

Transportation & Parking Services

## Transportation Alternatives Board

April 12, 2006  
Cheadle Hall, Room 5123  
1:00PM-3:00PM

- |       |   |        |
|-------|---|--------|
| I.    | Roll Call   | 1:00PM |
| II.   | Introduction of Guests  | 1:02PM |
| III.  | Approval of the Minutes   | 1:04PM |
| IV.   | Metropolitan Transit District (MTD) and UCSB – Sherri Fisher  | 1:05PM |
| V.    | Transportation Surveys – Dr. Richard Church   | 1:45PM |
| VI.   | Vanpool Forum Debriefing  | 2:25PM |
| VII.  | Public Comment<br>(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). | 2:45PM |
| VIII. | Other Comments  | 2:55PM |
| IX.   | Adjournment   | 3:00PM |

1 **Transportation Alternatives Board**  
2 **April 12, 2006**  
3 **Minutes**  
4

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

8 **Staff Present:** Laura Condon, Bob Sundberg, Jamey Wagner, Wendy Meer, and Dolly Smith  
9

10 **I. Roll Call**

11 The meeting was called to order at 1:00PM with Steven Gross unable to attend.  
12

13 **II. Introduction of Guests**

14 Sherri Fisher, General Manager of Santa Barbara Metropolitan Transit District (MTD); Steve Maas,  
15 MTD; David Damiano, MTD; Ralph Fertig, President of the Santa Barbara Bicycle Coalition; Bob  
16 Stevenson, Electrical & Computer Engineering, Camarillo vanpool driver; Emmanuel Azunna,  
17 Facilities Management; Roger King, MTD bus rider; Scott Spaulding, Santa Barbara Association of  
18 Governments (SBCAG); Saturnino Doctor, Housing & Residential Services, vanpool rider; Sylvia  
19 Curtis, Davidson Library, MTD bus rider; Sally Willson Weimer, Davidson Library; Jennifer Earl,  
20 Sociology, vanpool rider; attended.  
21

22 **III. Approval of the Minutes**

23 The minutes from March 14, 2006 were approved unanimously as written.  
24

25 **IV. Metropolitan Transit District (MTD) and UCSB**

26 Sherri Fisher acknowledged she has received requests for enhanced MTD bus service.  
27 Steve Maas stated MTD serves the south coast from the Ventura County line to Winchester Canyon.  
28 Mr. Maas reported last fiscal year there were ~7.2 million passenger trips; which makes MTD  
29 nationally one of the most productive transit systems for a small city like Santa Barbara; there is a  
30 good amount of transit available and well-used in this area. MTD service operating expenses is  
31 funded ~42% through the fare box. The rest is subsidized by federal funds from the Federal Transit  
32 Administration and state funds from the Transportation Development Act, a sales tax collected state-  
33 wide and distributed back to the county of origin for transportation. The South County returns all this  
34 transportation sales tax to transit. Some transportation sales tax funds from the North Santa Barbara  
35 County go toward roads. Some local property tax from Santa Barbara and Carpinteria goes to transit  
36 as well. The City of Santa Barbara also provides funds for the electric shuttles downtown. There is no  
37 tax going to bus transit from Goleta or Santa Barbara County.  
38

39 The level of MTD bus service is measured by A-F rankings:

40 A= every passenger has a seat with extra room to place their belongings.

41 B, C= starting to be crowded

42 D, E= passengers have to stand for part of the trip, bus nearing capacity

43 F= bus is at or over capacity  
44

45 On the MTD buses, the D and E rankings are increasingly occurring because there is a lack of  
46 funding. More funding is needed to improve service and add routes and/or booster buses. The cost is  
47 \$400-500,000 per bus.  
48

49 MTD did an analysis of lines that are in the most need of service improvements.

50 Importance:

51 1. 1&2

52 2. 6 & 11

53 24x is also in the top of the list for certain times of day.

