

Transportation & Parking Services

Transportation Alternatives Board

March 9, 2007

2:00-3:30PM

Bren School, Sycamore Conference Room #1510

- | | | |
|-------|---|--------|
| I. | Roll Call | 2:00PM |
| II. | Introduction of Guests | 2:01PM |
| III. | Approval of the Minutes | 2:02PM |
| IV. | Update from the Chair | 2:03PM |
| V. | Fines & Forfeitures 2006-07, 2007-08 Financial Report | 2:08PM |
| VI. | MTD Lines 6 & 11 Enhancement Proposal | 2:53PM |
| VII. | Update on Transportation Alternatives Program (TAP) Growth | 3:08PM |
| VIII. | Future Meetings – Schedule & Agenda Items | 3:23PM |
| IX. | Public Comment
(Any member of the public may address the Board for up to 2 minutes on an alternative transportation related item not scheduled elsewhere on the agenda). | 3:26PM |
| X. | Adjournment | 3:30PM |

1 **Transportation Alternatives Board**

2 **March 9, 2007**

3 **Minutes**

4
5 **Members Present:** Barbara Hirsch, Bernie Kirtman, Brent Miller, Bill Freudenburg, Bruce Kendall,
6 Cyril Johnson, and Stephanie Brower

7
8 **Staff Present:** Bob Silsbee, Bob Sundberg, Jamey Wagner, Laura Condon, Marc Fisher, and Dolly
9 Smith

10
11 **I. Roll Call**

12 The meeting was called to order at 2:00PM with Laura Crownover and Jared Goldschen unable to
13 attend.

14
15 **II. Introduction of Guests**

16 The following guests attended:

- 17 • Steve Maas, Metropolitan Transit District (MTD)
- 18 • Gerry Hesse, UCSB Governmental Relations
- 19 • Scott Spaulding, Santa Barbara County Association of Governments (SBCAG)
- 20 • Bob Stevenson, UCSB Electrical and Computer Engineering (ECE)

21
22 **III. Approval of the Minutes**

23 The minutes from the February 9, 2007 meeting were approved unanimously as written.

24
25 **IV. Update from the Chair**

26 Search Committee for TPS Director

27 Chair Kendall reported the Search Committee for the Director of Transportation & Parking Services
28 (TPS) is moving forward with a recommendation to UCSB Administrative Services about a candidate.

29
30 Letter from the Chancellor in Response to Board Recommendations, 2005-06

- 31 • The Chancellor sent a letter to the Chair of the Ratepayer Board, Kostas Goulias, and Chair
32 Kendall in response to the academic year 2005-06 recommendations of both Boards dated
33 February 20, 2007 (please refer to Attachment "A")
- 34 • The Chancellor approved the recommendation about the half-priced bus passes and
35 outsourcing to the commercial carshare vendor Flexcar
- 36 • The Chancellor directed TAP to calculate vanpool fare increases based on distance

37
38 Vanpool Fares

- 39 • The Chair inquired how the vanpool fares are determined: is it up to the Board to make a
40 recommendation to the Chancellor or is it up to Associate Vice Chancellor (AVC) Marc Fisher to
41 approve the rates?
- 42 • TPS reported they are still working on vanpool distance-based fare scenarios with AVC Fisher
43 and will bring the 2007-08 vanpool fare scenarios to the next Board meeting.

44
45 Notifications to the Unions

- 46 • Notification has been sent to the unions about program incentive changes
- 47 • Proposed start date for carshare program changes is May 1, 2007

48
49 Biennial Transportation Survey

- 50 • The Chair reported the "Final Report of the Chancellor Special Advisory Committee on Parking
51 (CSACOP)" states there should be a biennial transportation survey

- 52
- The Chair requested from TPS the transportation-related portion of the survey results from the 2006 UCSB Housing & Residential Services Survey of staff and faculty be sent to the Board via e-mail
 - The Chair stated the Board should target specific communities/regions where the staff and faculty live
- 57

58 **Discussion**

59 The Chair led discussion on wireless internet access on buses and vanpools, core funding and the Ratepayer Board, long range development plan (LRDP), and sponsorships on UCSB vanpools.

61

62 Wireless Internet Access on Buses and Vanpools

63 SBCAG sent an email to all of the Board members about wireless internet access on buses (please see attachment "B")

64

65

66 Scott Spaulding reported:

- Kent Epperson, SBCAG, has been researching wireless internet options for long-distance buses. There is one product that is a modest cost, targeted for the Clean Air Express and possibly Coastal Express. Cost is \$1000-2000 for installation of two wireless routers per bus plus \$120 per month per wireless router
 - There is currently no subsidy from UCSB for the Clean Air Express and Coastal Express buses
 - One benefit to the commuters is to allow for telecommuting, which would potentially allow employees to get work credit for using the internet to do work-related tasks while commuting
- 74

75 Chair Kendall suggested the Board consider giving funding to SBCAG for the wireless internet on the buses.

76

77

78 Board discussion focused on the benefit for commuters, Board member representation of long-distance bus commuters, wireless internet access on vanpools, and current telecommuting mechanisms at UCSB.

