

**UC SANTA CRUZ
TRANSPORTATION ADVISORY COMMITTEE
(TAC)**

**2006 – 07
MEETING MINUTES**

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UCSC
TRANSPORTATION ADVISORY COMMITTEE (TAC)

MEETING MINUTES

October 11, 2006

Baskin Engineering Room 330

Transportation Advisory Committee:

Larry Pageler, TAPS, Chair

Brian Gerstenberger, Graduate Student

Jonathan Giffard, Undergraduate

Eric Street, Undergraduate

Susanne Altermann, Graduate Student

Joel Kubby, Faculty

Graeme Smith, Faculty

Robert Kemp, Staff

Drew Salzbom, Undergraduate

TAC Members Absent:

Nancy Carroll, University Police

Larry Castro, Accounting

Angela Holleman, Disability Resource Center

Dean Raven, Physical Plant

Heather Mietz-Egli, Staff

Eric Grabiell, Staff

Visiting Non-Members:

Ashish Sahni, Office of the Chancellor

Christina Valentino, BAS

Susan Willats, BAS

Firas Khatib, Graduate Student Assembly

Dean Ftich, PP&C

TAPS Staff: Cathy Crowe

Eric Kraus

Teresa Buika

Wes Scott

Jule Tanner

(TAC actions appear in **bold** print)

1. Mr. Pageler noted that, because some members need to leave the meeting early, he would be changing the order of the agenda, after which introductions were made.

Mr. Sahni made some brief comments emphasizing the importance of a sense of community and mutual respect. He stated his desire that TAC have a permanent seat and voice on the Campus Welfare Committee (CWC). Because of his past positions elsewhere, he is particularly aware of and sensitive to student needs. He noted that the CWC will meet monthly.

Ms. Altermann asked if TAPS will still report to BAS.

Ms. Valentino replied that the day to day organization of TAPS remains the same, with reporting changes being limited to TAC.

Mr. Pageler noted that he and TAPS Co-Director Scott now enjoy closer contact with BAS than in the past, meeting with BAS representatives every other week. The CWC is seen as a “higher administrative voice” being brought into the process.

Ms. Altermann asked if it will be TAPS’ or TAC’s voice at the CWC.

Mr. Pageler replied that it is his responsibility to convey TAC wishes to the CWC and, in the event that TAC membership is divided regarding certain issues, to accurately convey that fact.

Ms. Valentino commented that this new reporting structure will broaden TAC’s reach to a wider campus audience.

Mr. Sahni said that this will also increase the effect that the rest of the campus has on TAC.

Mr. Giffard said that the minutes of CWC transportation related discussions should be made available to the TAC. He asked how Mr. Sahni views integration of the wider community, i.e., the City and Santa Cruz Metro, into the CWC vision.

Mr. Sahni replied that his job presently involves making sure the campus is running well internally. Chancellor Blumenthal is focusing on the broader community. Their vision is that all of these aspects will be integrated in the near future.

2. Additions/Deletions to the Agenda

Mr. Pageler added an update to transit service.

3. Recommendations from the TAC Work Group

Mr. Pageler reviewed the Procedural Recommendations document he had created based on the meeting of the TAC Operational Work Group (OWG).

Ms. Altermann asked about the status of the Vice Chair idea.

Mr. Pageler replied that two main roles were envisioned for a Vice Chair: 1) Run meetings in the Chair’s absence; and 2) Help with agenda creation. Finding someone to adequately run meetings, so that they do not have to be cancelled in the unlikely eventuality of the Chair’s absence, will not be difficult. And, as the document under consideration shows, many agenda items have already been scheduled for meetings throughout the year, while the final agenda item at each

meeting sets aside ten minutes for agenda setting for the next meeting. So the Vice Chair roles have been dealt with via these means.

Ms. Altermann said she believes a Vice Chair could steer agenda setting. TAPS staff filters issues in its own way for its own purposes. Implementation of a Vice Chair can be an experiment in the democratic process.

Mr. Giffard said that a Vice Chair could serve as a point person for voting TAC members.

Mr. Pageler suggested that any member of TAC can have direct discussions outside of meetings with TAPS staff.

Mr. Kraus commented that, during discussion at the OWG meeting, selection and implementation of the Vice Chair position were seen as challenging. It was noted at that time that the Vice Chair position would be very labor and time intensive. It is perhaps with those considerations in mind that Mr. Pageler did not mention a Vice Chair position in his Procedural Recommendations.

Mr. Smith said that his recollection of the discussion matches that of Mr. Kraus, but that he left the meeting thinking that the possibility of a Vice Chair was still on the table and would be discussed further.

Mr. Street said that he also thought that the Vice or Co Chair would be discussed further. He said that such a position is needed precisely to prevent the kind of situation being presently discussed.

Mr. Kemp said that there was an email exchange among the OWG participants during which this issue was taken further. He said that a Vice Chair position would be cumbersome and agreed with Mr. Pageler that it is unnecessary.

Mr. Pageler said that he is not familiar with any similar committee to TAC that has a Vice Chair.

Ms. Altermann countered that this does not prove that it is not worth trying.

Mr. Kubby asked if there is a downside to having a Vice Chair. Hearing that there is not, he made a motion that the position of TAC Vice Chair be established. Ms. Altermann seconded the motion.

Mr. Street made a friendly amendment, which was accepted into the motion, that the TAC Operational Work Group be convened prior to the November TAC meeting in order to define the role of the Vice Chair.

The motion passed, with Mr. Kemp abstaining.

Mr. Giffard asked about alternate TAC members.