54 MTD is working with the City of Santa Barbara on lines 1&2 to increase service during peak hours.  
55  
56 Currently, City of Santa Barbara is offering to help with lines 6 & 11, but also requesting other  
57 jurisdictions provide part of the funding.

58  
59 There are certain mandates for minimal service some for commuter areas that have no transport  
60 options other than public transit.

61  
62 **Ridership Reports**

63 MTD does an analysis (ridership report) every month of the bus conditions and level of service. There  
64 is a key on the bus fare boxes that reports the time of day and location.

65  
66 Also, every six weeks MTD employees ride the bus to conduct analyses. MTD is currently not  
67 equipped with Global Positioning System (GPS) and cannot get a complete report of location points,  
68 but will hopefully have GPS in the near future. As a result of the analysis, buses may be moved to  
69 certain areas and schedules changed to better serve clients.

70  
71 **MTD Public Meetings**

72 February 2006, there were 8 public MTD meetings. At these meetings, MTD inquires, in an ideal  
73 situation, what could MTD do for you? MTD considers these responses from the public to improve  
74 their service and plan future service.

75  
76 The next MTD public meeting is scheduled on April 21, 2006 in the Isla Vista Religious Center at  
77 noon.

78  
79 **Needed Funding from UCSB**

80 To help with operating costs for lines 6 and 11, MTD suggests UCSB provide ~\$7,200 per year (if  
81 calculated by route miles; UCSB=1 route mile), or ~\$17,900 per year (if measured by ridership) to  
82 improve bus service. It has yet to be determined how UCSB's portion will be calculated. This money  
83 would go to the following: lines 6,11 buses will be added for peak hours (7-9am and 3-6 pm). During  
84 peak hours, the buses will increase from the current 15 minute interval service to 10 minutes interval  
85 service for lines 6 & 11 between downtown and Fairview and from 30 minutes intervals to 20 minutes  
86 intervals on line 11 between Fairview and UC Santa Barbara. This will increase ridership and improve  
87 the conditions for bus riders.

88  
89 Options:

- 90 1. Take funds from another agency and redirect them to UCSB?
- 91 2. Ask every agency to contribute. MTD reported it is difficult for them to ask different agencies to  
92 contribute to their operations.

93  
94 Total operating costs, to be divided between all agencies: ~\$325,000  
95 Operating funds are needed by August 2007.

96  
97 Total capital cost: ~\$786,000 one time payment, due before August 2007.

98 If possible, UCSB would help pay some of the capital cost. Included in that price are the costs of  
99 hybrid electric vehicles, which would be used in another location to free up buses that would serve  
100 UCSB.

101  
102 **Measure D**

103 SBCAG is looking into a Measure D renewal. Through the proposed renewal of this measure, a  
104 portion of funds would go to alternative transportation. MTD encouraged those present to make their  
105 desires known to SBCAG; they are receptive to the public and UCSB. If in 2010, Measure D's renewal  
106 is composed in a certain way, it would bring a significant positive change for alternative transportation.

107 **Increased Trips for Line 24x**

108 The old 24x schedule was not realistic. MTD reported Board member Summers had stated to MTD  
109 one trip on 24x on last year's schedule would not work, and this has since been changed.

110  
111 MTD reported there are ~130 bus drivers, some of which are slower and could not make the  
112 schedule. The schedules are created for the greatest percentage of drivers. The schedule had to be  
113 changed, which caused 3 trips to be lost, which will come back next year.

114  
115 MTD will add 3 trips on the 24x next year with no extra funding from UCSB.  
116 There are the proposed times to be added to the 24x service:

- 117  
118 1. 8:30am  
119 2. 6:45pm  
120 3. 7:45pm

121  
122 If necessary, booster buses will arrive at these same times or other peak hours.

