00 so it’s easier to remember? 8:00, 9:00 instead of 8:00 then 8:20 then 9:35 … can the timing be something easier to remember so riders aren’t relying on their devices to look at the schedules?

Karin – Ideally we would like to have the frequency set every 15 or 30 minutes. I know that the Castle route is every hour on the hours. But now the way the routes are set up they can’t fall on the hour every hour. That would require extra busses and more money. We are in the process of going out to bid for a new provider. Increased frequencies and efficient routs will be incorporated in that RFP.

Martin – The questions at heritage are – Questions about guests on the shuttle. If they have overnight guests in their apartment, can they ride the shuttle if they don’t have a CatCard?

Karin – If they are not affiliated with the University they would pay the fair.

Martin – If the guests are UC students?

Karin – Ok to ride with their CatCard

Martin – For staff that live in Heritage can they ride?

Karin – Yes with their CatCard

Martin – Can they move closer the shuttle stop for Northwood Villages closer? The idea is move it along G Street where they have that existing stop.

Karin – We explored that option but found it would change the route completely and add time to the loop. It would make the time longer because it would have to go down M Street and cut across to G the back towards Yosemite to get it past Raley’s. We can move it but it lengthens the route.

Tibor – we need to be concerned about the silent majority

Karin – We looked at going through the neighborhood to have a closer pick up near the entrance but try to stay away from going through neighborhoods based on feedback we’ve received in the past.

Eric – No updates

Katherine – Follow-up question – Is the heritage line only for the people in the dorms?

Karin – It is primarily for Heritage residents but we can accommodate anyone with a CatCard that is affiliated with the University. We have the space.

Tibor – Is the priority is for heritage residents?

Karin - Yes

Katherine – How are they identified?

Karin – They have heritage express cards. Heritage Residents have Heritage Express Cards.

Andres – Common theme – are fees going up? Is there any information?

Karin – We will discuss today.

Andres – General question - People are curious about why there is a stop sign on Ansel Adams.

Tibor – The reason for the stop sign is because there is no line of site for vehicles going east bound and the road is so narrow that trucks and trailers have to cross into the other lane to turn. By having people stop there it gives that accumulation, otherwise we don’t want people to have to back up on that road. We recognize the inconvenience but recognize that pedestrians have a higher level of risk otherwise.

Andres – People are curious. Discussed last time – That section with the cross walk on Ansel Adams. One idea - is it possible to have someone conduct traffic during busy times? The feedback is that until someone gets hit or hurt, nothing will be done.

Tibor- We looked at that and discussed with risk services. Once there is a crossing guard it shifts the liability from the pedestrian and driver to the University. Imagine the condition of a driver being waived through while there is a pedestrian in the there. The driver now has released liability because they took direction from a University provided traffic controller.

Karin – We did place ambassadors in that location to assist about 2 years ago but pulled them due to risk.

Tibor – We need to remind everyone that that is a pedestrian crosswalk but they need to wait to cross until it is safe

Karin- We are looking at lights and options.

Tibor – We are looking at considerations but have to look at the risk. There are a couple traffic mitigation measures done by a consultant. There is a raised elevation to improve the line of sight and a full stop sign. This was approved by a traffic engineer. We have to be cautious of making any changes.

George – No updates. Not too many traffic issues. We are still putting people in the ECEC area. Parking in ECEC parking area so people see us there and to deter people in those areas. A few accidents here and there. Watch your speed and stop signs.

Drew – No updates, seems to be going well

Edmundo – They would like Karin to come back to talk again. Senators are formulating new questions. Will send those to Karin when they are done so they can follow up. Leonard Massey is trying to set up a meeting with Karin. When Karin talked about the budget for TAPS, they want to see the past budget if possible.

Karin – We were guests at the senate meeting at ASUCM on October 19th. It was a great session and a great opportunity to hear the concerns of the student body and educate them as to why we are doing things and on 2020. Regarding the budget, up until recently, the budget for Transportation and Parking was pretty much held within our own unit. But now the budget office is looking at auxiliaries collectively and creating perhaps a super-auxiliary. I brought the transit budget today to discuss.

