

Transportation & Parking Services

Transportation Alternatives Board

November 30, 2005
Cheadle Hall, Room 5123
3:30-5:00PM

- | | | |
|-------|---|--------|
| I. | Roll Call | 3:30PM |
| II. | Introduction of Guests | 3:35PM |
| III. | Approval of the Minutes | 3:44PM |
| IV. | Public Comment
(Any member of the public may address the Board for up to 5 minutes on an alternative transportation related item not scheduled elsewhere on the agenda.) | 3:45PM |
| V. | Vanpools | 3:50PM |
| VI. | MTD/UCSB Relationship | 4:05PM |
| VII. | Update from Chairs | 4:20PM |
| VIII. | TAB Vision 2005-2006 | 4:40PM |
| IX. | Other Comments | 4:55PM |
| X. | Adjournment | 5:00PM |

1 **Transportation Alternatives Board**
2 **November 30, 2005**
3 **Minutes**

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5 **Members Present:** Mark Frickel, Jared Goldschen, Barbara Hirsch, Kamyab
6 Sadaghiani, Patricia Holden, Steven Gross, Cyril Johnson, Bruce Kendall and Patrice
7 Summers

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9 **Staff Present:** Laura Condon, Tana Lucido, Bob Silsbee, Dolly Smith, Bob
10 Sundberg and Jamey Wagner

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12 **I. Roll Call**

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14 The meeting was called to order at 3:31 pm and all the Board members were in
15 attendance for the meeting.

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17 **II. Introduction of Guests**

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19 Dave Felix, Ralph Fertig, Santa Barbara Bicycle Coalition; Bob Stevenson, vanpool
20 driver; Vic Cox, and Chris Johnson attended.

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22 **III. Approval of the Minutes**

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24 The minutes from November 1, 2005 were approved with two corrections: line 31 was
25 changed to reflect that Mark Frickel was elected as the Chair and Trish Holden as the
26 Co-chair; line 20 was changed to the correct spelling of "Jared."

27
28 **IV. Public Comment**

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30 Ralph Fertig introduced the Santa Barbara Bicycle Coalition: it is a non-profit, county-
31 wide organization, founded in 1991. The organization founded the UCSB Bicycle
32 Coalition in 1998, which is now known as the Associated Students (AS) BIKES
33 Committee.

34
35 The De Anza National Historic Trail, California Coastal Trail and the Santa Barbara
36 County Coast Route run through campus on one path. The bike trails will change when
37 the bike path is redirected from along Goleta Beach to the new path along the Bren
38 School. Mr. Fertig hopes that the signs will be changed to reflect this new path to help
39 direct bicyclists.

40
41 Mr. Fertig is currently working with Caltrans to upgrade the Goleta Amtrack Station to
42 install bike lockers for commuters. These bike lockers require use of a credit card and a
43 cell phone to be unlocked. Bike locker users can also go online to see if there are
44 lockers available. These types of bike lockers are also being used at UCLA, BART in the
45 Bay Area, and the Los Angeles Metro Transit Service. Mr. Fertig recommends that
46 UCSB use these bike lockers for secure parking for bicyclist commuters, especially
47 those with expensive bicycles.

48
49 Mr. Fertig said that the Santa Barbara Bicycle Coalition has concerns about the UCSB
50 Long Range Plan: it has few plans for transportation. Mr. Fertig distributed the "Bicycle
51 Coalition Newsletter" (please refer to Attachment "A," page 4).

52 The Santa Barbara County's bike trail maps are being revised and the newest version
53 will be out in quantity in March or April 2006.

54

55 Bob Stevenson was concerned with the time of the meetings since people who use the
56 vanpools, as well as other alternative transportation users, cannot attend meetings later
57 than 4:30 in the afternoon.

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59 Steven Gross said that he has to leave the meeting early because he has a class at
60 4pm. He urged the Committee Coordinator to consider everybody's schedule and have
61 better communication with the Board members.

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63 **V. Vanpools**

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65 Jamey Wagner distributed "Van Replacement Needed" (Please refer to Attachment "B")
66 and discussed the issue: there are five vans that are at the end of their useful life and
67 they need to be replaced. University of California, Office of the President (UCOP)
68 declares that we cannot replace these vans with the same type of vans because of
69 rollover risk. Transportation Alternatives Program (TAP) could buy smaller or bigger
70 vehicles.

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72 Decisions to make:

73 How many vans is TAP going to order?

74 How much of the vanpool cost will be subsidized?

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76 From the presentation:

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78 Slide "Vanpool vs. Single Occupant Vehicle (SOV)":

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80 The costs:

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82 • 11-passenger vans - \$152 per passenger per month.