81

82 **Benefit for Commuters**

83 The Board stated it would be good for employees to get work credit for telecommuting while commuting on the bus or vanpool. This would possibly shorten actual work days or allow flexible work schedules for those that commute long distances.

86

87 **Board Member Representation of Long-Distance Bus Commuters**

88 The Chair inquired of the Board if anyone on the Board would be interested in researching the possibility of wireless internet on long-distance buses. None of the Board members ride long-distance buses and were not interested in fully committing to researching this option. Board member Johnson volunteered to look into the technical aspects of the wireless internet on buses.

92

93 **Wireless Internet Access on Vanpools**

94 The Board and TPS discussed the possibility of wireless internet access on the vanpools:

- TPS was uncertain if there would be enough room for riders to use laptops in the van.
 - Board member Kirtman stated if airplane riders can use laptops on a plane, there would be enough room on the vanpools.
 - Board member Freudenburg stated the vanpools could have two tier costs: a vanpool fare without internet (regular cost) and a vanpool fare with internet that is more expensive.
- 99

100

101 **Current Telecommuting Mechanisms at UCSB**

- Currently, UCSB employees can telecommute (work remotely) from home with the permission of their supervisors. If allowed access, UCSB employees can also connect to their work desktops from home via Windows' "Remote Desktop Connection."
- 104

- 105 • Board member Kirtman stated the Remote Desktop Connection is often very slow and may not
106 be feasible for several workers simultaneously connecting to a wireless network
107 • For more information on telecommuting and flexible work schedules, please see the Flexwork
108 page at Human Resources: <http://hr.ucsb.edu/worklife/flexwork.php>
109

110 Core Funding and the Ratepayer Board

- 111 • The Chair inquired from TPS about the 2002 recommendation of the Chancellor's Special
112 Advisory Committee on Parking (CSACOP) regarding the \$250,000 core funding to Parking
113 Services: what has been done with this funding? TPS reported this funding been solely
114 allocated to the operations budget to date.
115 • The Chair reported the CSACOP recommended some of the \$250,000 should go toward TAP.
116 The Chair inquired how TAP could get this funding.
117 • Associate Vice Chancellor (AVC) Marc Fisher suggested the Board work with the Ratepayer
118 Board to make a recommendation to the Chancellor about the \$250,000 core funding and TAP.
119 • AVC Fisher stated there needs to be more discussion about funding TAP from parking
120 operations
121 • According to references at the Ratepayer Board, every \$80,000 spent by Parking in excess
122 operating costs equal about \$1 increase for permits per month, per person.
123 • Bob Silsbee reported TAP would need to create an effective formula for how to demonstrate
124 reduced vehicle parking on campus.
125

126 Long-Range Development Plan (LRDP)

127 AVC Fisher reported:

- 128 • The LRDP proposes approximately 4,000 net increase in parking spaces by 2020-2025
129 • These spaces will be added as structured parking on campus; costing between \$20,000-30,000
130 (in today's dollars) per structured parking space
131

132 Sponsorships on Vanpools

133 Board member Hirsch proposed the UCSB Vanpool Program have artists paint environmentally-related
134 painting on the vanpools as sponsorships for the Vanpool Program. Board member Hirsch inquired on
135 the mechanism of these sponsorships.
136

137 AVC Fisher stated sponsorships could be possible and suggested the Board with the Office of
138 Development to find sponsors. Jamey Wagner, TAP Manager, stated he would bring up this subject
139 when he meets with Victoria Wing, Director of Major Gift Planning, Development, the following week.
140

141 **V. Fines & Forfeitures 2006-07, 2007-08 Financial Report**

142 TPS distributed the Fines & Forfeitures Financial report including 7 month actuals, projected 2006-07
143 budget, and proposed 2007-08 budget (please refer to Attachment "C").
144

145 TPS reported the projected deficit of \$185,000 is higher than previously projected. The increase in the
146 deficit is due to:

- 147 • Higher salaries and wages from a realignment of staff members, and expenses that were
148 moved from operations and Fines & Forfeitures
149 • Project revenue has decreased due to traffic control at the east gate circle provided by TPS,
150 resulting in approximately \$75,000 lost citation revenue
151

152 TPS also reported:

- 153 • The In-House assistance line item increased due to charging for financial accounting assistance
154 from operations staff.
155 • Signs and graphics line item was not budgeted at the beginning of the year. This includes the
156 pay & display signage, split funded with the operations budget.
157 • Fines & Forfeitures collections are projected to increase for the remainder of this fiscal year

- 158
- 159
- 160
- 161
- Capital expenses now includes the cost of the front deck replacement, which is split funded
 - Proposed 2007-08 budget includes the changes to the TAP incentives such as the half-priced bus pass, carshare service outsourced to Flexcar, and vanpool rate increases.