123  
124 Board and public queries and discussion focused on:

- 125  
126 1. MTD Public Meetings  
127 2. Electric Shuttles  
128 3. Overloading during Peak Hours  
129 4. Holiday Commute Days  
130 5. UCSB and MTD Subsidies  
131 6. Ridership and Service Reports  
132 7. Bike Racks  
133 8. Costs and Funding for Improvements  
134 9. Upper State Street Route  
135 10. Public Comments to MTD  
136 11. Line 8  
137 12. Line 21, 24x, and Interconnection Challenges  
138 13. MTD and Traffic Solutions  
139 14. Surveys  
140 15. Train Reimbursements

141  
142 **1. MTD Public Meetings**

143 Board member Summers reported MTD meetings held in Isla Vista are too far from the offices on  
144 campus for most UCSB employees to attend. Board member Summers recommended MTD hold their  
145 public meetings on campus.

146  
147 MTD inquired if the Board could help them find a location for their meetings. The Board and staff  
148 responded they could help and inquired the amount of people that attend a meeting. MTD responded  
149 there are currently ~40 people who attend a meeting. TPS suggested a conference room at the  
150 University Center (UCen) and Board member Summers agreed those rooms would be appropriate.

151  
152 Sylvia Curtis inquired if MTD has meetings on the north side of the 101 freeway. MTD responded  
153 there are no meetings on that side of the freeway due to there being a lack of bus service on that side.  
154 There is the Calle Real Old Town shuttle that runs between the different sides of the freeway.

155  
156 MTD reported they will provide a ride home from meetings if they end later than the buses run.

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## **2. Electric Shuttles**

Board member Hirsh inquired if the electric shuttle could be used in lieu of buses for routes with smaller numbers of passengers. MTD responded electric shuttles have limitations, they cannot climb hills. Smaller buses (30-foot) are currently used for these routes. Smaller buses are not less expensive than bigger buses, due to the main cost being for the drivers.

There will be an electric shuttle between UCSB, IV, and Camino Real Marketplace sometime in the next year. MTD is planning to go out to bid for these shuttles within the month.

## **3. Overloading during Peak Hours**

Board member Summers reported the peak bus hours are:  
7-9am, 4-5:45pm.

The Board inquired if overloading was caused by buses not being used or the buses were all out but demand exceeded the number of buses. MTD responded that during peak hours all buses are out.

The Board inquired if adding 2 to 3 buses for line 6&11 will increase bus conditions from D,F rankings to B,C. It would make a vast improvement, but it is not clear if it will eliminate the problem completely. It allows for more seats per hour. It also could meet demand and may increase ridership.

## **4. Holiday Commute Days**

Board member Summers reported there is overloading during other peak periods on days before major holidays, such as Thanksgiving: from noon to 3pm, the campus starts to close and people start leaving.

Last year, the day before Thanksgiving, there were lots of people leaving, including students with luggage heading to the Santa Barbara Airport and the Amtrak station. The buses were late. Both lines 24x and 11 were very overcrowded and left UCSB around 3:20-3:30pm. Board member Summers reported the line 11 arrived downtown at 5:15pm and arrived near her residence at 5:45pm. Public schools were closed and booster buses were not provided.

Sherri Fisher responded MTD did not know about the need for extra service at that time. Ms. Fisher requested that Board member Summers let MTD know about certain days they should prepare for.

The Board inquired how they should communicate with MTD. David Damino will be the one to contact. He inquired who will be his liaison with the Board. The Board is in the process of electing a contact person between MTD and the Board.

## **5. UCSB and MTD Subsidies**

UCSB Office of the Registrar distributes the ~\$640,000/year for the student transit lock-in fee to MTD. There are ~640,000 trips per year (including transfers). This returns ~\$1 per ride to MTD, which is about the same amount per ride as the discounted 10 ride passes.

The Transportation Alternatives Program (TAP) MTD-Swipe Costs:

\$1.25 per ride, plus administration

Currently, there have been 8,900 rides/month or 96,000/year

=~\$10,000/month, ~\$120,000/year

Charts of all subsidies received by MTD can be found on the MTD website.

## **6. Ridership and Service Reports**

Chair Frickel inquired if MTD has reports on ridership available. MTD responded their ridership reports are available on their website.