Mr. Pageler and Mr. Kemp explained the reasons, mainly involving continuity of knowledge and consistency of “voice,” that alternate members were rejected.

Mr. Giffard asked if TAC minutes could be distributed sooner following meetings. The group agreed that minutes would be distributed by the end of the week following the meeting.

Mr. Giffard asked if it will always take at least two meetings to introduce and vote on issues.

Mr. Kemp said that there will undoubtedly be many cases where this can be done in only one meeting, an assessment with which Mr. Pageler agreed.

Mr. Gerstenberger made a motion to accept the TAC Operational Work Group Procedural Recommendations. Mr. Kemp seconded. The motion passed, with Mr. Street abstaining.

Mr. Pageler reviewed the document showing possible agenda items for each of the 2006-07 TAC meetings. He noted that Ms. Altermann has requested that a review and reconsideration of nighttime parking enforcement be added to the November agenda.

It was agreed that the group would be asked at its November meeting whether it wishes to hold the December TAC meeting on the first or second Wednesday of that month.

Mr. Pageler said that at the May meeting the efficiency of the TAC could be critiqued, and future changes suggested.

Mr. Kubby said that he would like to discuss rephrasing of the campus shuttles.

Mr. Pageler replied that the transit update later in the present meeting might deal with this issue.

Mr. Giffard asked how potential changes in transit service might be best discussed.

Mr. Pageler said that this would be done at the November TAC meeting.

Mr. Giffard asked if that will allow time to make changes to winter quarter shuttle service, and was told that it would.

4. Review of Orientation Material

Mr. Pageler reviewed the material in the orientation binders which had been distributed to members at the beginning of the meeting.

5. Update on Transit Services

Mr. Pageler reported that there were overloads on the Loop shuttle between 7:30-8:30am at the beginning of Fall quarter. TAPS added service to alleviate these overloads.

Mr. Pageler said that the upper campus shuttle route has been reintroduced, and that it has been very popular.

Mr. Pageler discussed Metro Route 20 pass-bys and possible reallocations of service. He noted that Western Drive will be closed at the top of the hill between October 16th and 30th. The Route 20 bus will be rerouted during that time.

He reported on High Street, then noted that work will begin on November 1st on Mission Street between Bay and Chestnut. He believes it will be performed block by block for ten months. The Metro will reroute buses as necessary, with some possibly running on King Street.

He addressed the idea broached during TAC's Transit Oversight Committee (TOC) meetings of limited express service. The Transit District was unwilling to convert any existing service to limited express service. They believe it is not a good use of resources and would serve to anger those waiting at bus stops which it passes by. TAPS staff decided not to pay for limited express service, and will conduct surveys regarding its desirability.

Mr. Khatib asked if there is a reason to dissuade riders from using Metro for intra-campus trips.

Mr. Pageler said that there are reasons, and explained how payments to Metro work.

Mr. Khatib suggested changing the payment structure so that trips to campus will be charged \$2.00, with no charge for trips away from campus.

Mr. Pageler said that this is an interesting idea, and that he would look into it.

Mr. Smith asked about the reason behind Metro's objection to eliminating stops on campus.

Mr. Pageler replied that they want to maximize ridership. He then asked Mr. Scott to report on his activities of the following day.

Mr. Scott said that additional large capacity vehicles had been added to the TAPS shuttle fleet a few years back. New emission standards will require that some of these buses be taken out of use by 2008. TAPS also has a need and desire to increase capacity. So he will be traveling to Riverside the following day to inspect some 40 foot buses for possible purchase. With proper seating configuration, these buses will be able to transport 100 passengers. He will report back at the next TAC meeting.

Mr. Kubby noted that the Loop shuttle, oftentimes filled with passengers, stops at the bookstore at night for driver breaks. The same shuttle is always empty when it stops at the base of campus. He asked if driver breaks can be taken at the base of campus, so as not to inconvenience passengers.

Mr. Scott replied that the Loop was originally implemented to eliminate the problematic bookstore stop. But the Night Loop (or Night Perimeter) has been trickier, because the base of campus does not have rest room and other facilities to meet driver needs.

Ms. Tanner said that the night route in question is labor intensive, and that there is no good place for breaks besides the bookstore.

Mr. Pageler asked if there might be a way to improve this and report back to the group in November.

Ms. Willats asked if November will be too late.

Mr. Scott said that because of the driver bid system, no changes can be made until Winter quarter. He said that TAPS will try to eliminate the layovers at the bookstore.

Mr. Kubby asked if bike-loading onto shuttles is allowed at Physical Plant.

Mr. Scott said that such loading is now allowed at that location.

Mr. Giffard asked about the future of the Transit Oversight Committee.

Mr. Street suggested that this could also be discussed at the Operational Work Group meeting.

6. New Programs and Projects Under Development

Ms. Tanner passed around the room an in-car parking meter and provided some details about how such a device and system would work.

Ms. Crowe gave a brief report on the vanpool program, noting in particular a new vanpool to Monterey.

Ms. Buika reported regarding carshare that negotiations with vendors are underway and she hopes the program will start as soon as possible, with the 18-20 age group able to participate from the beginning

Ms. Buika reported briefly on the Heller Drive Bike Lane project.

Ms. Tanner noted that the attendant parking program is now being run in-house at TAPS.

The meeting was adjourned at 12 noon.