162 **Inquiries and Discussion**

163 Board inquiries and discussed focused on the front deck, reduced expenses, IS&C, parking citation
164 fees, Sustainable Transportation Fund, Flexcar Service, Vanpool Program, citations processing –
165 Vendor, Clean Air Express, and the MTD Line 6/11 Enhancement Subsidy.

166 Front Deck

167 TPS reported the front deck is made of pressure-treated wood, which should last for decades.

169 Reduced Expenses

170 Board member Kirtman suggested TPS reduce furniture expenses can be decreased. TPS responded
171 they recently have been acquiring free used furniture from Central Stores.

173 IS&C

174 IS&C: Information Systems & Computing provides e-mail software and storage, CorporateTime, and
175 other internet-based services to the campus.

177 Exploration of Increased Parking Citation Fees

178 In response to Board inquiries, TPS reported:

- 179
- SBCC charges \$30 for no-permit citations
 - The City of SB charges \$35 for no-permit citations and \$40 for parking on streets during street-sweeping
 - UCSB charges \$40 for no-permit citations, \$280 for parking in disabled spaces, and \$500 for counterfeit permits

185 Board discussion focused on increasing or not increasing parking citation fees in order to fund TAP:

- 186
- Board member Freudenburg suggested the citations fee be increased. He stated that the cost of the citations should be in relation to the cost of land on campus or the citation fees from other UCs, not in relation to the local community
 - Board member Johnson stated he does not care what other agencies or communities charge for parking citations; it is irrelevant since the Fines & Forfeitures budget needs more revenue to support TAP
 - Board member Brower suggested TPS only increase citations for certain violations such as the citation for parking in a restricted zone. She stated that \$40 is still high for a citation fee.
 - Board member Miller stated he does not think the parking citation fee should be increased as it is already at the high end of other parking citations in the community. Board member Miller also stated the Board should put pressure on the Chancellor to provide funding to TAP, and not expect TAB to increase the citation fee in order to fund TAP
 - Bob Silsbee reported there was a meeting in which students complained about the citation fee and requested the citation fee be decreased

201 UCSB Foundation - Sustainable Transportation Fund

202 The recommendation from both the Ratepayer Board and TAB for a tax-deductible “Sustainable
203 Transportation Fund” under the UCSB Foundation has been established. Those wishing to donate
204 funding to the Sustainable Transportation Fund may now do this through the UCSB Foundation. The
205 Sustainable Transportation Fund information will be put on the TAP website soon and sent out to the
206 UCSB D-list e-mails.

208 Flexcar Service

- 209
- The carshare service from Flexcar will provide two vehicles on campus
- 210

- 211 • If revenue goes over \$1700 per month for any vehicle, then Flexcar would reduce the cost of the
212 carshare service
- 213 • TPS currently leases the Toyota Prius vehicles each month from Transportation Services There
214 currently are two vehicles available for TAP members enrolled in the CarShare Program. The
215 third vehicle previously in 1 Parking needed service and was returned to Transportation
216 Services. The vehicle that had been in 20 Parking CarShare vehicle was moved into 1 Parking.
217 Subsequently, soon after the CarShare vehicle was removed from 20 Parking, 20 Parking was
218 closed for construction (effective February 20, 2007).

219

220 Vanpool Program

- 221 • The costs for the Transportation Services component of the Vanpool Program are projected to
222 increase next year, for vehicles, fuel, Emergency Ride Home, and shop labor rates.
- 223 • Total Vanpool fare revenue is projected to increase as vanpool rates are increased
- 224 • Vanpool fare increases will be distance-based as the Chancellor directed in his memo dated
225 February 20, 2007 (please refer to Attachment "A")
- 226 • AVC Fisher stated the vanpool fares should increase each year hereafter as the Vanpool
227 Program costs increase

228

229 Citations Processing – Vendor

230 The Citations Processing – Vendor line item: TPS is expecting to switch to a new citations processing
231 system, which is expected to increase citation revenue

232

233 Clean Air Express

234 Scott Spaulding reported the "Clean Air Express Riders (Pass-Through)" line item should be changed
235 to "Clean Air Express (Pass-Through from Riders)" to clarify that Clean Air Express is receiving other
236 money from riders than from UCSB.