213 MTD stated their desire to have a census of bus ridership.

214

215 MTD has a short range transit plan (2006-2010) that is financially constraining. The MTD meetings  
216 are public and provide documentation and information about their plans. All of this is currently, or will  
217 be soon, available on their website.

218

219 **7. Bike Racks**

220 The 3-bike rack sticks out from the bus too far and decrease road access and visibility. There are not  
221 any bike racks on the back of the buses due to keeping the back readily accessible in case of a  
222 needed repair. Also, the drivers are not able to see when someone takes a bike off of the back. The  
223 Board requested MTD to provide reports on any bicycle turn-aways from the buses.

224

225 **8. Costs and Funding for Improvements**

226 Board member Kendall inquired who at UCSB would be involved in funding MTD. Donna Carpenter,  
227 Acting Vice Chancellor of Administrative Services, Marc Fisher, Associate Vice Chancellor of Campus  
228 Design & Facilities, and Bob Sundberg and Laura Condon, Associate Directors of Transportation &  
229 Parking Services would be involved.

230

231 **9. Upper State Street Route**

232 Board member Hirsch inquired if there has been feedback about an express bus servicing upper State  
233 Street in Santa Barbara. MTD responded they have heard mostly from TAB. There used to be a line 4  
234 servicing this area. However, it was canceled due to low ridership. MTD recommended learning how  
235 many people would use an express bus to this area.

236

237 **10. Public Comments to MTD**

238 MTD encouraged passengers to communicate with them about their needs.

239

240 A few bus riders reported they have sent comments to MTD via the "My MTD" on their website,  
241 however, there have been few replies to their comments.

242

243 **11. Line 8**

244 Sylvia Curtis stated she was once served by the line 9 bus, which was canceled due to supposed low  
245 ridership. The line 9 bus schedule did not serve those with a UCSB work schedule starting at 7:30am  
246 or 9. Those with a schedule of 8-5 had to leave work early in the afternoon due to the bus' schedule.  
247 There were no ways to connect from the line 8 or the Calle Real shuttle to the line 11 in a timely  
248 manner.

249

250 Sylvia Curtis reported the freeway is a divide and there are few options for those living on the north  
251 side of the 101 freeway to cross over to buses that run along the south side of the 101.

252

253 There needs to be more advertising and communication between MTD and bus riders. Ms. Curtis  
254 reported there was no representative for the line 8, which does not help improve communication  
255 between MTD and the line 8

256

257 MTD reported they have a new software program that will chart connections with the line 8 and line 8  
258 will have improvements. MTD responded line 11 will be improved by increasing service by a bus  
259 running every 20 minutes.

260

261 Ms. Curtis responded she is willing to give MTD input and urged MTD to contact her for her opinion on  
262 scheduling for line 8.

263

264 MTD stated they wish they could accommodate everyone's needs, however, there are many needed  
265 connections and it is difficult to make all these connections work. MTD suggested bus riders call them  
266 directly for any feedback.  
267

## 268 **12. Line 21, 24x, and Interconnection Challenges**

269 Roger King reported the former bus route he took from Carpinteria to UCSB on the line 21/ 24 was  
270 lost. The current connections between lines 21 and 24x are poor and add 30 minutes onto his  
271 commute.  
272

273 His schedule:

274 Line 21 departs 6:30am from Carpinteria, connects to the 24x, which arrives 7:20am at UCSB. It takes  
275 him ~1hour and 5 minutes to commute by bus in the morning, ~1 hour and 15 minutes to commute by  
276 bus in the evening.  
277

278 MTD reported the southern end of the line 21/24 was impacted and created delays south of  
279 Carpinteria, but the northern end was not affected. Since only one side of the route was affected, they  
280 were split into two routes to reduce delays on the southern end.  
281

282 Roger King reported last week, the 21 bus was running late. The driver called the connecting 24x bus;  
283 and Mr. King could see the 24x bus starting to leave as he got off the line 21 bus and the 24x bus  
284 driver refused to wait and he missed the connection.  
285