Jessica – No updates from grads

Sonia – No updates

Edmundo – We are looking for a heritage student to represent on the TAPS advisory

Karin – That would be very important to have their voice added.

**Spring Permit Distribution**

Karin – Very important this meeting because we need to provide a recommendation to VC Reese for how we need to proceed with permits for spring semester. Please don’t hold back, please participate in this discussion so at end of meeting we can take this to VC Reese. For Fac/Staff/Grad. VC Reese sent an email to community about the fluidity that he decided that we would extend permits through fall with no rate increase. Committee needs to decide if we will extend the existing permits through the spring semester and maintain the fee freeze or if we want to talk about other options. Based that we are at the start of November it makes the most sense to me to extend the current permits through spring. Then looking forward over the next few months and looking at the 2020 deliverables, have a discussion on what permit distribution will look like for Fall 2017.

Andres – With the holidays this makes sense and until things come closer it will make sense to decide then. The best decision will come with a little patients when we have more data.

Tibor – Sounds like it would be a value to the committee if I bring a more firm schedule on delivery dates for the 2020 project.

Eric – When is a good time to decide about increases? Given that everything is fluid until 2020-2022. Everyone will be fine if everything is extended and the price stays the same

Tibor – Keep in mind that every time we vote to keep the price the same it just pushes the debt out. Maybe the committee should consider an increase now and be mindful that we can pay a little more now or more later. The question is when do you want to pay?

Andres – How much of an increase? Is that known or need to be decided?

Karin – We will need to do an analysis. Knowing that the parking ratios will be leaner we have to consider the payments to the developer and the timeline of those payments. We will have to decide when to make those decisions.

Andres – How much time would it take to get that data?

Tibor – It will be a challenge because of the sequencing. How we handle permit distribution in one lot this year may be completely different in the following year. It’s going to be a very fluid case because at one time a lot may be a premium site but the following year it may be a commuter site. For the short term it’s been a 1 dollar increase per year has been past practice.

Andres – Does permit distribution and a rate increase have to be hand in hand? Is there a way to do one before the other? If the price is reliant on the lots – can the increase be placed on current permit holders before the distribution of new permits so that there is a gradual shift?

Karin – They don’t have to coincide.

Andres – The increase could happen while the people keep their permits?

Karin – That was recommended to VC Reese last time for the past fall semester. It was one option to keep the current permit but go forward with the dollar increase. He came back with yes to extend but freeze the price.

Katherine – Are Le Grand and North Bowl lots opened to grads? Are there permits available?

Rosalva –We have released all A preferred permits for Le Grand off the waiting list. As of today the waiting list has 37 faculty, 80 staff, and 90 grads. They primarily want to park in North Bowl.

Karin – Specifically for grads, we only have 2 grads that have requested preferred A permits. We have been releasing and once North Bowl 2 opens we should be able to release all.

Katherine- Being a Grad student myself, are the A permits for Grad students?

Karin – The permits are based on location. The A is for preferred, Le Grand and Library lot 2

Katherine – I’m trying to learn and I thought the lots were open to general grad students.

Karin – Every year the committee talks about the allocation of permits spread across constituents. The last 2 years we’ve had a certain ratio of permits allocated for grad students in the preferred locations. It’s not open to all, it’s a certain number of permits available for grads. Then based on space availability we release to those on the waiting list.

Andrea – Is that a first come first served? Do faculty/staff have preference? If a Faculty and a Grad are on the wait list for Le Grand - who does it goes to?

Rosalva – It goes by date, most of the time if a batch is released it is spread out among the groupd

Andreas – Nothing against the students but this if first University I’ve been a part of where graduate students have any sort of preferential parking. When you have so many faculty and staff on waiting lists, I don’t like that idea.

Karin – The discussion included the grads that are doing research the importance of them having closer parking. Having discussions with the committee members they saw a business need for them to have that.

Andreas – All graduate students should be doing research.

