

Transportation & Parking Services

Transportation Alternatives Board

October 25, 2004

1-3PM

Building 594 (Facilities Management) Learning Center

AGENDA

- | | | |
|------|--|--------|
| I. | Roll Call | 1:00PM |
| II. | Introduction of Guests | 1:03PM |
| III. | Approval of Minutes | 1:05PM |
| IV. | Public Comment
(Any member of the public may address the Committee for up to 5 minutes
on an alternative transportation related item not scheduled elsewhere on the agenda.) | 1:10PM |

INFORMATION ITEMS

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|-----|--|--------|
| V. | Update on Implementation of the Inclusive TAP Program (Roberts) | 1:20PM |
| VI. | Update on Relations with Coast and CoastalRailNow.Org (Gonzales) | 1:40PM |

ACTION ITEMS

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|-------|---|--------|
| VII. | UCSB Sponsored Gathering of Large, Local Employers | 2:00PM |
| VIII. | Support for Subsidizing a Single TAP Card for Multiple TAP Uses | 2:20PM |
| IX. | Other Comments | 2:40PM |
| X. | Adjournment | 3:00PM |

Transportation Alternatives Board
October 25, 2004
Minutes

Members Present: Art Gilbert, Logan Green, Steven Gross, Patrice Summers and Bruce Tiffney

Members Absent: Greg Foltz, Mark Frickel, Marguerite Bouraad-Nash and David Pierce

Staff Present: Donna Carpenter, Laura Condon, Marc Fisher, David Gonzales, Tana Lucido, Bob Sundberg and Tom Roberts

I. Roll Call

The meeting was called to order at 1:11pm with Greg Foltz, Mark Frickel, Marguerite Bouraad-Nash and David Pierce unable to attend.

II. Introduction of Guests

Scott Bull, Ed France, LaTreeese Rutherford and Bob Stevenson

III. Approval of Minutes

The minutes were approved as written.

IV. Public Comment

Ed France, Undergraduate Geography/Environmental Studies provided the following information to the Board:

- A series of student led forums, seeking public comment that will help shape the next Long Range Development Plan, are scheduled for November 3, 10 and 17, 2004. The first forum will be held on campus, the second will be held in Isla Vista and the third is slated for Santa Barbara so as to allow broad community access and input.
- Students and others are lobbying the Chancellor that UCSB become a sustainable campus. They want to see concepts of sustainability applied across broad aspects of campus life (transportation, green building codes, electricity, water usage, cooking waste, etc.) and would like to work with TAB in achieving shared alternative transportation goals.

The Transportation Alternatives Board (TAB) responded with their pledge to work with the sustainability groups on problems common to both.

Scott Bull: Advisor, AS BIKES introduced himself to the Board and inquired about the proposed bike locker programs as envisioned by AS BIKES and the Transportation Alternatives Program (TAP) that were presented last year.

TAB agreed that it would be best to schedule the bike locker proposals as an action item for the next TAB meeting (November 12, 2004) where more time can be devoted to the topic. The goal is to reach resolution and introduce one unified bike locker program to the campus by winter quarter.

Bob Stevenson, Electrical & Computer Engineering: Wants to see unlimited roll over for incentive parking (6 days per quarter) for TAP members and wants user data on TAP programs including how much incentive parking goes unclaimed/unused. TAB committed to placing this on a future meeting agenda as it warrants further discussion. TAB noted that discussions involving revenue (incentive parking) would also need to be heard by the Ratepayer Board.