83 • 10-passenger vans - \$169 per passenger per month.

84 • 7-passenger vans - \$184 per passenger per month.

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86

87 The 11-passenger and 10-passenger vans are two configurations of the 12-passenger
88 vans. Seats in this van (except for the two up-front) are taken out and replaced by more
89 comfortable high-backed seats. These seats are bigger and, therefore, take up more
90 room. Instead of a 4-person bench seat in the rear, there are 3 high-backed seats,
91 eliminating a total of one seat per van.

92

93 After reviewing the presentation, the Board inquired about accommodating current
94 needs vs. planning for growth, the availability of safer 14-passenger vans, cost benefit of
95 larger vans, vanpool rates and budget, information on the Clean Air Express and the
96 possibility of using it as an alternative to a vanpool, and communicating with the vanpool
97 riders about this issue.

98

99 **Current vs. Future:**

100 The Board inquired if TAP has to buy 7 of the 11-passenger vans in order to
101 accommodate the same amount of current passengers (plus 7)? The vanpools are not
102 fully subscribed at this time, so TAP doesn't necessarily have to buy 7 vans.

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The subsidy for the vanpools comes from the TAP budget. The subsidized vanpool rates are also discounted by pre-tax payroll deduction of the first \$105 of vanpool fares.

The Board said that this could be an opportunity for the vanpool program to grow and inquired about the possibility of growth. The vanpool program would require more subsidy, especially if more affordable housing is built nearer to campus.

The Board agreed that the vanpool subsidy issue needs to be an action item in a near-future meeting.

Other van options:

Currently, there are not any 14-passenger vans that are considered safe enough by UCOP. However, this could change in the future if redesigned vans become available.

The Board asked TPS to look into the viability of larger vans/coaches.

Rates/Budget:

The vanpool rates have been frozen for three years.

The cost of buying a vehicle is included in the data presented by TPS.

Clean Air Express (CAE):

The CAE is operated by Traffic Solutions, an agency of the Santa Barbara County Association of Governments.

The Board inquired how many people can move from vanpool to the CAE. Only about 20 people or ~ 1 vanpool worth (14 people) could potentially move to the CAE.

Communication with Vanpool Subscribers

The Board encourages informing and surveying the vanpool riders. The vanpool subscribers should have the alternatives presented to them and ask them how the change could affect their finances and work/home schedule.

VI. MTD/UCSB Relationship

Frequently, the line 24x buses are overcrowded in the morning and afternoon rush hours. The buses are so overloaded that riders fall forward over the line and onto other passengers.

The previous Wednesday (November 23, 2005) at 3pm, some offices on campus closed early for the Thanksgiving holiday. MTD reportedly knew about the change in their schedules for Wednesday, but they did not re-allocate any buses from public schools that were already closed. The 24x bus was full at 3pm. Most of the students going to the train station to get home for Thanksgiving arrived at the station much later than anticipated. Summers could not use the 24x bus due its full capacity, and had to use the line 11 bus.

In conclusion, Board member Summers said MTD should be more aware of UCSB's needs and do bus reallocation during mornings and afternoons. Lines that need to be changed (in order of importance):

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1. 24x
2. 11

Sherri Fisher, general manager at MTD, has agreed to meet with representatives from UCSB. In response to the Board's request, TPS agrees to meet with Sherri Fisher to discuss these bus ridership issues.

The Board moved to endorse finding the solution to the MTD issues. The motion was passed unanimously.

VII. Update from Chairs

Board member Frickel distributed a TAB issues matrix (please refer to Attachment "C").

After review of the matrix, the Board discussion focused on their relationship with Associated Students (AS) BIKES, participating in central bike planning discussions, and the budget for bike infrastructure.

The Board realizes they need to discuss with AS BIKES about the central bike planning. There are presently a limited number of students who attend AS BIKES Committee meetings and no TAB member representation.

The budget is very limited for bike infrastructure. Bike paths are almost solely financed by student funds. Last year, students voted for a 3 year lock-in fee for the Broida Expressway bike path, making it unlikely that students would fund another bike project in the near future. The Board inquired about other fund sources for bicycles. Typically, there is no other fund source other than student lock-in fees for new projects and Facilities funds for maintenance.

VIII. TAB Vision 2005-2006

Board member Frickel would like to send out a matrix of TAB issues to the Board members to help decide the priorities of issues. He urges the Board members to volunteer as delegates for issues. The Board realizes that they need to narrow their focus.

IX. Other Comments

The Board inquired about how to handle safety issues for bicyclists around the construction sites. It was noted that the best person to contact is the contractor representative as posted at the construction site.