Jessica – So to clarify, the faculty on the waiting list are waiting for B permits? Are there any faculty waiting for an A?

Karin – Yes. There are currently 4 Faculty, 4 Staff, and 2 grads

Tibor – This can be a heated topic. Part of the conversation was in order to try to attract graduate students and try to have additional incentives for them to choose to come here.

Karin – I gave my word at senate meeting that I would speak on behalf of the undergraduates. Undergrads are requesting that they be considered for eligibility for closer parking. They wanted that brought to the table. As we are talking about parking allocations.

Tibor – Back to topic of fee increase, Karin brought up that the ratios of parking spaces to students will be leaner. That means there will less permits per student available therefore less revenue coming into parking therefore prices will have to increase.

Eric –The ratio is changing but the same number of permits will be sold. So the revenue isn’t decreasing.

Tibor – This is per capita. We’re talking about ratios. Keep in mind that whether or not to have a fee increase the situation is going to get that much more challenging into the future.

Karin – This past semester, we have seen the demand for student commuter ratio, the demand is at 42 – 44 % of student body is requesting parking permits. Verses the 36 – 38% we’ve seen the last few years. There have been more demand among student commuters to purchase parking permits. We are in position now where we will have to have stricter eligibility requirements. Other campuses have increased the number of units required to be eligible for a permit. We will have to explore restrictions or changes in policy as we discuss going forward. Going back to fac/staff permits. Question if we should extent permits.

Eric – What about faculty on sabbatical that won’t have a permit. Do they go to the back of line?

Raj – What is the number we’re looking at?

Eric – It’s a relatively small number, but a question that may come up

Karin – We would look at this case by case.

Andres – Motion that we should roll over without fee increase?

Karin – I would say we would probably hear feedback from our customers that if VC Reese made the decision to freeze rates in the fall that this would warrant the same action.

Eric – We would need to make it clear that subsequent increases will be fees are higher that was because of the freezes in the past. I make a motion to roll over all Fac/Staff/Grad permits with no increase in fees

Katherine – Second

Tibor - All in favor – motion passed

Karin – Student commuters have a significant increase in demand. This year we made the decision to offer student commuters a semester based permit. Historically, permits purchased in fall carried through the spring. Now we are in a position where the fall semester permits will expire. We already have spring permits. The challenge is that the number of permits sold for fall exceeds last year’s sales. In the fall we set a threshold of 30 units but now some students have crossed that threshold and more students are eligible for the spring permit. The committee needs to decide how we address that. One option is that ff you already had a permit then you quality. If you crossed that 30 unit threshold then you can go on a waiting list to see if there is space available.

Edmundo – What happens if we allow the roll over but don’t increase the requirements?

Karin – If we keep it at under 30, one option is if you already have a fall permit then you are automatically eligible, but if you are under the 30 but are now over, you would go on a wait list. Then based on available permits may be released. This is very similar to how we do the faculty/staff/grad students in the preferred lots. It follows that same pattern.

Raj – Sounds reasonable

Karin – We have the permits in office and we are ready to distribute now instead of waiting for the spring semester.

Martin – What happened to changing the number of units from 30 to 40.

Karin – That is a separate discussion. If we don’t them we could say that for the spring semester we are not going to extend the units we will say that you have crossed the threshold that you would be placed on a waiting list and the committee would decide what the restriction would be going forward.

Martin – When would we change the threshold, Fall 2017 or 2018?

Karin – The committee needs to decide. At the last meeting we talked about how UCSC’s restriction is 90 or more units.

Eric – Is there anybody that does it in another way? Not by units, but by time you’ve been here?

Karin – We kind of have. Another factor is that high school students are taking AP classes and they are coming in as a first year student with more than 30 units. This is excellent but it creates a challenge for us in parking. In talking with Santa Cruz, this is an issue they have faced as well. Because we are mindful of when students came for the fall semester they were under 30 the students may now have more than 30 units. This is something we didn’t anticipate and it developed as we went through the fall semester. This is where came up with the option of the wait list. Then over the course of the spring semester we would need to look at what the restriction would look like for fall 2017.