UCSC
TRANSPORTATION ADVISORY COMMITTEE (TAC)

MEETING MINUTES

November 8, 2006

Baskin Engineering Room 330

Transportation Advisory Committee:

Larry Pageler, TAPS, Chair
Firas Khatib, Graduate Student
Jonathan Giffard, Undergraduate
Eric Street, Undergraduate
Susanne Altermann, Graduate Student
Heather Mietz-Egli, Staff
Muffie Cooper, Staff
Free Moini, Planning and Budget

Joel Kubby, Faculty
Graeme Smith, Faculty
Robert Kemp, Staff
Drew Salzbom, Undergraduate
Hailey Snow, Undergraduate
Eric Grabiell, Staff
Angela Holleman, DRC

TAC Members Absent:

Nancy Carroll, University Police
Larry Castro, Accounting

Dean Raven, Physical Plant

Visiting Non-Members:

Tom Ivy
Silas Snyder, CUHS-Facilities

TAPS Staff: Cathy Crowe
Eric Kraus

Wes Scott
Jule Tanner

(TAC actions appear in **bold** print)

1. Introductions

Introductions were made.

2. Additions/Deletions to the Agenda

Mr. Pageler indicated his intention to discuss item 8 prior to item 7, since Ms. Altermann, at whose request item 8 was placed on the agenda, would need to leave early. (As things ultimately transpired, item 8 – update on nighttime parking – was continued until the December meeting.)

3. Announcements

Mr. Scott reported on transit vehicle acquisitions. He said that TAPS needs four large buses, and he has been looking for used ones priced around \$40,000 apiece. Several vendors have submitted bids, but it is probable that the buses will not be secured and in use on campus until winter quarter. New State law requires that by January 2008 all TAPS buses be retrofitted with catalytic converters to reduce particulate emissions by at least 22%.

Mr. Pageler gave a road closure update.

Ms. Crowe reported on the schedule for finalizing the Draft UCSC Bike Plan.

Mr. Giffard asked if the approval process will include the TAC.

Ms. Crowe said that she is not sure. There will be peer review by UCLA, UC Berkeley, and UC Davis.

Mr. Pageler announced that Santa Cruz Metro is hiring a student intern.

4. Approval of Minutes from June 7 and October 11, 2006 Meetings

The minutes were unanimously approved (Altermann/Street).

5. Scheduling of December 2006 TAC Meeting

The TAC decided by consensus to retain its December 13 meeting date.

6. Recommendations from the TAC Operational Work Group (OWG)

Ms. Altermann reported on the OWG's recommendations regarding establishment of a Transit Task Force, TAC Vice Chair role, and the TAC Vice Chair selection process.

Ms. Mietz-Egli asked about the structure and hierarchical standing of the Transit Task Force.

Ms. Altermann replied that the OWG saw it as an informal group that would do brainstorming and bring recommendations by consensus to the TAC.

Mr. Grabiell expressed support for the idea of a group that might have more time to drill down on transit issues than is available to the TAC at its monthly meetings.

Mr. Giffard asked when this group would have its first meeting.

Mr. Pageler replied that this would probably not happen until winter quarter.

Ms. Cooper asked if cleaner types of fuel will be part of the discussions held by this group.

Ms. Altermann said that such a discussion would certainly fall under the mandate of the group.

The TAC approved (Giffard/Khatib) the following OWG recommendations (in bold italics), with abstentions by Ms. Mietz-Egli and Mr. Grabieli:

Transit Task Force

Three recommendations:

- 1) We recommend the formation of a new body called the Transit Task Force. The Transit Task Force is a new incarnation of TOC (Transit Oversight Committee). It is a forum in which to discuss transit issues, including campus shuttles and metro buses, that is a less-formal, more open venue than TAC.***
- 2) The Transit Task Force is made up of members of TAC, but people outside of TAC are welcome to attend.***
- 3) The Transit Task Force meets at least once per quarter, preferably in the middle of the quarter.***

The TAC Operational Working Group also discussed the value of venues for a broader cross-section of people on campus to give their input on transportation issues. This might happen in the form of a forum or a survey, but does not replace the need for the Transit Task Force.

TAC Vice Chair Roles

Three Recommendations:

- 1) The vice chair and chair consult with one another about the agenda content and agenda item priorities.***
- 2) The vice chair helps the chair "keep time" allocated to agenda items.***
- 3) The vice chair acts as the chair when the chair cannot be present.***

The TAC Operational Working Group also discussed to what extent the vice chair would actively gather committee member concerns and work toward addressing those concerns both within or outside the committee. We decided that this type of activity is up to the individual vice chair but want to mention it here as a possible vice chair role.

TAC Vice Chair Selection

In order to minimize TAC committee time selecting the vice chair, we recommend that those people who would consider being vice chair contact Eric Kraus after the November TAC meeting. All those people interested in being vice chair would then hold a meeting and make a consensus recommendation to the TAC committee about who should be the first vice chair. TAC would vote on this recommendation at the December meeting.

Mr. Street then gave a report on the possibility of a student filling UCSC's ex-officio position on the Santa Cruz Metro Board of Directors. This report also came out of OWG discussion. Mr. Street presented arguments in favor of student representation. The position was at its inception filled by a student but has, for the past six years, been filled by the TAPS Director.

Mr. Scott, who has been UCSC's ex-officio representative to the Metro Board during the past six years, noted that the position was originally under the aegis of the Vice Chancellor of Student Affairs but that, several years ago, he transferred this authority to the Vice Chancellor of Business and Administrative Services. Mr. Scott presented more background and historical information about this position, as did Mr. Pageler.

Mr. Giffard asked when the next yearly appointment is due to be made, and was told that this would be in January.