237

238 MTD Line 6/11 Enhancement Subsidy

239 This proposed line item is for the UCSB funding contribution to MTD for the line 6 and 11 enhancement.

240

241 **VI. MTD Lines 6 & 11 Enhancement Proposal**

242 TPS distributed "MTD Lines 6 & 11 Enhancement Proposal" (please see attachment "D").

243

244 Gerry Hesse, Governmental Relations, and Steve Maas, MTD, presented to the Board regarding MTD
245 and the lines 6 & 11 Enhancement Proposal.

246

247 Steve Maas reported:

- 248 • MTD General Manager, Sherry Fisher, regrets not being able to attend the TAB meeting and
249 appreciates that MTD was invited back to the Board
- 250 • MTD has increased their service for lines 1,2,3,6 and 11 effective March 5, 2007
- 251 • There also is a new route, Mesa route line 4
- 252 • Lines 6&11 from downtown were increased to 10 minute service to Camino Real, every 20
253 minutes to UCSB

254

255 **Motion**

256 Board member Johnson moved to approve the MTD Lines 6 & 11 Enhancement Proposal of \$8,913 for
257 the remaining of fiscal year 2006-07 and \$17,870 for fiscal year 2007-08, half of which should come
258 from the Transportation Alternatives Program (TAP) budget.

259

260 **Inquiries and Discussion**

- 261 • The funding requested from MTD is based on solely student ridership on lines 6 &11, which is
262 about 5.5% of total ridership
- 263 • TAP Faculty/Staff bus ridership in 2005-06 included 91,324 trips

- 264 • UCSB Students bus ridership in 2005-06 included 623,000 trips
265

266 Uptown Express and Line 11

- 267 • Board member Hirsch stated the Board is interested in re-establishing the uptown express
268 between La Cumbre Road and UCSB. This may cause many bus commuters to UCSB to stop
269 riding the line 11.
270 • Board member Freudenburg stated he was interested in learning more about re-establishing the
271 uptown express.
272 • The Chair stated the Board should add to the motion that MTD must consider new express bus
273 service to UCSB.
274 • Steve Maas reported UCSB commuters are a part of the line 11 riders, but there are also other
275 types of riders of the line 11. Steve Maas also reported, due to federal regulations, MTD cannot
276 remove lines that are used by transit-dependent riders.
277 • Gerry Hesse reported MTD has considered an extension of the line 24x between UCSB and
278 downtown, but UCSB would have to provide this funding and discontinued discussion of this
279 due to the high costs
280 • Gerry Hesse and Steve Maas stated they could work with Sherry Fisher to bring a report on the
281 history of the uptown express to the Board. They also stated they could come back to another
282 Board meeting to discuss reinstating the uptown express.
283

284 **Revised Motion**

285 The Board decided to revise Board member Johnson’s motion to include that the Board would work
286 with MTD to establish the uptown express bus service to UCSB.
287

288 Board member Hirsch moved for the Board to commit \$4457 for this spring quarter (2007) and \$8940
289 for the fiscal year 2007-08 to enhance service for lines 6 & 11, but also look into re-instating the former
290 uptown express. The motion passed unanimously.
291

292 **VII. Update on Transportation Alternatives Program (TAP) Growth**

293 TPS distributed “TAP Growth 2/2006 to 2/2007” (please refer to attachment “E”).
294

295 **VIII. Future Meetings – Schedule & Agenda Items**

296 Due to shortage of time, the Board agreed to send their schedules via e-mail to TPS.
297

298 **IX. Public Comment**

299 Marc Fisher reported there was a new bus stop near the east gate of the campus for MTD’s use and
300 Sherry Fisher, General Manager of MTD, has been notified of this new stop.
301

302 **X. Adjournment**

303 The meeting adjourned at 3:32PM.

Attachment "A"

Date: Tuesday, February 20, 2007 11:18 AM -0800
From: Henry Yang <henry.yang@chancellor.ucsb.edu>
To: Konstadinos Goulias, Bruce E Kendall
Subject: Parking Ratepayers Board and Transportation Alternatives Board
Recommendations

Dear Kostas and Bruce,

I am writing to respond to the recommendations proposed by the Parking Ratepayers Board and the Transportation Alternatives Board that were not addressed in my previous e-mail to Professor Goulias of November 22, 2006.