INFORMATION ITEMS

V. Update on Implementation of the Inclusive TAP Program

Director Roberts provided TAB with a progress report for Transportation & Parking Services (TPS):

- Steve Brown: Artworks, Instructional Resources developed a new TAP logo.
- The University of California Office of the President (UCOP) has identified 15 passenger vans as a liability risk and to mitigate that risk UCSB will start training campus fleet services users who drive 15 passenger vans by January 1, 2005.
- TAP has purchased In Vehicle Parking Meters (IVPMs) to issue to graduate students enrolled in TAP.
- The TPS pay station project was featured in the August issue of Parking Today (international trade journal). UC Santa Barbara was instrumental in developing a campus parking program using new technologies that is being replicated at other UC campuses, Stanford and USC.
- Dialog continued throughout the summer with AS BIKES regarding a single comprehensive bike locker program. The goal was to streamline the two proposals into one program that would serve staff, faculty and students. The sticking point at this juncture is the TAP imposed two-mile exclusion radius that would eliminate most student cyclist from the bike locker program. AS BIKES wants to include campus and Isla Vista residents in the bike locker program. As previously noted this will be scheduled for a subsequent meeting.
- The TAP web page was redesigned by Logan Green (Chair, Ratepayer Board and TAB member) and will be interactive; users will be able to apply for and access programs via the Internet.
- Santa Barbara County Association of Governments (SBCAG) will rule on the grant for hybrid vehicles (for use in the car share program) sometime in the late fall or early winter. The question is: Should TAB hold off on launching the car share program until SBCAG has delivered their ruling, or proceed and lease hybrids from the campus fleet in order to launch the program now? TPS's original proposal was to use three older vehicles slated for auction but have since discovered that they were incompatible with the Vetronix elements necessary to car share vehicles. TAB agreed to schedule this as an agenda item for the November 12, 2004 meeting.
- TPS staff is working on the engineering necessary to develop a universal card for TAP. The card will be used to access car share vehicles, ride the MTD, unlock "S/A" spaces for staff and faculty parking and will operate their In Vehicle Parking Meters.
- TAP surveyed other UC campuses, Santa Barbara City College, Cal Poly and Stanford for their alternative transportation programs and how they compare to ours. Please refer to Attachment "A".

VI. Update on Relations with Coast and CoastalRailNow.Org

TAB elected to pursue commuter rail transportation as its main goal last year and to help the campus achieve that goal UCSB is now represented by David Gonzales, Assistant Vice Chancellor, Facilities Management on the Coast Board of Directors (Coast is involved with multiple transportation and safety issues and they work with SBCAG on unmet transportation needs.)

Assistant V.C. Gonzales attended two transportation summits (one in Santa Barbara and one in Ventura) this summer. U.S. Congressional Representative Lois Capps sponsored the Santa Barbara summit and Congressman Earl Blumenauer from Portland, Oregon was the keynote speaker at the Santa Barbara Transportation summit. Congressman Blumenauer was instrumental in developing the commuter rail infrastructure for downtown Portland, Oregon and his development strategy included using transportation courses as a means to create effective transportation projects.

In examining what would be required to create a Transportation Institute at UCSB, Assistant V.C. Gonzales entered into discussions with Loy Lytle, Dean of Extended Learning, John Weimann, Vice Chancellor for Institutional Advancement & Governmental Relations and the Coast Board. A Transportation Institute at UCSB would involve TAB and TPS and it would signify UCSB as a community leader in transportation issues. There is also a possibility of funding from other universities.

To ease the burden of funding, UCSB will invite all the Colleges and Universities from Oxnard to San Luis Obispo to partner with our campus in making a Transportation Institute a reality. The process is in the beginning stages, there have been three meetings on campus. Executive Vice Chancellor Lucas reviewed the course syllabus used at Portland State University (provided by Congressman Blumenauer) and approved the development of a proposal (to be developed by Assistant V.C. Gonzales and Loy Lytle).

Extended Learning is currently talking to their counterparts in Community College districts and Universities from Oxnard to San Luis Obispo and their goal is to formalize the Transportation Institute concept and create a program that will start with presentations devoted exclusively to transportation topics that could possibly evolve into course work.

As a corollary to this, the campus asked Assistant V.C. Gonzales to participate in the 101 In Motion deliberations as a replacement for recently departed Vice Chancellor for Administrative Services, George Pernsteiner.