TPS is designing a website for TAB. TPS encourages the Board to give input on content of the website. TPS reports that creating a listserve for the Board could be set up within a week.

As requested by the Board, TPS will provide CorporateTime software for the student Board members to facilitate meeting scheduling.

204 The Board declared that next meeting's agenda should have an item about scheduling
205 around users of alternative transportation and the Board members' schedules.

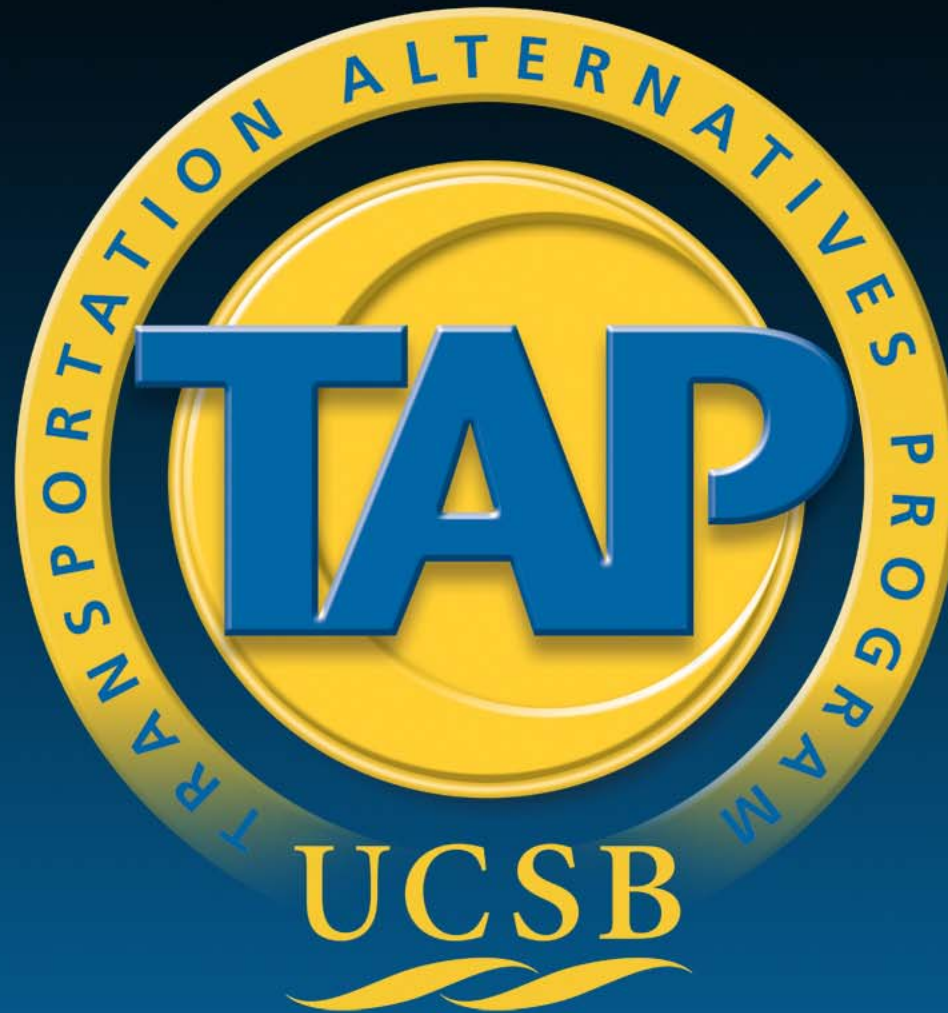
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207 **X. Adjournment**

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209 The meeting adjourned at 5:01 pm.