Mr. Scott noted that the Metro Board is essentially a political body, consisting of elected officials from the various jurisdictions within the County. Each member lobbies for service to his or her jurisdiction. Mr. Scott said that it is important that the UCSC representative have an understanding of this process, and that his experience and the relationships he has formed are very important to effective representation on behalf of UCSC. He recommended that he be left in the position.

Mr. Giffard asked if the Board usually goes into closed session at 11:00 am.

Mr. Scott replied that the dates and times that the Board goes into closed session vary depending on need.

Mr. Grabiell asked about Mr. Scott's attendance at the meetings.

Mr. Scott said that he has been attending. He noted that, following the transit strike, he was able to persuade the Board to extend its week of free ridership to UCSC. This saved the Campus Transit account approximately \$65,000.

Mr. Street continued his report. Among his arguments in favor of student representation were: Students are freer from supervisorial and political pressures than are faculty or staff, and can therefore focus on issues and speak their mind; students are the campus constituency most affected by transit issues; the position was originally filled by a student and, now that student interest in transit issues has waxed again, a return to this original situation is appropriate; students can arrange to have more time and flexibility to give these issues the attention they deserve than could most staff or faculty.

Mr. Moini asked if student needs are not presently being served.

Mr. Street replied that he believes they could be better served.

Mr. Kubby asked if UCSC could have a second seat on the Board.

Mr. Scott replied that most Board members would prefer that UCSC not be represented at all.

Mr. Grabiell said that maybe the TAC should recommend that any interested parties could apply to be the representative.

Mr. Smith asked if previous members were effective.

Mr. Pageler replied that the first two student members were very effective. He provided some brief history.

Mr. Street said that any student seeking this position would be passionate about his role. This passion in students seeking leadership positions stands them in good stead and aids them in being very effectual. He cited the Student Regents as an example. He also said that this could show students in a good light and have a positive effect on the town/gown relationship.

Mr. Giffard said that TAC should recommend a specific person to Vice Chancellor Vani.

Ms. Mietz-Egli said that, whoever serves, longevity and continuity are important.

Mr. Street said, concerning longevity, that everyone at UCSC who is a repository of “institutional memory” is available as a resource to the representative.

Mr. Kemp said that he thinks that Mr. Scott is doing a good job as UCSC’s representative to the Metro Board.

Mr. Kemp said he would like to know if Vice Chancellor Vani is open to the idea of a student representative. He made a motion recommending that Vice Chancellor Vani consider appointing as ex-officio UCSC representative to the Santa Cruz Metro Board a UCSC affiliate, either faculty, staff, or student, who is not necessarily the Co-Director of TAPS. Mr. Khatib seconded.

Following discussion, the motion passed via the following vote: Aye – Giffard, Grabiell, Kemp, Khatib, Smith, Snow; No – Mietz-Egli, Street; Abstain – Altermann, Cooper, Kubby, Salzborn.

It was determined during discussion that Mr. Pageler would inform Vice Chancellor Vani of this recommendation, and bring his response to the December TAC meeting.

7. Travel Demand Management (TDM) Programs at UCSC

Mr. Pageler reported. He noted that the TDM mode split at UCSC is an excellent 59%. He raised equity/subsidy issues.

Ms. Mietz-Egli asked why motorcycles are not counted as TDM.

Mr. Pageler replied that, while motorcycles are good in terms of fuel efficiency and space, they are bad regarding air emissions.

Mr. Scott noted that motorcycles emit more pollution than do automobiles.

Mr. Smith asked how shuttle buses are in terms of emissions.

Mr. Scott replied that they are diesel powered and so are subjected to a yearly visual emission opacity test by a consultant hired for this purpose by TAPS. Soon, as noted during his earlier report, TAPS shuttles will undergo a catalytic converter retrofit.

Mr. Salzborn questioned whether catalytic converters will change the way the diesel engines run.

Mr. Grabiell asked if carpoolers are in a low income bracket. He requested income demographics.

Mr. Scott replied that this is problematic territory, since it is possible that a relatively low paid UCSC employee might be married to a high paid spouse.

Mr. Kemp asked if there are other programs besides vanpooling which are worth subsidizing.

Ms. Cooper stated that, regardless of income, commuting via alternative transportation is a lifestyle choice to which a commitment is required.

Ms. Holleman asked how a UCSC employee finds a carpool partner.

Ms. Crowe replied that there is presently no UCSC-managed ridesharing database. She recommended the County of Santa Cruz carpool service.

Ms. Holleman said that there should be a UCSC resource.

Ms. Cooper said that these options should be presented to new employees.

Ms. Crowe said that this is done at new employee orientation.

Ms. Tanner noted that the majority of campus carpoolers do so with their domestic partners or co-workers.

Mr. Pageler said that a more official carpool program may be initiated on campus.

Mr. Grabiell said that when considering subsidies, the income of the users is important information to him. Usage and income are both important.

Mr. Pageler said that he will bring the vanpool information to the next meeting, at which time he will ask the TAC for a recommendation on vanpool subsidy.

8. Update on Nighttime Parking During 2005-06

Since Ms. Altermann, who requested this item, needed to leave the meeting, the item was continued until the December TAC meeting.

9. Transit Service Update

There was discussion about the supplemental Metro Route 20 buses.

Mr. Pageler said that a third bike shuttle might be run in spring until 10:00am. And Mr. Scott is looking into possible fabrication of larger capacity bike trailers.

Ms. Mietz-Egli asked about an eastside bike shuttle.

Mr. Pageler explained why this would not be efficient or workable in terms of routing time and emissions.