## 286 **13. MTD and Traffic Solutions**

287 Traffic Solutions are cooperative with MTD. MTD and Traffic Solutions both have annual revisions in  
288 the fall where they will coordinate the Coastal Express connections with the MTD 24x bus. There have  
289 not been many complaints from outside the UCSB community about connections between line 24x  
290 and Coastal Express.  
291

## 292 **14. Surveys**

293 The N. County Transit Plan survey's results will be available on the SBCAG website. City of Santa  
294 Barbara also conducted a survey on bus transit. MTD suggested TAB/TPS conduct a survey with all  
295 the UCSB faculty/staff bus riders and their zip codes and provide the results to MTD to better serve  
296 the riders.  
297

## 298 **15. Train Reimbursements**

299 Caltrans and Amtrak reimburse two trips of bus service for transfers from the train onto the MTD bus.  
300  
301

## 302 **V. Transportation Surveys – Dr. Richard Church**

303 This agenda item was postponed due to Dr. Church being unable to attend.  
304

## 305 **VI. Vanpool Forum Debriefing**

306 There was a Vanpool Forum for the vanpool riders last Wednesday, April 5, 2006. For a summary of  
307 this forum, please refer to Attachment "A." Many vanpool riders and a few Board members were able  
308 to attend the forum.  
309

## 310 **Current and Projected Costs**

311 The forum reported the costs of SOV, current operating and ownership costs of the vanpools, and the  
312 costs of replacing four vans with 11-passenger vans.  
313

- 314 • In 2005-06 fiscal year, TAB budgeted \$40,000 for the vanpool program in June 2005.  
315 Currently, there is a projected \$46,000 vanpool shortfall for the 2005-06 fiscal year.

- 316
- Transportation Services needs to replace 4 vanpool vehicles this year. In 2008-09, 4 more vanpool vehicles will need to be replaced.
- 317
- Costs would increase because of the smaller vans are not as cost-efficient on a per rider basis.
- 318
- 319

320

### 321 **Environmental/Sustainability Concerns**

322 One concern stated at the forum was: if vanpool fares went up too high, vanpoolers would be forced  
323 into carpools or into SOVs, creating more vehicles on the road. TPS reports the cost of operating and  
324 owning a vehicle: \$1000/month. A carpool, split by 4 people, would be \$250/month.

325

326 The following are the public comments on the vanpool program:

327

### 328 **Rumors of Fare Increases**

329 There was e-mail circulated to vanpool riders by an unidentified person, not by the Board or TPS,  
330 which stated vanpool fares would rise by 100% or more. Board member Hirsch stated that, at no time,  
331 did the Board state to the vanpool riders what the vanpool fares would be and the e-mail was not from  
332 the Board. According to Jennifer Earl, the e-mail was forwarded from someone at TPS. TAP provided  
333 as TAB requested, costs related to all vanpool replacement options; \$225/month is one of many  
334 options presented to the Board, along with lower cost options.

335

### 336 **TAB and Vanpool Riders**

337 Jennifer Earl reported some vanpoolers who have attended past Board meetings feel there is not  
338 adequate time for public comment and the Board has dismissed their comments. The Board stated  
339 there has been a public comment period at every meeting and the Board has not excluded any  
340 comments from vanpool riders. The Board responded they welcome all vanpool riders to attend the  
341 meetings and bring their questions, concerns, suggestions, and comments to the Board. Other  
342 comments:

343

- There is no vanpool representative on the Board
- The Board stated the timeline for vanpool replacement and subsequent necessary cost/subsidy changes was short; making this a critical issue
- Vanpoolers and TAB need to work together to go to the Chancellor to request more funding.
- The Board recommended:
  1. Vanpoolers should come to the meetings
  2. Appointing a vanpool representative on the Board

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### 353 **Vanpool Representative on TAB**

354 The Board inquired if the Chancellor can now appoint the new Board members for next year, including  
355 a vanpool representative. TPS reported there is a process in how Board members are elected to the  
356 Board. The first step is for the Board to make a recommendation to the Chancellor.