Drew - What about going by number of semesters they have been considered a full time student. You are a first year student but you may be a sophomore or junior by units. Wouldn’t that take care of this? Those who have been a full time student for two full semester then they are a true sophomore.

Karin – What is full time? 12 units?

Tibor – The other thing we have to look at is is what information we can access.

Rosalva – Banner does give full time or part time status. We only have access to one screen.

Andrea – Could you look at IRDS?

Sonia – it’s Institution Research and Decision Support. They report up to Veronica Mendez.

Andreas – That would have all info on the units coming in. They have everything. If possible check with them.

Katherine – I’m from out of state where 3 credits are average per class so 12 credits is full time. Now it looks like 4 units average. What is full time? 4 courses is full time?

Andres – For Grads, 9 is full time.

Edmundo – If you are a fall permit holder and we roll it to a spring permit, what does that look like? Do you have to pay again for spring permit?

Karin – Yes, if you are a current fall student commuter permit holder you have the option of purchasing the spring student commuter permit. If there is a group of fall student commuters that opt to use alternative transportation then it would open availability to others. In next few meeting we will discuss and decide permit allocation and rates for fall 2017 and beyond.

Edmundo – Will rates be the same for spring?

Karin – Yes, they are 160. The permits are in house and will be available 11/15. Do we have a motion to approve if you have a fall student permit you are automatically approved for spring? Otherwise you are on a wait list?

Eric – The long term solution will be under further discussion?

Karin – Yes, this is just for spring.

Katherine – Motion

Raj – Second

Tibor –All in favor? The ayes have it.

Karin – One notification has gone out and another is scheduled.

Rosalva - The information has been posted on our website as well.

Karin - This is a perfect time to talk to where transportation is looking to provide incentives for our customers during challenging times. Our team had discussions about having a canned food drive.

April – We is working with the Merced County Food bank to collect canned food. We have a barrel in the lobby. Welcome donations from everyone. For students who are current fall permit holders, including Heritage Carpool Permit holders who donate can be entered into a drawing for a free spring permit. We will have the drawing in mid-December and draw 3 names and offer them a free spring permit.

Karin – If a current fall permit holder purchases a spring permit then gets entered into the drawing we would refund the full rate of the permit if they win. Zipcar update – we mentioned at last meeting we brought that program to campus a year ago in the fall with 3 cars. Through marketing and information we have been able to bring 2 additional cars to campus. Now we have 5 Zipcars. The additional 2 are parked in Le Grand. These cars are open to all UC members not just students. These cars are for personal use. We are working to extend that for business use. If you are not a member we encourage you to become one, especially as we have all seen the congestion on campus. In response to that if we encourage alternative transportation and reduce the number of single occupancy vehicles coming on campus that would help. Riding mass transit onto campus and knowing you have the option of a Zipcar is a great option. Please share that with your constituents.

Martin – What are the rates?

Rosalva – Hourly rate start at 7.50 and 15/year membership

James – They have done free membership rollouts in the past. We will continue to work with them on that.

Raj – Do you have to return the car to the same place? Can it be dropped off at castle?

James – It has to be returned to the campus. There are 2 new spaces in Le Grand to help with that.

Martin – Do you know when they will extend it to business use? This year or next year?

Karin – We had hoped for this fall, it’s a uc system wide contract that needs to be refined. The good news is that in the course of a year we’re growing the program and that’s always the goal.

Martin – Would we be able to extend that to Heritage? Park some cars out there.

Karin – Yes, if the demand is there. When we brought

Martin – What is the demand number? Is it measured by how many sign up?

Karin- It’s based on utilization. The target is 30% utilization. We may be able to do a pilot program for that group. Say for the Heritage residents. Then we could monitor that utilizations.

Eric –There are zip cars everywhere in Berkeley

Martin – My experience too.

Karin – We had discussion about where the 2nd of the 2 would be parked. Because we wanted to secure the vehicles we parked them on campus and would have discussion with committee about where the car would be parked. In the beginning we had opened it up to everyone so we’ve had to restrict the cars to ucm affiliates only. We can have further dialogue about a heritage option. We mentioned at the last meeting that our taps twitter account has been hacked. Twice. We have successfully created a new account. We use social media as our prime mode of communication for construction, route delays and customer notifications. One thing we are exploring is the warn/blast notifications like PD uses for alerts. If you come in for a permit and sign up for notifications you can sign up and we can provide that to the customers.

Rosalva – We are waiting for a quote.

Katherine – Do you have Facebook page?

James – Yes, we have both. When we post to Twitter it connects to our Facebook page. We are enrolled with the social medial group in communications. We’ve become involved since our compromise. Being part of that group has been helpful. Twitter has been our primary and Facebook. We are looking for opportunities to be part of other social media groups as it makes business sense.

**North Bowl Phase II Update**

James – Spaces available are 576 unmarked, 17 motorcycle, 16 ADA, all DSA approved and signed off. There are still a few things necessary to be completed prior to opening. Between North Bowl 1 and North Bowl 2 there is a line of wheel stops that forms a divide. There will be another line of wheel stops so no one will be able to drive through. Those should be installed by the end of the week per the building manager. Still some striping and signs that need to be completed. The project manager is working through our department on that. We are finalizing the signs.

Karin – Parking allocation will be overflow of North Bowl 1 for B permit holders. Also for event parking. If we are able to release more spring permits for student commuters and there is not sufficient space in lower lots, we may open North Bowl 2. Students may be guided to back of campus as overflow.

Raj – More parking in North Bowl there will be more traffic.

Karin – Yes, that is why we have pushed the opening of Bellevue extension and have a second opening to campus.

Raj – Can we have an access point near the ranch land?

Tibor – The UC owns the land but MID has an easement. MID needs to have full access. That is why you don’t see any improvement along the canal banks.

James – He’s referencing making an access point near the ranch land entrance that would connect with Ranchers Road that would loop along the other side instead of along Bellevue.

Tibor - We are hoping to work with 2020 project and planning team for bridge and an access route that goes to North Bowl 2. But this will be emergency only and we are encouraging designers to change that to a full access route so we don’t have to drive through the center of campus. It’s a question of funding at this time.

Karin – When will it be open?

James – We still have a couple weeks till it’s open.

Tibor – We are projecting December.

James – We will 609 spaces.

Karin – This is the last campus built lot, not part of 2020.

Tibor – 2020 will build additional spaces.

Eric – There will be less of a parking crunch in the next year because of these added spaces.

Tibor – Through 2018 we are looking fine in regards to parking ratios, but after that with the increase in student population we’ll see a change in ration. Through 2018 we’ll have a net positive.

Karin – We did not anticipate this semester the demand the student commuter permits. The increase of local students that do not live on existing CatTracks routs. We offered exceptions to purchase a permit, one of them was if you didn’t live on a CatTracks route. Also Heritage. We didn’t project the over 30 units. These are things we have to consider going forward.

Eric – If we don’t have much on the wait list then this is added parking.

Martin – When does Lake Lot 1 go away?

Tibor – I will bring the phase proposals to next meeting and circulation routs.

Raj – Can we update the picture on the wall?

Tibor – The plans are changing so quickly that by the time we printed the plans it would change. This is why we encourage everyone to go to the 2020 website to see most current information.

Andres – My concern isn’t the spaces but actually getting to campus.

**Transit Update**

Karin – VC Reese sent an announcement addressing the congestion and delays and offered suggestions on safety. One suggestion was start your travels to campus earlier. CatTracks routes were originally set up from student feedback that they wanted to get to campus not more than 10 – 15 minutes before classes started. Up to this point we’ve been able to accommodate this with minimal issues. Now with the congestions they are late to class. It’s not a transit issue, but a campus issue. In response to VC Reese’s suggestion we are looking at transit schedules for spring. We are looking at the timing as a response to what were are seeing. There will be a change in the timing of the transit schedules for spring. It will only get worse as we gear up wot 2020 construction. We are addressing that now.

Edmundo – Does this mean that the last busses will stop sooner?

Karin – No, we’ll just shift the start times. Our purpose is to get the students on campus in time for class and at the end of the day get them home. We are doing an analysis of the routes, and ridership, and how much it costs per rider. We will be making modifications to existing routes.

Andres –It’s ok to be early. It will get interesting when the construction traffic is more.

Karin – This fall we created the Heritage route. Looking at ridership for Heritage Express Monday through Friday and the Saturday and Sunday. It’s our highest used route and lowest cost per rider. We are doing an analysis of the NiteCat which has a very low ridership. It is currently at $15.68/rider We should see that at or below $2. The E-line Monday through Friday – the cost per rider is $26.37. We are going through other routes to see where we can shift riders to ride what is a more efficient route. We are also looking at Uber and scoop as a safe ride home. Can we cut routes and supplement with Uber or Scoop? We are having discussions. We are analyzing the existing route. Should we be providing rides until 2am and who is riding and what is the purpose? Making modifications as needed for this to make sense. Idea of budget – this year we are projecting to spend 3.1 million for transit serv. We collect just over 1 million in student fees. That leaves us with just over a 2 million difference. The budget office has provided a subsidy to keep transit going. We’ve discussed with other auxiliary teams to help subsidize the program. Back in 2005 the students paid $70 per year. We had one increase since then. In 2010 it was increased to $175 but 25% of that was swept for financial aid. TAPS receives $131.50 from student fees. At 10,000 students, just to meet the basic operation budget this would need to doubled to $300. That would only bring in 3 million at 10,000 students. Clearly we need to look at different options. This year we had to create a new route. The Heritage Express was $350-400,000 that is primarily for Heritage residents. In addition to the added Heritage line we had to address service delays. Our service provider has their fleet yard across town. The time to deploy a backup bus was 30 minutes. We worked with them to have them stage a bus closer to reduce that time to 15 minutes or less. That is an additional cost we share with the service provider. As we look to 10,000 students we have to look at how to expand the program and provide funding as well.

Eric – The planning of the routes and determining the cost ratios, is that done in house?

Karin – That has been incorporated into the transit RFP.

Eric – Has that been done in house to date?

Karin - In the past we’ve had consultants look at it.

Katherine – For the routes primarily for the residents. Could those fees be incorporated in to their residential fees?

Karin – Those students already pay the mandatory transit fee with registration so that would be a double tax. The routes we had in spring 2016 were already reaching capacity. Outside of adding Heritage express we were already looking at the potential of adding a second bus.

Tibor – We have to keep in mind that the students at Heritage don’t necessarily want to be there.

Martin – We have a 2 year housing guarantee so the master lease was the only way to accommodate this.

Tibor – Those students would probably rather be on campus so the burden shouldn’t be on them. This isn’t just about increasing revenue, but where we reduce operating expenses. If we are paying $26 to transport a student, is that cost effective.

Eric – I’d like to talk more about busses.

Karin – We will package recommendations to VC Reese and report back to committee any feedback we receive.

Eric – Just about buses. Can that be a big agenda item going forward?

Karin – Yes, we will soon be going out to bid.

Eric – I’d like to learn more about the routes, stop locations? And Uber – wouldn’t that increase vehicles on the road?

Karin – Uber would be later in the evening when there aren’t as many vehicles on campus.

Andres – Seems like a great business opportunity for a student to make money.

Karin – Everything ties back to risk. We were looking at Scoop because they are University drivers.

Katherine – For safety reason, advocates warn women to avoid Uber as both a rider and a driver.

Karin - In response to request about buses. What information do you want?

Eric – I’d like to see a map of all routes, peak time ridership numbers, off-peak ridership numbers. Cost per rider?

Karin – We have the data but it’s not pretty.

Eric – That’s a heavy burden for your department.

Tibor – Let’s leave that as a standing item.

**Next Meeting**

1. Date: December 13, 2016 from 10:30AM-12:00PM
2. Proposed agenda topics
	1. Busses
3. Action Items

Meeting adjourned at 12:03pm