101 In Motion is now soliciting input from the public on the various initiatives that have been discussed and formalized as program packages for easing the commute from Ventura to Santa Barbara and the outreach discussions at UCSB were held on October 20 and 27, 2004. All the options were discussed including, commuter rail, widening 101, expanding bus service, the development of high occupancy lanes on the freeways, auxiliary lanes, transportation demand management programs, etc. The timetable for SBCAG (101 In Motion funding agency) in deciding what to do with these proposed programs is next spring. The feedback they receive from the Santa Barbara community will help them determine which programs are selected for implementation. While funding has not yet been identified there is a possibility of Measure "D" funds being allocated for selected programs.

ACTION ITEMS

VII. UCSB Sponsored Gathering of Large, Local Employers

A motion to strongly encourage the University administration under Assistant V.C. Gonzales's leadership to establish relationships with other local employers to develop a common front in seeking public transportation was put forth, seconded and passed unanimously.

In subsequent discussion TAB committed to working with local employers such as Santa Barbara Bank & Trust, Cottage Hospital, Raytheon and others in addressing commute alternatives. TAB wants to bring the participating agencies together as soon as possible so that SBCAG does not formalize alternative commute options and commit funding without stakeholder input. John Wiemann and Gerry Hesse (Institutional Advancement & Governmental Relations) have offered their support in planning and organizing such a gathering.

TPS and TAB would like to have the car share program in place before the first meeting in order to provide a strong example for the group and show them how needed programs can be developed and implemented. It was agreed to schedule the car share demonstration and first phase program funding discussion for the next TAB meeting.

VIII. Support for Subsidizing a Single TAP Card for Multiple Uses

Originally, Facilities Management (FM) was prepared to offer funding to help offset the cost of the universal TAP card if it would be possible to also use the card to unlock campus doors, however the technology is unable to accommodate that function. Because funding is not available from FM, TPS needs \$6-\$7,000 to purchase the universal TAP cards. Since this was not included in previous presentations, the Board was asked to approve this expense.

It was moved and seconded that the Board approve the \$6-\$7,000 expenditure for the universal TAP cards (to be used in the car share program, IVPMS, on MTD busses and to unlock "S/A" stalls for purchase through pay stations) and it passed unanimously.

IX. Other Comments

1) TAB wanted to know the status of Amtrak service to Goleta that was expected to start this fall.

There is a new line starting November 17, 2004 and the new Amtrak train is scheduled to arrive in Santa Barbara around 10:00AM and depart Santa Barbara around 4:30PM. Caltrans had hoped to schedule an earlier train that would leave Los Angeles at 6:30AM and arrive in Santa Barbara around 9:00AM however, the large number of trains traveling southbound on the same tracks every morning makes it impossible at this time.

TAB responded:

- A transportation link from the Amtrak station in Goleta to campus is needed now and this is a good time to talk to neighboring employers, which might also make use of this service about helping us fund a shuttle.
- The current Amtrak schedule presents an opportunity for the campus to explore flex scheduling.

2) TAB discussed the segment of east side bike path that was eliminated this past summer by two construction projects without notice, apology or correction and how to avoid that in the future.

Chair Tiffney, on behalf of TAB has been working to rectify the east side bike path situation with Budget & Planning, Facilities Management, Public Safety, etc and it could take as long as 12 months but the east side bike path will eventually return to being a class one bike path.

Another construction project will break ground soon on the west side of campus (Graduate Student Housing) and TAB will want to ensure there is not a repeat of the east side bicycle path melt down. That class one bike path (west side) will be compromised for the duration of construction. It would be appropriate for TAB to notice the planners to develop an alternate route before construction begins. The final plans for Graduate Student Housing indicate a class one bike path at construction completion but it would be appropriate for TAB to check the plans to ensure it has not been modified or eliminated through value engineering.