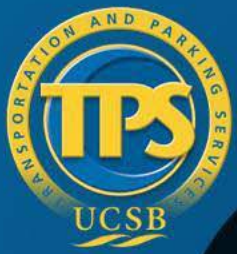
Doing our Share to Clear the Air





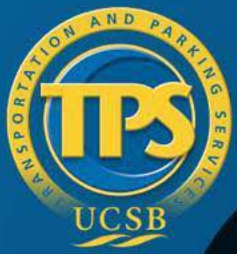
Van Replacement Needed

- Decisions wanted now to plan how best to work with new rules from UCOP

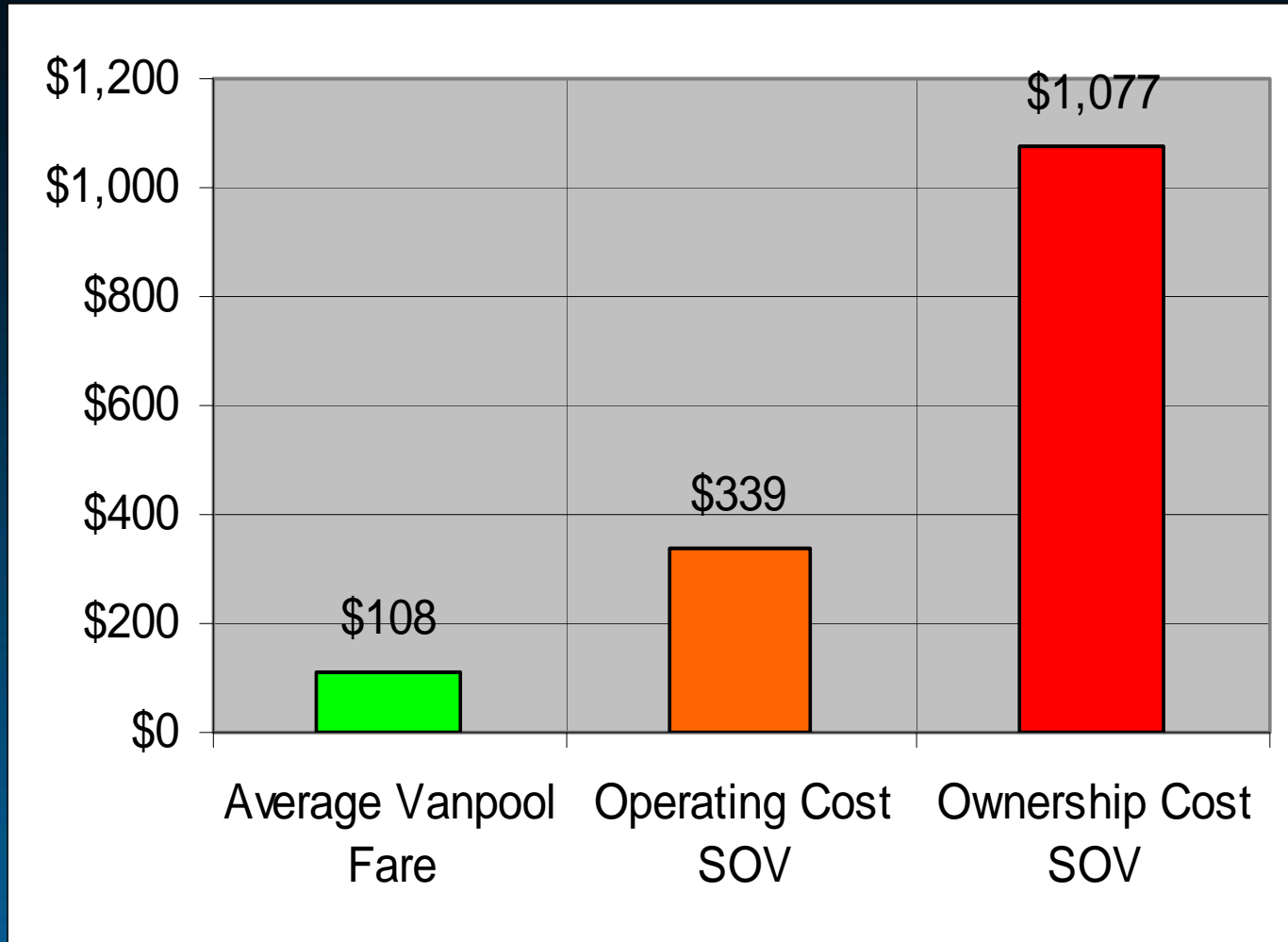


Five 14 Passenger Vans Need Replacement NOW!

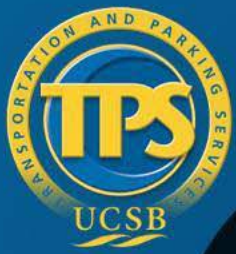
- UCOP Now prohibits the purchase of 14 passenger vans
- We may now buy bigger or smaller vans
- Bigger vans require special parking spaces and Class "B" licensing (challenging to obtain)
- Smaller vans cost about the same as the larger vans and carry fewer passenger... This increases costs on a per person basis



Comparative Monthly Costs Vanpool vs. Single Occupancy Vehicle (SOV)