As I did prior to my previous response regarding the PRB and TAB recommendations, I have consulted with the faculty leadership of the Academic Senate, including the Chair of the Academic Senate, the Chair of the Academic Senate Council on Faculty Issues and Awards, the Chair of the Council on Planning and Budget and the ad hoc group chaired by Academic Senate Chair Michaelsen, and representatives of student and staff organizations, as well as our administrative colleagues. Based on the outcome of this wide consultation, I have developed the following positions on the remaining recommendations of the PRB and TAB, as noted below:

* I accept the PRB position, for the present time, that no mandatory fee be implemented for transportation alternatives. However, permit fees for TAB might become appropriate in the future under several circumstances. These would be circumstances under which TAB fees would result in clear benefits to those who pay for campus parking. Benefits might include, for example, lower parking rates in the long term through reduction of the need for new parking facilities, improvements of campus transportation that would constitute a clear benefit to parkers, and improved availability of parking in convenient locations through reduction of demand for campus parking.

* It is important that the PRB and TAB work together on any issues that involve both groups to avoid forwarding any directly conflicting recommendations, such as the use of permit fees to fund transportation alternatives. As you know, the Chairs of the PRB and TAB hold ex-officio appointments to the other Board and I encourage your attendance and participation in these meetings.

* All auxiliary units are responsible for paying for their share of campus utilities. I urge the PRB to work with Transportation and Parking Services, and possibly the Budget and Planning Office, to agree on formulas for determining parking ratepayers' fair share of infrastructure costs.

* The current campus policy concerning parking space replacement costs recommended by the Chancellor's Special Advisory Committee on Parking will remain in place. The campus will continue to look at each case individually as projects are presented to the Campus Planning Committee.

Internet Access on Buses

----- Forwarded Message -----

Date: Thursday, March 01, 2007 4:56 PM -0800

From: kepperson@sbcag.org

To: Bill.Shelor@sa.ucsb.edu

Subject: Internet Access on Buses

Hello Bill,

As Gregg mentioned, Traffic Solutions is very interested in this concept. Telecommuting while you commute would be a win-win for the employer, the employee and our community. Since SBCAG Traffic Solutions is involved in operating two regional bus services (Clean Air Express and the VISTA Coastal Express), we might be able to play a role in facilitating internet access on buses. Other bus services might be interested in this concept as well, including MTD, SMAT, COLT and the Goleta Express. Vanpools could also be equipped, but would be more costly per passenger.

There are two primary options out there right now, wireless cell – based internet service and satellite - based internet service. It looks like the satellite technology is very expensive for two-way internet service (about \$35,000 per vehicle). Earlier cheaper versions (\$3,500) have since been discontinued. The wireless cell-based internet service on the other hand looks pretty appealing and affordable. About \$1,099 per unit for two years and \$118/month per vehicle. The monthly cost per bus cost would be about \$165. For an additional \$150 per vehicle, I am told that a GPS unit can also be installed and the bus can be tracked via Google Maps. The wireless technology is currently being used for a pilot program on 5 HART Express Buses (<http://www.hartline.org/>) in the Tampa Bay area with very good reviews. While more expensive technologies allow for the charging of the internet access to passengers, this cell-based service does not have the capability. It would simply be available for free to anyone riding the bus.

I think this is a great partnership opportunity. In theory, with several employers sponsoring a project like this, it could be financially viable. With external signs advertising the wireless service and the sponsoring organization, it would attract additional riders and it would give good exposure to the sponsoring employer. In addition to UCSB, the City of Santa Barbara has inquired about this concept and I believe other employers might be interested in this as well.

For a video of the wireless technology go to:

http://reviews.cnet.com/4661-10863_7-6475912.html?tag=vid&autoplay=true#mgallery
(the Verizon service would not work for buses since their service contracts limit use to a single internet user)

For the specific technology with Sprint wireless service (which does allow multiple users) go to: <http://www.waav.com/Products/dataplan.php>

For more info about wireless access on transit go to:
<http://www.calccit.org/projects/train.html>

Feel free to contact me if you wish. We will continue to look at the options. I would like to broaden the discussion to other agencies and employers.

Kent Epperson
Director of SBCAG Traffic Solutions

(805) 961-8917
(805) 963-SAVE
FAX: (805) 961-8901
kepperson@sbcag.org
www.trafficsolutions.info

Santa Barbara Office:
260 N. San Antonio Road, Suite B
Santa Barbara, CA 93110

Part-Time North County Office:
301 E. Cook, Suite L (in the APCD Office)
Santa Maria, CA 93454

From: Gregg Hart
Sent: Tuesday, February 27, 2007 3:07 PM
To: Bill Shelor; Kent Epperson
Subject: RE: thinking outside of the box

Bill:

Thanks for the e-mail regarding the potential for UCSB to take a strong leadership position to encourage campus commuters to move from driving alone to using some type of mass transit. I forwarded your e-mail to Kent Epperson, SBCAG's Director of Traffic Solutions because they are in the process of rolling out a new campaign to ask local employers to join in a collective effort to tackle our growing traffic congestion problem by encouraging employees to shift their commute modes. Your idea for UCSB to create a powerful new incentive for commuters to switch from driving alone to using transit by allowing employees to work while commuting fits perfectly with this plan. Traffic Solutions will be devoting significant resources to promoting these concepts among local employers and the effort would be get a huge boost from UCSB adopting a policy like you described.

Gregg Hart

Government Relations & Public Information Coordinator

Santa Barbara County Association of Governments
260 North San Antonio rd., Suite B
Santa Barbara, CA 93110
(805) 961-8905 ghart@sbcag.org

From: Bill Shelor [mailto:Bill.Shelor@sa.ucsb.edu]
Sent: Tuesday, February 27, 2007 2:49 PM
To: Gregg Hart
Subject: thinking outside of the box

Hi Gregg,

This e-mail is coming from Bill Shelor, Chair of the Sustainability Committee for Student Affairs at UCSB.

I have an idea that I think you might be interested in, as it could potentially provide incentives that are important to employees, incentives that would encourage a significant number of North County and Ventura County commuters to use mass transit (busses/van pools). This becomes even more critical when the 101 improvements begin in earnest.

Below are the threads of an e-mail that I sent to Cynthia Cronk, the Director of Human Resources at UCSB and Eric Onnen, the CEO of Santa Barbara Airbus. Cynthia is researching the possibility of offering work time credit for commuting.

Take care!

Hi Cynthia,

I passed along my suggestion on work time credit for mass transit commuting with Eric Onnen, the CEO of Santa Barbara Airbus. His response is below.

Doing a little research, I learned that Wi Fi on mass transit has been established in Seattle, San Jose, Albuquerque, Suffolk County (New York) and is being considered in numerous other places. I have not been able to find any information on employers offering work credit for employees using mass transportation.

I think this approach offers stronger incentives to participate than the financial subsidies and tax credits that are currently being explored by other agencies and employers and has more positive benefits than the other incentives.

-----Original Message-----

From: Eric Onnen [mailto:eonnen@cityofgoleta.org]

Sent: Tuesday, February 27, 2007 12:52 PM

To: Bill Shelor

Subject: RE: thinking outside of the box

Bill, I agree that a work allowance for commute time would be a effective incentive for staff recruit/retention and to encourage alternative transportation. I do not know the technical issues with wifi, but hope that could be accomplished.I cannot guide you to examples of this concept, but I know commuter services are in effect on the east coast (NYC oriented) and may be a good reference point. If UCSB could lead the way on the concept it may encourage private employers to adopt practice. We as a company (SBA) have had several proposals to private employers to start up similar operations, none have specified the work time credit. Also to this point we have not had one start. Currently this type of service from Lompoc/Santa Maria or south Ventura would be in the cost range of \$150-\$200 per month per rider, seems like a reasonable cost compared to other benefits. Let me know how I can help! eric onnen

From: Bill Shelor [mailto:Bill.Shelor@sa.ucsb.edu]

Sent: Mon 2/26/2007 1:51 PM

To: Eric Onnen

Subject: thinking outside of the box

Hi Eric,

As we've previously discussed the role of mass transit in helping to solve the problem of traffic congestion (and other tangential issues), I wanted to share with you a suggestion I made to Cynthia Cronk, the Human Resources Director here at UCSB.

According to the UCSB Faculty/Staff Housing Survey, approximately 14% of UCSB employees commute to work from North County or Ventura County. (This is approximately 700 employees?). The survey indicated that 3% (approximately 150) currently van pool or take a commuter bus. Assuming that future affordable opportunities for local workforce housing for UCSB staff will continue to be quite limited, the number of staff commuting from North County or Ventura County could be expected to increase when the campus builds out to 25,000 students.

Of those who commute long distances, 41% indicated an interest in bus/van pooling while 41% indicated they would not be interested.

I have an idea which may prove to be impractical, maybe a ways off, but still something to consider in the hopes of generating some discussion.

UCSB has an opportunity to take a leadership role in promoting sustainability and addressing the needs of our staff. Incentives could be created to make bus/vanpooling considerably more attractive. One particularly strong incentive would be to allow supervisors to permit those commuting from North County or Ventura County to allow the first hour of their commute count as time worked.

This could be feasible for staff with laptops (which are becoming more ubiquitous), coupled with wi-fi access. Staff could potentially be doing their normal first hour of work while on the road. In actuality, staff often spends the first hour reading and answering e-mail, or other projects which are computer related. The fact that legitimate work was being conducted would be verifiable.

The opportunity to shave 5 hours a week of time away from home could be very appealing, and it would help moderate some of the negative impacts for staff who have to spend 2 hours each day commuting, a considerable personal and physical drain. More time at home usually makes for happier employees.

If this were implemented, many more long distance commuters would consider this alternative. Another intended consequence would be removing hundreds of single

occupancy vehicle trips daily from our already congested roads, and a substantial reduction in greenhouse gas emissions.

In your business, have you ever heard of such an arrangement with an employer and mass transit provider?

Thanks for giving this some thought - take care...

Attachment "A"

* I recommend that there should be an annual budget for "Lot Operating/Maintenance Projects," base on a five year plan. The PRB should review the five year plan and approve the annual projects.

* I accept the TAB recommendation that the program providing free bus passes for faculty and staff should be modified so that passes are no longer free but can be purchased at a reduced rate.

* I accept the TAB recommendation that the car-share service should be outsourced and that two vehicles should be leased for the program

* The composition of the TAB will remain the same. The Board is a fair representation of our campus community, with 3 faculty, 3 staff, and 3 student representatives.

* Taxi fare subsidies should be available to TAP members only. Free or subsidized taxi services from the Amtrack station should be limited to commuters who do not hold campus parking permits.

* The use of a distance-based rate plan rather than a flat fee for vanpool participants should be continued.

* I propose that the other TAB recommendations that were not reviewed by the full Board be referred back to TAB this year for further consideration by the whole group.

I want to give my sincere thanks to you and all the past and current members of the PRB and TAB for advising me so thoughtfully and thoroughly on campus parking and transportation issues. I look forward to continuing to receive recommendations from both PRB and TAB that address these important campus issues.

Best regards,
Henry

Enforcement, Citations and TAP Financial Report

	2006-07 Budget	2006-07 7 Month Actuals	2006-07 Projected	Proposed 2007-08 12 Month Budget
Revenue				
Fines and Forfeitures	\$1,396,000	\$660,772	\$1,296,000	\$1,396,000
Recharges- Housing Enforcement	\$81,000	\$42,840	\$73,440	\$73,440
Recharges- Field Services	\$0	\$137,200	\$177,200	\$165,000
Van Pool Fares	\$143,000	\$83,712	\$143,500	\$155,900
Bike Grant Reimbursement	\$0	\$0	\$0	\$55,000
MTD Bus Riders (Co-Payment)	\$0	\$0	\$0	\$40,000
Clean Air Express Riders (Pass-Through)	\$32,500	\$18,956	\$32,500	\$32,500
Bike Locker Rental Fees	\$1,000	\$980	\$980	\$2,000
Total Revenue:*	\$1,653,500	\$944,460	\$1,723,620	\$1,919,840
Expenses				
Salaries/Wages/Benefits	\$902,000	\$542,763	\$930,450	\$1,197,000
				-\$120,000
				\$1,077,000
Campus Services				
Transportation Services-Enforcement	\$50,000	\$45,206	\$71,000	\$70,000
Transportation Services (Vanpool)	\$165,000	\$94,827	\$165,000	\$177,000
Student Health / DMV Physicals for Vanpool	\$1,700	\$1,048	\$1,700	\$1,900
Police Recharge	\$35,000	\$3,766	\$35,000	\$35,000
Comm. Services / Phones & Radios	\$9,500	\$6,496	\$11,150	\$11,200
IS&C	\$5,400	\$9,927	\$17,040	\$17,100
Common Fund/Cost Recover/Ins/Mail	\$23,150	\$3,366	\$22,050	\$23,150
Utilities	\$4,500	\$3,189	\$5,470	\$5,700
FM Janitorial /Bldg Maint.	\$4,500	\$3,534	\$6,050	\$6,130
FM Admin Support	\$3,000	\$0	\$3,000	\$3,000
HR / Fingerprinting	\$0	\$310	\$350	\$300
Central Stores / Furniture Services	\$8,000	\$2,719	\$4,700	\$8,000
Other Campus Recharges	\$0	\$3,486	\$6,000	\$7,340
Total Campus Recharges	\$309,750	\$177,874	\$348,510	\$365,820
Contractual Services				
Advertising, Promo & Special Printing	\$5,000	\$202	\$1,700	\$5,000
MTD Bus Passes	\$120,000	\$70,673	\$111,150 ³	\$82,000
MTD Line 6/11 Enhancement Subsidy	\$0	\$0	\$4,457	\$8,940
In Vehicle Parking Meters, Cards & Batteries	\$0	-\$9,278	-\$3,000	\$7,000
Amtrak Train Shuttle	\$0	\$773	\$1,500	\$1,500
CarShare	\$40,000	\$26,502	\$40,000 ⁴	\$21,270
Citations Processing - Vendor	\$85,000	\$46,145	\$79,100	\$100,000
Wireless Phone Hardware & Contract	\$7,000	\$3,395	\$5,850	\$7,000
Data Ticket	\$0	\$2,575	\$4,450	\$4,300
Temporary Services	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Total Contractual Services	\$257,000	\$140,987	\$245,207	\$237,010
Other				
Clean Air Express Riders	\$32,500	\$18,956	\$32,500	\$32,500
Bike Grant	\$0	\$319	\$17,000	\$43,500
Subscription - Carpool Matching	\$0	\$10	\$120	\$0
Court Costs	\$200,000	\$76,485	\$200,000	\$200,000
Uniforms	\$3,850	\$3,850	\$3,850	\$4,200
General Supplies	\$5,500	\$2,568	\$4,400	\$5,500
Training	\$1,000	\$70	\$120	\$1,500
Computer & Related Supplies	\$6,000	\$2,108	\$3,620	\$6,000
Travel	\$1,000	\$574	\$1,000	\$1,000
Signs &/ Graphics	\$0	\$20,556	\$20,600	\$5,000
In-House Assistance	\$0	\$12,990	\$22,270	\$23,600
Other	\$1,400	\$0	\$0	\$1,400
Total Other	\$251,250	\$138,486	\$305,480	\$324,200
Total Materials	\$818,000	\$457,347	\$899,196	\$927,030
Capital Expenses	\$25,000	\$23,442	\$79,442	\$28,000
Total Operating Expenses	\$1,745,000	\$1,023,552	\$1,909,088	\$2,032,030
Profit/Loss	-\$91,500	-\$79,092	-\$185,468	-\$112,190
Carry Forward (Reserves fr Prior Yr)	\$390,379		\$390,379	\$204,911
Balance	\$298,880		\$204,911	\$92,722
MTD Advance	\$15,000		\$0	\$0
Total Fund	\$313,880		\$204,911	\$92,722

¹ Assumes fines support to vanpool of approximately \$30,000 per year

² Salary reduction from additional night and weekend revenue

³ With implimentation of Bus pass charges to clients slated for 5-1-07

⁴ With implimentation of CarShare charges to client slated for 5-1-07



Santa Barbara Metropolitan Transit District

Ten-Minute Weekday Peak-Period Headways on Lines 6 & 11

The Santa Barbara Metropolitan Transit District (MTD) requests financial assistance from the University of California at Santa Barbara (UCSB) to enhance service on MTD Lines 6 & 11, as shown below. The UCSB operating subsidy would continue annually (at the FY 2008 level), with an annual CPI adjustment.

MTD carried more than 7.3 million passengers in FY 2006. When FY 2007 to-date is compared to the corresponding period of FY 2006, MTD is carrying an even greater number of passengers this year. MTD buses were fully loaded with a substantial number of standees on a great number of occasions. On many other occasions, buses that were too full to board additional passengers were forced to leave groups of potential riders behind due to lack of space. The greatest number of overloaded buses occurs on Lines 6 & 11. Thus, MTD plans to enhance weekday peak-period service on these lines. Line 6 & 11 service (from approximately 7:00 - 9:00 A.M. & 3:00 - 6:00 P.M. on weekdays) will increase from every 15 minutes to every 10 minutes between the downtown Santa Barbara Transit Center and Hollister and Fairview. Line 6 service continuing from Fairview to Camino Real Marketplace, and Line 11 service continuing from Fairview to UCSB, will increase from every 30 minutes to every 20 minutes. As shown in the table, Santa Barbara County and the Cities of Santa Barbara and Goleta have also agreed to assist MTD with the cost of providing this enhanced service.

**Santa Barbara Metropolitan Transit District
Peak-Period Enhancement to Lines 6 & 11**

Line Item	Lines 6 & 11	
	FY 2007 ¹	FY 2008
Operating Subsidy²		
Santa Barbara	\$49,234	\$148,675
Goleta	\$20,103	\$60,853
County	\$29,992	\$90,588
UCSB	\$5,913	\$17,870
MTD (includes Overhead Costs)	\$18,558	\$56,315
Subtotal	\$123,800	\$374,300
Local Capital Assistance³		
Santa Barbara	\$24,990	
Goleta	\$10,204	
County	\$15,224	
UCSB	\$3,000	
MTD ⁴	\$73,183	
Subtotal	\$126,600	
Grand Total	\$250,400	\$374,300

Note 1: FY 2007 reflects start date of March 5, 2007.

Note 2: Operating subsidy is in FY 2007 dollars.

Note 3: Cost of four used buses, including body refurbishment and fareboxes.

Note 4: Does not include local share of approximately \$720,000 for hybrid diesel-electric buses that allow MTD to implement this enhancement.

Source: Santa Barbara Metropolitan Transit District.

TAP Growth 2/2006 to 2/2007