TAB would like to review the west side bike path plans for design efficiency with the FM planners and ask them to explain how the bike path works in conjunction with:

- Graduate Student Housing
- Proposed roundabouts along El Colegio
- Pedestrian traffic
- Ocean Road underpass

3) Students are working on a new carpool program (telephone based) ideally suited for commuters coming from the south (Camarillo, Oxnard, Ventura) to UCSB. When you leave your house you call a number and designate yourself as a rider or driver. Drivers indicate how many riders they can accept, what park and ride lot you are going to and by the time you arrive at the park and ride

lot your rider matches are there. You will be text messaged on your cell phone the match up information. You have the ability to enter preferences (allows friends to ride together). They are looking for funding through SBCAG and SBCAG needs a feasibility study before they will consider any funding request.

TAB expressed interest in a demonstration but not before the end of the year.

4) Information about where showers are located is needed for bicycle commuters.

X. Adjournment

The meeting adjourned at 2:48pm.

TAB MEETING
10/25/05 1pm to 3 pm PF Learning Center
Re: Lease of AS BIKES 32 Bike Storage Lockers

TAB Considerations:

1. Run Bike Storage Locker Program as one program not one run by TAP and one run by AS BIKES students.

Conflicts:

1. Students/faculty within 2 mile radius of campus are excluded from being allowed to have opportunity to lease bike storage lockers.
2. Students have been excluded from car share program (another TAP offered Program).

AS BIKES Proposal: Turn over 32 lockers presently owned and maintained by AS BIKES to TAB/TAP in exchange for the following:

1. These lockers receive annual maintenance as needed.
2. Over next 5 years these lockers are replaced by new lockers on campus
3. In spirit of sustainability, that these 32 lockers at end of 5 years relocate to another area on campus if they are still in good condition.
4. The current 3 student board members of TAB: require that a minimum of one of them become a member of AS BIKES as well and report back to TAB on AS BIKES work.
5. The bike storage locker lottery allow for a certain percentage of residents within 2 miles radius of campus to be in lottery for bike storage lockers.
6. TAB provide some working plan for student car share program within the next year.

The End

Presented by Soumil Mehta and Kamron Sockolov, Co-chairs of AS BIKES for 2004/2005 fiscal year.

Transportation Alternatives Programs and Initiatives

Agenda Item VI – November 5, 2004

Prepared by Laura Condon

BACKGROUND

The Transportation Alternatives Program at the University of California at Santa Barbara plans to implement an integrated menu of services for Faculty and Staff TAP participants. Central to this concept is a new TAP passport which will allow participants to ride the MTD bus to and from UCSB locations, activate the In-Vehicle Parking Meters, give access to faculty and staff parking spaces via the campus pay stations and provide access to vehicles available through a campus car-share program.

CAR-SHARE

The Car-Share Program

Since many people share the same vehicle, a car-share program reduces traffic and helps relieve parking congestion on campus. A TAP participant reserves a car on the web, picks up the car from a designated parking area, drives the car, and returns the car to the reserved space. Participants would be entitled to use a car for up to two hours twice a month.

Benefits to TAP

We believe this program will increase TAP participation by providing a critical mobility linkage for faculty and staff who need to have the option of leaving campus for errands, professional appointments, and other business.

Original Proposal:

In order to launch the program and to keep costs low we planned to implement car-share by using three older, fully depreciated vehicles from the Transportation Services fleet. Transportation Services would work with Flex-Car for the scheduling and tracking technology needed for the vehicles and with Vetronix for the installation of tracking equipment on the three vehicles. We planned to convert an existing Transportation Services grant from the installation of a CNG fueling station to the purchase of 10 hybrid vehicles. If the revised grant were to be approved, we planned to use these new vehicles to replace the older car-share vehicles with and to expand the car-share program.

Recent Developments:

We have recently learned that only certain models of vehicles have the internal electronics needed for installation of the car-share technology. Information received from the Santa Barbara County Association of Governments (SBCAG), indicates that our modified grant has been favorably received. However, we need to participate in the next round of the funding cycle scheduled for the winter of 2005, for final approval.

Options:

1. Wait on the outcome of the grant and delay the implementation of the TAP initiatives.
2. Implement the TAP Passport without the car-share option.
3. Purchase three hybrid vehicles, approximately \$75K.
4. Rent three Toyota Prius vehicles on a month-to-month basis from the Transportation Services Fleet at a cost of \$550 per month each and \$.24 per mile.

Recommendation:

Staff recommends option 4 with funding from increased citation revenue. First quarter citation revenue is currently over \$100,000 ahead of first quarter projections. We anticipate additional revenue from the recently approved increase in citation fees. These fees were not included in the budget presented to the TAB board in July of 2004.

Vanpool Program

	UCB	UCD	UCLA	UCR	UCI	UCSD	UCSF	UCSC	UCSB	Cat Poly	SBCC	Stanford	12
Active Vanpools		2	129	6	17	24	40	16	10	11	0	9	12
7-Passenger Mini-Vans	Y		Y				Y						
12-Passenger Vans				Y			Y	Y					
14-Passenger Vans													Y
15-Passenger Vans	Y		Y	Y	Y	Y	Y	Y	Y	Y		Y	Y
Bike Racks on Vans						Y		Y		Y		Y	
Parking Permit												Y	
Full or Part-Time Driver Discount		Y	Y	Y			Y	Y	Y	Y			Y
Non-UC or Employee Rider		Y			Y	Y	Y					Y	
Parking Permit Required for Vanpool	Y	Y		Y			Y	Y				Y	
Pre-Subscription Free Rides				Y	Y	Y	Y	Y	Y	Y			
Private Vans-VPSI, Enterprise, etc.		Y		Y	Y	Y	Y	Y	Y	Y		Y	Y
Rebate for Trying Out a Vanpool													Y
Reduced Rate Parking		Y	Y				Y	Y					Y
Reserved Parking Space	Y	Y		Y		Y	Y	Y		Y		Y	
Van Fleet Owned/Leased			Y	Y		Y	Y	Y	Y	Y			
Fully or Partially Subsidized by UC				Y			Y	Y	Y	Y		Y	Y

Incentive Program

AT Permit or Dollars		Y		Y	Y			Y		Y			
Courtesy Parking Days	Y	Y		Y	Y	Y		Y	Y	Y		Y	
Discounted Parking Days	Y		Y		Y								
Emergency/ Guaranteed Ride Home	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		Y	Y
I/VP/Smart Card								Y	Y				
Motorcycle Parking (FREE)								Y	Y				
Pay Employees and Students Not to Drive												Y	
Pre-tax Payroll Deduction	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		Y	Y
Quarterly/Monthly Drawings													
Rebates on Train/Bus Passes					Y			Y	Y	Y			
Travel Guide / Radio Station/Web Site Info.	Y			Y				Y	Y	Y		Y	Y

~ **Bike Cages:** Secured usually by chain link, a large bicycle area accessed only by individual access code. Quarterly or annual rental fee required.

~ **Carpool Annual Fee:** UCB charges a \$36 annual fee to 3+ carpools; 2 person pays nothing.

~ **Charter Services:** Offer bus rental and bus driver services for an event or field excursion.

~ **Commuter Bus Incentive Program for Employers:** Employer pays a portion of the monthly cost for an employee to ride a commuter bus from a distant community.

~ **Intercampus Shuttles:** Connects one UC campus or Medical Center to another.

~ **LA Turkey Express:** Commuter bus that students take from UCSC to Los Angeles over the Thanksgiving holiday. The cost is \$89.00-RT.

~ **Santa Barbara County Traffic Solutions:** SBC-AG offers a variety of commuter services through its Traffic Solutions division. Santa Barbara County's regional rideshare organization. Traffic Solutions encourages commuters to choose commuting options other than driving to work alone through marketing and public outreach, incentive programs, and by acting as an information resource.

~ **Web/Radio Station Travel Guide:** Features "up to the minute" transportation-related information on road conditions, routes and fares, bicycling, carpool and vanpool information and referrals.