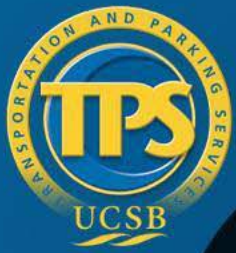


Based on average mileage of 2027 per month



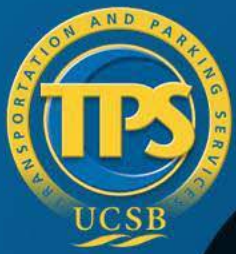
Relative Cost of Smaller Vans

- ***14 passenger-vans \$135 per Passenger per month
(we may no longer be purchase)***
- ***11 passenger-vans \$152 per Passenger per month***
- ***10 passenger-vans \$169 per Passenger per month***
- ***7 passenger-vans \$184 per Passenger per month***



Two Choices

- *How many Vans to order?*
- *How much of the vanpool shortfall to pay down from the TAP budget?
This decision effects UCSB vanpool rates and how much funding will be available for other TAP initiatives*



Vanpool Income & Expenses

	Actual 2004 - 05	Annual Projection with 6 smaller vans diverting 6+ people onto the Lompoc CAE	Annual Projection with 7 smaller vans
<i>Annual Vanpool Expenses</i>			
<i>Vehicle Related Charges</i>	\$166,820	188,507	\$211,861
<i>Vanpool Admin @ 15% FTE</i>	\$7,273	\$7,273	\$7,273
<i>Driver's Training</i>	\$5,144	N/A	N/A
<i>Driver's Physical Exams</i>	\$1,555	\$1,711	\$1,866
<i>Total Annual Expense</i>	\$180,792	\$197,491	\$221,000
<i>Vanpool Annual Income</i>	\$131,237	<i>With current rates & riders</i> \$132,548	<i>With current rates & riders</i> \$132,548
<i>Shortfall for the year</i>	(\$49,555)	(\$64,943)	(\$88,452)
<i>Shortfall per Full-Time Rider/Month</i>	(\$39)	(\$51)	(\$69)
<i>Average Fare w/o subsidy</i>	\$141	\$154	\$172
<i>Average Fare with subsidy</i>	\$108		



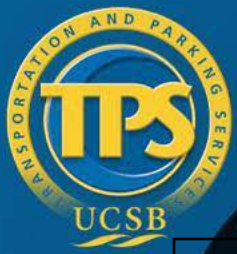
Menu of Vanpool Shortfall Pay Down, for 6 vans

	To keep current fares	Mid-point	Match CAE Fares	Mid-point above CAE
Average Fare without subsidy for six smaller vans	\$154	\$154	\$154	154
Average Monthly fare per rider	\$108	\$122	\$135	\$149
Level of Shortfall per rider, per month, perk to get to this fare	\$46	\$32	\$19	\$5
Level of Shortfall pay down as an annual dollar amount	\$58,819	\$41,088	\$24,396	\$6,420



Menu of Vanpool Shortfall Pay Down, for 7 vans

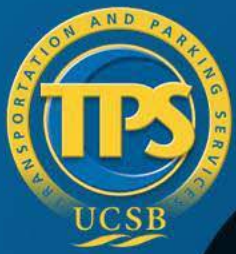
	To keep current fares	Mid-point	Match CAE Fares	Mid-point above CAE
Average Fare without subsidy seven smaller vans	\$172	\$172	\$172	\$172
Average Monthly fare- per rider	\$108	\$122	\$135	\$149
Level of Shortfall per rider, per month, perk to get to this fare	\$64	\$50	\$37	\$23
Level of Shortfall pay down as an annual dollar amount	\$82,176	\$64,200	\$47,508	\$29,532



Menu of Vanpool

Shortfall Pay Down 6 or 7 vans

	To keep current fares	Mid-point	Match CAE Fares	Mid-point above CAE
Average Fare without subsidy for six smaller vans	\$154	\$154	\$154	154
Average Monthly fare per rider	\$108	\$122	\$135	\$149
Level of Shortfall per rider, per month, perk to get to this fare	\$46	\$32	\$19	\$5
Level of Shortfall pay down as an annual dollar amount	\$58,819	\$41,088	\$24,396	\$6,420
	To keep current fares	Mid-point	Match CAE Fares	Mid-point above CAE
Average Fare without subsidy seven smaller vans	\$172	\$172	\$172	\$172
Average Monthly fare- per rider	\$108	\$122	\$135	\$149
Level of Shortfall per rider, per month, perk to get to this fare	\$64	\$50	\$37	\$23
Level of Shortfall pay down as an annual dollar amount	\$82,176	\$64,200	\$47,508	\$29,532



Questions remaining to help TAB make these Two Choices?

- *How many Vans to order?*
- *How much of the vanpool shortfall to pay down from the TAP budget?*



Thank YOU for
Your Time and Attention