Mr. Khatib asked about future provision of a Halloween Boardwalk Frolic bus.

Mr. Scott said that City of Santa Cruz Police asked UCSC not to provide that service.

Mr. Street said that there needs to be more service on Halloween. There was a safety problem caused by people walking home drunkenly in the dark.

Mr. Salzborn said that he drove Halloween night service shuttles, and that the way it was organized was essentially a waste of time.

Mr. Giffard said that there were three Route 20 buses in a row at Porter College. He then suggested that perhaps the staff/faculty bus passes should have photo ID's.

Mr. Pageler replied that this has been suggested before but has been resisted because of the inconvenience of implementation.

Ms. Tanner agreed that Staff Human Resources does not want to do this.

Mr. Giffard suggested that it could be phased in. He then noted that postcards requesting on-campus express bus service have been sent to TAPS. He asked if this could be discussed at the next meeting, and was told that it would be so discussed.

10. Agenda Setting for Next TAC Meeting

Items that will appear on the December TAC agenda include: Update on nighttime parking; TDM subsidies; Vice Chancellor Vani's response regarding UCSC representation to the Metro Board; limited express bus service on campus; status of A/B parking policy revisions; status of draft Bike Plan process; and status of transit services.

The meeting was adjourned at 12 noon.

UCSC
TRANSPORTATION ADVISORY COMMITTEE (TAC)

MEETING MINUTES

December 13, 2006

Baskin Engineering Room 330

Transportation Advisory Committee:

Larry Pageler, TAPS, Chair

Firas Khatib, Graduate Student

Jonathan Giffard, Undergraduate

Eric Street, Undergraduate

Susanne Altermann, Graduate Student

Heather Mietz-Egli, Staff

Muffie Cooper, Staff

Free Moini, Planning and Budget

Karen Bassi, Faculty

Graeme Smith, Faculty

Robert Kemp, Staff

Drew Salzbom, Undergraduate

Hailey Snow, Undergraduate

Eric Grabiell, Staff

Angela Holleman, DRC

Nancy Carroll, University Police

TAC Members Absent:

Joel Kubby, Faculty

Larry Castro, Accounting

Dean Raven, Physical Plant

Visiting Non-Members:

Thomas Zuur

Bob Tanner, Parking Enforcement

TAPS Staff: Cathy Crowe

Jule Tanner

Eric Kraus

(TAC actions appear in **bold** print)

1. Introductions

Introductions were made.

2. Additions/Deletions to the Agenda

None

3. Announcements

Mr. Pageler reported briefly on the Silicon Valley Leadership Group's Cool Commutes program, which was brought to TAPS' attention by TAC member Robert Kemp. This program is a competition designed to promote reduction of

greenhouse gas emissions by the employees of local companies. Mr. Pageler explained why UCSC participation would not be possible at present (time constraints arising from a January 2007 launch date), while noting that the UC system has been working in its own way to achieve similar results.

Mr. Pageler then mentioned Eric Street's proposal that flyers for the website cruzincarpool.com be posted on campus shuttle vehicles. Mr. Pageler and Ms. Crowe noted that this may indeed be a workable idea, and that they will return with a recommendation at the January TAC meeting. One of the issues that must be resolved involves risk management and liability.

Mr. Pageler reported on the status of acquisition of vehicles to serve as campus shuttles. TAPS staff is working on a vehicle replacement plan. There is a possibility that TAPS might purchase four 40 foot Thomas buses that are relatively new.

Mr. Pageler noted that he and Mr. Street had met with Tom Vani and Christina Valentino about the appointment of UCSC's ex-officio representative to the Santa Cruz Metro Board. Mr. Vani is open to the possibility of appointing an undergraduate. It is certain that the representative will be neither Mr. Pageler nor Wes Scott. The appointment will be made in time for Metro's first meeting in January. (Note: On December 15th, Vice Chancellor Vani appointed Donna Blitzer, Director of Government and University Relations, as UCSC's ex-officio representative.)

Mr. Pageler announced that Mr. Scott is on leave for an indefinite period of time.

Mr. Giffard asked if the first Transit Task Force meeting will happen during winter quarter.

Mr. Pageler replied that it would, and said that an item would be brought to the January TAC meeting regarding Task Force membership.

4. Approval of Minutes from November 8, 2006 Meeting

The minutes were approved by consensus.

5. Approval of Vice-Chair Candidate

Ms. Altermann was the only TAC member who expressed interest in serving as the committee's Vice-Chair at this time. **The TAC approved (Khatib/Mietz-Egli) appointment of Ms. Altermann as committee Vice-Chair during the 2006-07 academic year.**

6. Update on Nighttime Parking During 2005-06

Ms. Altermann cited the nighttime parking data to make the case that the revenue generated by the program has not been worth the inconvenience caused to graduate students and others needing to park in the campus core during the evenings.

Mr. Pageler then spoke about parking management and equity, i.e., nighttime parkers should not be completely subsidized by daytime users of the system, and should instead pay a share of the costs. He also noted that a TAPS-specific cost/revenue comparison, such as the one prepared by Ms. Altermann, would show that TAPS netted approximately \$27,000 with only \$10,500 in costs.

Ms. Carroll and Mr. Tanner provided information on the utilization of parking officers. They noted that the same number of officers would be employed whether nighttime enforcement was in effect or not, noting that the nighttime enforcement shift begins at noon.

Mr. Giffard asked why graduate students are so opposed to nighttime parking.

Mr. Khatib replied that another reason for graduate student opposition is the safety issue. Most classes and labs are in the campus core, and the only free evening parking is in the remote lots.

Mr. Pageler and Ms. Tanner noted that TAPS increased night shuttle service to the remote lots when nighttime enforcement was implemented.

Ms. Altermann said that the Graduate Student Assembly (GSA) believes that rates and enforcement hours will increase over time. The GSA wants to nip this trend in the bud, and opposes 24 hour parking enforcement.

Mr. Giffard asked if the GSA believes that parking on campus should be free.

Ms. Altermann said that the GSA wants daytime parkers to subsidize everyone else.

Ms. Bassi asked if the GSA feels that nighttime shuttle service is inadequate.

Ms. Altermann replied that it may not be adequate in a systematic across-the-board way.

Ms. Bassi said that the equity argument makes sense. She is also sympathetic to the needs of graduate students, but the key question is whether everyone can travel to their destinations free of charge.

Mr. Pageler noted that very few un-permitted vehicles are parking in the free remote lots during the evenings. And there are meter and pay station spaces available at Core West during evening hours.

Ms. Bassi asked if this shows that shuttle service is inadequate.

Ms. Altermann said that she believes that people are continuing to park where they always have parked.

Mr. Pageler said that this year's nighttime permit sales are up dramatically.

Ms. Mietz-Egli said that more time is needed to assess the effectiveness of nighttime parking.

Mr. Giffard said that the goal of permit sales is to make money. TAPS needs revenue to pay for parking structures and for other costs.

Ms. Mietz-Egli said that she thinks the majority of day parkers would care about equity issues.

Mr. Salzborn said that he has an R permit, which allows him to park in selected college and core lots after 5:00 pm.

Mr. Pageler said that this is an example of how nighttime enforcement has increased the value of parking permits.

Mr. Grabiell said that TAPS needs an efficient system and pricing structure to accommodate those who come to campus two or three days per week.

Mr. Pageler said that TAPS already provides substantial flexibility along those lines.

Mr. Grabiell suggested amortizing for graduate students to allow them to purchase permits for \$2.00 per day, whatever their needs.

Mr. Pageler and Ms. Tanner replied that TAPS offers a wide variety of somewhat complex options. A pilot program for in-car meters may be done, which will offer the ultimate in pay for use.

Mr. Giffard asked how graduate students come to the campus during the day.

Ms. Altermann replied that many graduate students travel to campus via alternative transportation during the day.

Ms. Altermann made a motion that the TAC recommend suspension of nighttime parking enforcement as of the 2007-08 academic year. Mr. Khatib seconded.

Ms. Bassi asked for confirmation that the revenues in question help TAPS pay off loans for structures which benefit campus parkers.

Mr. Pageler replied in the affirmative, stating that any monies not recovered from nighttime parkers would need to be recovered from those who park during the day.

Mr. Smith pointed out that the campus workday has been creeping well past 5:00pm. What is being referred to as nighttime parking is therefore now almost part of daytime business.

The motion to recommend suspension of nighttime parking enforcement failed, with Ms. Altermann, Mr. Khatib, Ms. Snow, and Mr. Street voting yes, and Ms. Bassi, Ms. Cooper, Mr. Giffard, Mr. Grabiell, Mr. Kemp, Ms. Mietz-Egli, Mr. Salzborn, and Mr. Smith voting no.

Mr. Kemp then asked if the TAC could discuss 24 hour enforcement at its January meeting.

7. Update on A/B Parking Policy Revisions

Mr. Pageler reported. He noted that, during last year's policy revision process, the GSA had chosen access equal to that enjoyed by A permits, rather than a reduction in the cost of B permits. The Committee on Faculty Welfare had expressed concern that this new policy might adversely impact faculty access to parking in some lots. In fact, the impact on faculty access has turned out to be insignificant in the heavily-utilized Social Sciences area.

Ms. Tanner stated that not a single complaint has been received from either faculty or staff about diminished access due to B permit access.

Mr. Grabiell said that this was a controversial issue that stretched over several meetings. He said it's good to see that the outcome has been positive for graduate students while not negatively affecting anyone else. He also suggested that B permits remain extant for the time being, without being subsumed into the A permit category.

8. Travel Demand Management (TDM) Programs at UCSC

Mr. Pageler reported that all of UCSC's TDM programs are subsidized by parking revenues to keep user costs affordable. He noted that presently the two primary examples of such programs are the commuter vanpools and the faculty/staff SCMTD bus pass.

Ms. Mietz-Egli asked about vanpool subsidy levels at other UC campuses and private organizations.

Ms. Crowe replied that there is a great deal of variation. A rule of thumb is that the more limited parking supplies are, the greater the vanpool subsidies.

Mr. Kemp asked how the vanpool program benefits UCSC.

Ms. Crowe said that it contributes significantly to reductions in vehicle traffic and parking demand.

Mr. Kemp asked if this is quantifiable.

Mr. Pageler said that if the eleven Watsonville vans were not operating, 100 more trips per day would be made in each direction between Watsonville and UCSC.

Ms. Carroll asked what arguments in favor of subsidization were made when the vanpool program was initiated.

Mr. Pageler said that TAPS wanted to reduce parking demand, traffic and emission of pollutants.

Mr. Salzborn asked why 15 passenger vans are no longer being used.

Mr. Pageler said that this is to comply with recent State law.

Ms. Cooper said that she would prefer to see this information couched in term of “benefits” rather than “subsidies.”

Mr. Pageler said that “subsidy” clarifies the intent for the TAC.

Ms. Mietz-Egli asked if some users of the Watsonville vanpool would have trouble working at UCSC if the vanpool did not exist.

Mr. Pageler said that the short answer is yes.

Ms. Bassi said that the campus is growing and needs to recruit more faculty and staff. Affordable housing in this area is a problem. If the vanpool program contributes to allowing UCSC affiliates to find affordable housing in Watsonville, that is a good reason to subsidize the program.

Discussion ensued about possible vanpool program rate increases.

Mr. Kemp asked when the last rate increase occurred.

Ms. Tanner replied that it was last year and was a 10% increase.

The TAC then discussed the faculty/staff bus pass program.

Ms. Altermann suggested that paying for a bus pass might create an incentive to actually use it.

Mr. Kemp suggested that the bus pass cost could be raised to \$5 or \$6 dollars per month, while the vanpool cost is maintained at the current rate.

Mr. Pageler said that TAPS staff can look at the revenue numbers created by such a scenario.

Mr. Smith said it might be helpful to know the proportion of faculty to staff among bus pass users.

Mr. Street said he would like to raise the cost of the faculty/staff bus pass, to move them in the direction of equity with the students.

Mr. Smith said that he agrees.

Ms. Cooper said that UC Irvine does not charge for faculty/staff bus passes. She asked how they pay for it and how they afford it.

Mr. Pageler said that they pay out of parking revenues. He noted that, until quite recently, UCSC also did not charge for faculty/staff bus passes.

9. Transit Service Update

Mr. Pageler reported that UCSC will be receiving a refund from Santa Cruz Metro because of a Metro overcount of UCSC bus riders.

Mr. Salzborn and Mr. Giffard expressed concern about Metro bus service to campus. They said that there often seem to be too many Metro buses on campus, and that they are frequently bunched inefficiently. They questioned whether the Route 20 service is a good allocation of resources and asked if TAPS can keep track of what Metro does with its floater bus.

Mr. Pageler said that despite possible issues with the Route 20 bus while on campus, it does help travelers reach campus in the morning and get off campus in the afternoon.

Mr. Salzborn said that he frequently sees empty Route 20 buses at Cowell. He suggested that that money could be better spent on another Loop shuttle.

Mr. Smith said that he often sees empty Route 20 buses at CamFac.

Ms. Altermann suggested that this be discussed at the first Transit Task Force meeting.

Mr. Pageler reported that there has been high shuttle utilization this year.

Mr. Pageler noted that he has received 27 of the pre-printed blue postcards asking that limited express bus service be considered on campus.

Mr. Street asked if the idea of discontinuing the Long Marine Lab shuttle will be revisited in light of the extremely low ridership.

Mr. Kemp asked for a discussion of carshare rather than shuttle service for 2300 Delaware and Long Marine Lab, and a discussion of Vice Chancellor Vani's suggestion about the possibility of short-distance vanpools.

Ms. Cooper said that if there is low ridership on the Route 20, discontinuation of that service should also be considered.

Ms. Mietz-Egli said that travel between 2300 Delaware and campus needs to be addressed. She also noted that there are many passbys by the Route 16 bus between 9-10am.

Ms. Cooper asked about possible on-call transit service to Delaware and other areas.

Mr. Pageler suggested that carshare might help.

Mr. Zuur said that the Long Marine Lab shuttle is run for academic services and should be paid for through central funding.

Mr. Smith asked about use of the BART Connector.

Mr. Pageler said it's nearly always at capacity.

Mr. Street asked about the cost of the Long Marine Lab shuttle.

Mr. Pageler said he would provide that information via email.

10. Agenda Setting for Next TAC Meeting

Mr. Pageler said that the 2007-08 budget presentation would not be ready for the January meeting. Items that will be addressed in January include projects and programs; mid-year budget report; express bus service; possible corporate sponsorship of shuttles; telecommuting/flex schedules; a report on Mr. Pageler's participation at the Campus Welfare Committee; Transit Task Force membership and meeting schedule; further extension of parking enforcement hours in the future; effects of raising faculty/staff bus pass cost to \$5 or \$6/month; and subsidization of night parking.

The meeting was adjourned at 12 noon.

UCSC
TRANSPORTATION ADVISORY COMMITTEE (TAC)

MEETING MINUTES

January 10, 2007

Baskin Engineering Room 330

Transportation Advisory Committee:

Larry Pageler, TAPS, Chair

Firas Khatib, Graduate Student

Jonathan Giffard, Undergraduate

Joel Kubby, Faculty

Susanne Altermann, Graduate Student

Heather Mietz-Egli, Staff

Muffie Cooper, Staff

Free Moini, Planning and Budget

Karen Bassi, Faculty

Graeme Smith, Faculty

Robert Kemp, Staff

Drew Salzbom, Undergraduate

Hailey Snow, Undergraduate

Eric Grabiell, Staff

Dean Raven, Physical Plant

Nancy Carroll, University Police

TAC Members Absent:

Eric Street, Undergraduate

Larry Castro, Accounting

Angela Holleman, DRC

Visiting Non-Members:

Onuttom Narayan, Faculty

TAPS Staff: Teresa Buika

Eric Kraus

Carolyn Stark

Jule Tanner

Candice Ward

(TAC actions appear in **bold** print)

1. **Introductions**

Introductions were made.

2. **Additions/Deletions to the Agenda**

Mr. Giffard asked if input to Santa Cruz Metro should be given to the new UCSC Metro Board representative, Donna Blitzer, and was answered in the affirmative.

Mr. Giffard asked if the agendas could be sent out sooner.

Mr. Pageler and others replied that the attempt to get the agendas out as early as possible is sometimes outweighed by the necessity of including important late-

breaking information. But TAPS will endeavor to send out the agendas at least by the Friday of the week before TAC meetings.

Ms. Mietz-Egli asked if telecommuting could be added to the agenda.

Mr. Pageler said he would be talking about that topic.

Ms. Bassi asked about the status of carshare.

Ms. Buika said that purchasing has raised some issues regarding competition. Hopefully, everything will be resolved in a short period of time and the pilot project will be initiated.

Mr. Salzborn asked about corporate sponsorship of TAPS shuttles.

Mr. Pageler said that he is not yet ready to speak about this, but that it will be put on the agenda for the next TAC meeting.

Mr. Kemp asked about introduction of parking management at 2300 Delaware and Long Marine Lab.

Mr. Pageler said that this discussion would be a bit premature at this juncture.

Mr. Giffard asked about the status of TAPS Co-Director Wes Scott.

Mr. Pageler replied that his leave has been extended until April 3.

3. Announcements

Mr. Pageler reported that the original bid request for 40-foot buses has been cancelled. TAPS staff is working on a prioritized replacement plan addressing vehicles of additional sizes, and will prepare another bid request.

Mr. Salzborn noted that it is difficult to find replacement parts for many of the buses presently in the TAPS fleet.

Ms. Tanner noted that the retrofits mandated for 2008 by new State law will cost more than \$100,000 per vehicle.

Mr. Pageler said that TAPS is looking into the possibility of grant funding for the retrofits.

Ms. Altermann asked if TAPS has the money to pay for the buses it needs.

Mr. Pageler said that TAPS does not have that money. TAPS is presently identifying its specific needs, after which it will ask for financing and/or central funding to help it meet those needs.

Ms. Tanner said that TAPS is one vehicle away from not meeting its current schedule.

Mr. Giffard asked if 40 foot buses will be part of the first bid.

Mr. Pageler said that they will not. TAPS will instead seek to purchase smaller buses which can more easily navigate the remote lots and turn around on the upper campus.

Ms. Tanner said that the 40 footers which were available following the recent bid request were not very good. TAPS is looking for the most bang for its buck.

Mr. Giffard asked if TAPS would be seeking to purchase articulated 60 foot buses.

Mr. Pageler said that buses of that size cannot be accommodated by most existing campus bus stops.

Mr. Moini asked how many buses TAPS intends to purchase.

Mr. Pageler said that this will depend on identified need along with what is affordable.

Mr. Pageler gave a brief update on Mission Street construction, noting that it is presently causing delays.

4. Approval of Minutes from December 13, 2006 Meeting

The minutes were approved by consensus.

5. Report on Campus Welfare Committee (CWC) Meetings

Mr. Pageler reported.

Ms. Altermann asked about implementation of a year round four quarter system at UCSC.

Ms. Mietz-Egli replied that funding for salaries and services has been the sticking point.

Mr. Pageler said that there are also a number of operational issues. For example, presently a great deal of necessary campus maintenance can be performed during the less busy summer season.

Mr. Moini stated that summer is now officially a fourth quarter. UCSC is transitioning towards implementing this in fact. The State goal is 40% of normal enrollment during summer.

Ms. Tanner asked about the current summer student population.

Mr. Moini said he believes it is between 3,000-4,000.

Mr. Pageler said that it actually varies over the course of the summer.

Mr. Pageler said that TAPS will be researching the possibilities around telecommuting and flextime. But implementation will remain at the discretion of supervisors on a unit by unit basis.

Ms. Tanner said that labor unions would likely have issues regarding the consistency of implementation.

Ms. Mietz-Egli said that flexible work schedules are crucial to worker retention.

Ms. Cooper asked if the CWC discussed night parking enforcement.

Mr. Pageler replied that he informed the CWC of the TAC vote, but that there was no discussion.

Ms. Bassi said that transportation issues should be part of housing discussions, and that carshare should be implemented at campus housing.

6. Upcoming Transit Task Force (TTF) Meeting

Ms. Mietz-Egli asked about the purpose of the TTF.

Ms. Altermann replied that it will allow time for and facilitate open discussion of campus transit issues which could then be brought back to the TAC.

Mr. Pageler asked for a show of hands from TAC members interested in TTF participation.

Mr. Smith, Ms. Cooper, Mr. Giffard, Ms. Mietz-Egli, and Mr. Salzborn indicated interest.

Ms. Altermann said that the group can create its meeting agendas. Announcement of TTF meetings will be distributed electronically by Mr. Kraus to the TAC distribution list. Members with items for the agenda should send these to Mr. Kraus.

7. Concept of Limited Express SCMTD Service On-Campus

Mr. Giffard said that limited express would provide faster service to Metro bus commuters. It could also serve to limit the use of Metro buses for travel between classes. He said that the undergrad and grad student representatives to TAC have been interested in this idea, and he would like TAPS staff to pursue it with Metro.

Discussion followed regarding which campus stops would be served by limited express service.

Mr. Pageler said that there would be trade-offs, including longer walks to bus stops.

Mr. Khatib asked if this would replace a route or be in addition to existing routes.

Mr. Pageler replied that Metro does not want to do this as a replacement because that would cause their revenue to decline. But Metro is already experiencing overloads off campus. They would be willing to run this service as a supplemental route.

Mr. Salzborn said that Metro buses generally fill up with passengers at the downtown Metro Center. He suggested that the limited express bus could fill up downtown, and an empty Route 16 bus could follow to pick up passengers en route to the campus.

Mr. