



MEETING MINUTES

CITY OF SANTA BARBARA

TRANSPORTATION AND CIRCULATION COMMITTEE (TCC)

David Gebhard Public Meeting Room
630 Garden Street, Santa Barbara, CA
Thursday, May 12, 2011, 6:00 PM

CALL TO ORDER: Chair France called the meeting to order at 6:02 PM

ROLL CALL:

TCC MEMBERS

Hillary Blackerby
Mark Bradley
Keith Coffman-Grey
Edward France
Susan Horne
David Pritchett
David Tabor

Attendance

Present
Excused
Present
Present
Excused
Present
Present

CITY STAFF PRESENT :

Browning Allen, Transportation Manager
Robert J. Dayton, Principal Transportation Planner
Kim Thaler-Strange

LIAISONS PRESENT

Deborah Schwartz, Planning Commission Liaison

OTHERS PRESENT

Ralph Fertig, Bicycle Coalition
Sherrie Fisher, MTD
Steve Maas, MTD

CHANGES TO THE AGENDA: None.

PUBLIC COMMENT:

1. Ralph Fertig, President Emeritus of the Bicycle Coalition discussed a recently published paper about a bicycling renaissance in North America. The paper concluded that there has been a bicycling renaissance. The paper cited several large cities. The Committee was curious as to how the cities in the paper were chosen. Mr. Fertig did not know. Mr. Pritchett asked how the Coalition collects their data. Mr. Fertig described the process of bicycle counts used to gather data.

CONSENT CALENDAR:

2. Approval of Minutes from the March 10, 2011 meeting where a TCC quorum was present.

Motion: Approve the Minutes from the March 23, 2010 meeting.

Motion made to approve the minutes by Ms. Blackerby, seconded by Mr. Coffman-Grey

Ayes: 4 Noes: Abstain: 1 Absent: 2

REPORTS

3. Review of the February, and March MTD Monthly Reports, and the Third Quarter Traffic Mitigation Report

Mr. Allen reminded the committee that this is an informational item. Steve Maas was there to answer questions.

The Committee commented on the decrease in ridership due to weather. Mr. Maas discussed the increase in ridership in April, and the potential reasons for the increase in ridership, mainly good weather and the increase in gas prices. The increase in ridership is a positive thing. They inquired about how the Greyhound's move closer to the beach would impact the State Street shuttle. The Committee expressed frustration at the reduction in use of the Carrillo Commuter lot; however, there has been an increase in use in the Cota Lot. Mr. Maas said he had no information as to why that is. Mr. Allen said that it costs \$40 per month for a permit. Compared to Cota lot where we are sold out. Cota is closer than the Carrillo lot. Mr. Coffman-Grey would like to see more outreach efforts by the City to make sure new employees know of the alternative parking options available to them. The Committee talked about occupancy in hotels, and asked about whether or not ridership is tracked with the fluctuation in the price of fuel. There is a correlation for both local and long distance. It was requested to add a comparison to other cities in the service reports.

4. MTD Service Changes

Ms. Fisher gave a presentation on the pending service changes to MTD bus routes. Currently MTD is facing a \$400,000 shortfall for Fiscal Year 2012, with the potential for a \$1.2 million shortfall in Fiscal Year 13. The contract with the fuel distributor expires in June, 2012. The employee contract will expire in July, 2012

The following lines will be changed: Lines 1 and 2 will go to 15 minute headways for the AM Peak trip. The 10 minute headways will remain in the afternoon peak hours of 2:30 – 5:30 being changed from 3:00 – 6:00. Line 22 will be reducing the number of trips from 9 trips per day to 7 trips per day, or eliminate the route. Line 9 will be reduced to peak hour service, with limited afternoon service, due to low ridership. Line 3 will be going back to a 30 minute headway, with boosters as needed. Line 36 in Carpinteria will have a route change which will result in shorter headways. Lines 30 and 31 will stop an hour earlier, at 9:00. Line 37 will go to 23 minute headways. Line 5 will be reduced by 1 trip. Lines 6 and 11 face a possible adjustment of time point. Line 15x will be adjusted in the evening and Line 24x will eliminate its early morning trip. The Valley Express was dropped and there will be a change to the school booster lines.

The Committee appreciates the tough situation that MTD is in. Mr. Tabor expressed that his priority would be for the people who work downtown. Questions were asked about the battery technology. MTD will be trying buses with new battery technology. Is the money given from the State in previous years still there? It is, but there is less of it and Measure A funds, as it is sales tax base. Does the model think about the mood of the rider? Mr. Maas indicated that the model is standard methodology.

MTD has no reserves with no strings. The reserves have strings tied to them; and not enough to cover long term cost of retired employees. There is a wide approval for keeping Line 22. Being able to take the bus for free as a student is good. City staff worked with MTD and the Committee to enhance transit by improving the headway on Lines 1 and 2 and 5 and 11. Staff went to the Boards and Commissions to have this changed from the my ride bus pass. It was confirmed that the Fiscal Year 2013 potential shortfall is more critical. There is a chance that the fuel contract will be continued. The MTD employees were complimented for their willingness to bargain. Finally, there is concern about the loss of riders on key lines, but an understanding about the lines with low ridership.

5. MTD Downtown Waterfront Shuttle Annual Contract

Downtown Waterfront Shuttle is up for renewal in June. This is before the committee because the Measure A money is lower than originally projected. If service needs to cut back to stay within budget; then do it. The fare is \$.25 currently. Mr. Allen wants to discuss the possibility of raising the fee to \$.50. The Shuttle's fare is low because the City gives MTD \$1 million in Measure A funds for this service. The Downtown Parking Committee (DPC) asked about creative ways to get people to use the shuttle, which is a mitigation measure for the downtown area. Mr. Allen has asked MTD to do a ridership survey, regarding service and the fare increase. The money given to MTD funds around 90% of the shuttle. The question is should we be suggesting a fare increase.

The Committee asked how much money would be made with a fare increase. They were told around \$60,000. They would like to see the survey and believe that the tourists will not notice a fare increase. It would be good for the public to know this and for the TCC and DPC to meet and put together some ideas to keep this viable, and get more people interested. They were told that staff would have to do research. Staff is not aware of any other cities that have a shuttle service like this. The City will be going to Council with the contract. Mr. Allen assured the Committee that the contract is flexible. The agreement is now a one year agreement. It was at one time a 5-year agreement. The City has the funds to continue doing this. The Committee likes the idea of meeting with the DPC, There should not be a change in ridership with a fare increase. MTD encourages feedback. These fares would take place next year.

Chair France requested that he get his packets by email than snail mail. Mr. Allen said that Ms. Thaler-Strange would email the Committee and find out their personal preferences. The DPC would prefer the agenda via email.

Chair France Adjourned the meeting at 8:09 PM.