358 In response to the Board's inquiry of who would be a vanpool representative, Jennifer Earl  
359 volunteered to be the Board's vanpool representative on TAB. The Board agreed to make this  
360 recommendation to the Chancellor.

### 362 **Recruitment**

363 Jennifer Earl reported faculty members are offered money to relocate to Santa Barbara.  
364 She tells potential and new faculty members about the vanpool program. The vanpool program is  
365 often part of faculty and staff recruitment.

367 The Board reported they have previously discussed there is difficulty in recruitment and retention at  
368 UCSB with the high cost of housing.

369 Board member Kendall stated an important issue of the vanpool program is the recruitment of  
370 employees, especially of professors, making this a powerful argument to the Chancellor to help  
371 maintain the vanpool program.

372

### 373 **Subsidies for Alternative Transportation in TAP**

374 The Board reported the vanpool is the oldest TAP initiative and vanpoolers are currently the only TAP  
375 members that pay for the service they receive. New programs like the IVPs, MTD bus pass, and  
376 CarShare are not paid for by TAP users. The Board is considering a nominal fee for these program  
377 users, such as charging the MTD bus riders a small portion of the fare.

378

379 Jennifer Earl stated MTD users can ride the bus free through TAP, which causes a sense of  
380 unfairness to vanpoolers. Other TAP initiatives allow many types of sustainable, cost effective modes  
381 to campus. There should not be a struggle between MTD and vanpoolers. The costs should be  
382 spread over all of the programs. Revenue models from other campuses also need to be considered.

383

384 Board member Johnson stated the budget is not maintainable, revenue does not cover expenses.

385

386 SBCAG reported there is no subsidy for Clean Air Express or the Coastal Express through TAP.

387

### 388 **Funding Sources and Models**

389 Jennifer Earl reported the funds are not fixed on other UC campuses. For example, the vanpool fare  
390 at UCLA is \$126 a month. This fare has not changed because UCLA, and most of the other UC  
391 campuses, charge \$1 on the parking permits to support alternative transportation.

392

393 Wendy Meer, Executive Assistant to Marc Fisher, recommended vanpool riders create a proposal to  
394 the Board about extra funding for the vanpool program.

395

396 Board member Summers reported UC Berkeley pays staff a subsidy for living in the Berkeley area  
397 due to high cost of living. Board member Summers recommended the Board submit a proposal to the  
398 Chancellor to stand up for the UCSB faculty and staff.

399

400 Board member Johnson stated the question is: "what is the UCSB campus' commitment to alternative  
401 transportation?" Citation revenue is a pittance to what could be used for alternative transportation; just  
402 using citation revenue is not enough.

403

404 Board member Goldschen recommended combining a hybrid of UCSB Vanpool and Enterprise  
405 vehicles to cut vanpool costs.

406

### 407 **Outsourcing**

408 Patricia Marin stated there was no information provided to the vanpoolers about outsourcing. TPS  
409 responded this information was provided at the vanpool forum and will be available from TAP by  
410 request.

411

412 The Board inquired if it would be cheaper for UCSB to create a contract with an outside vendor for the  
413 vanpool vehicles. TPS responded this would not be less expensive than the current vanpool costs.  
414 A guest suggested that Enterprise and VPSI provide a presentation at the Board. The Board responded  
415 this is not part of the Board's jurisdiction and this information will only be available from the TAP  
416 office.

417

### 418 **Misc**

- 419 • There has been a lot of discussion among the vanpoolers about the future changes in the  
420 program.

421

- 422 • Saturnino Doctor reported the vanpool has been successful and should be acknowledged thus.  
423 • A vanpool rider suggested that TAB refocus on increasing participation of the vanpool program to  
424 maintain lower costs.  
425

426 **VII. Public Comment**

427 None.  
428

429 **VIII. Other Comments**

430 None.  
431

432 **IX. Adjournment**

433 The meeting adjourned at 3:05PM with the next meeting to be announced via e-mail and the Board's  
434 website.

## Attachment "A"

### Summary of UCSB Vanpool Forum on April 5, 2006

#### Concerns Reported

- Environmental impact of losing vanpool vehicles or the vanpool program as a whole
- Sustainability would be decreased if vanpool program was not viable
- Currently, the vanpool fare costs 7% of a lower income employee's wage
- Vanpool impacts all UCSB employees and their employers
- Additional funding is needed
- Many vanpoolers have been commuting via vanpool for a long time and want to protect vanpool fare subsidies from use by new Transportation Alternatives Program (TAP) initiatives
- Vanpool is an incentive to attract new employees to UCSB
- Santa Maria and Lompoc currently have either no or inconvenient public alternative transportation; vanpools are the best option for these areas
- The vanpool fare per person (average of \$108 per person per month) is not equal to the cost of MTD bus use per person (currently \$0 per person)

#### Questions

##### Costs of the Vanpool Program

- Q. The \$144 per person per month cost reported relates to all the cost of operating UCSB vanpools. What are the vanpool operational costs?
- Q. What are the costs included in the ownership costs? A. Lease, insurance, fuel, administration, loaner vehicles, repair, and Emergency Ride Home
- Q. How much is the lease from Transportation Services? A. ~\$700 a month plus time, fuel, and materials
- Q. Do the costs go up as more 14-passenger vans are replaced with 11-passenger vans? A. Yes

##### Transportation Services and Outsourcing

- Q. How long are the vanpool vehicles allowed to operate? A. Guidelines recommend 7 years or 200,000 miles
- Q. Does Transportation Services have to service the vanpool vehicles if the vans are outsourced from VPSI or Enterprise? A. No, vanpool drivers can outsource vehicles themselves and the maintenance for outsourced vehicles would be done by the vendor
- Q. Would an outsourced vehicle have to own a parking permit, how much does it cost? A. Yes, the van would be required to own a carpool permit for \$18 a month
- Q. Could pre-tax payroll deduction (PRD) still be made available if a van was outsourced? A. Yes

##### TAB Recommendations

- Q. Will the Transportation Alternatives Board (TAB) recommend maintaining a subsidy for the vanpool program? A. This is uncertain

## Attachment "A"

- Q. When will TAB make their recommendation(s) to the Chancellor? A. TAB will make their recommendations by the end of the Spring quarter 2006

### TAP

- Q. What is the percentage of TAP membership commute to UCSB from outside areas?
- Q. Could Transportation Alternatives Program (TAP) look into advertising and grants to fund vanpool? A. Yes, and advertising would have to be approved by UCSB administration and grants have to be approved by Santa Barbara Association of Governments (SBCAG)
- Q. What is the salary cost for administration of the vanpool program? A. 10% of an Administrative Assistant III position

### **Suggestions:**

- Greater transparency regarding vanpool finances: send monthly accounting reports with cost breakdowns of the vanpool program to the vanpoolers
- Vanpoolers could choose to eliminate the Emergency Ride Home program to cut costs
- Advertise on the exterior of the vanpool vehicles to lower net cost
- Use money from parking permit sales (ratepayer) to fund alternative transportation modes like vanpools
- UCOP should give a subsidy to UCSB Vanpool program related to their decision to reduce vanpool vehicle size. Transportation & Parking Services responded that he will look into what UCOP has done for other UC campuses
- Outside subsidies
- E-mail future presentations rather than have a vanpool forum
- Institute a MTD bus pass fee
- Fair amount of fund allocation for each TAP program
- More accurate minutes and website
- More advanced notice of TAB meetings
- Create an e-mail discussion list between vanpoolers and TAB
- Create a vanpooler e-mail list for vanpoolers to discuss issues amongst themselves
- Add a vanpool representative to TAB
- Flexcar vehicles should only be added as commuter vehicles if cost effective to commuters and the vanpool program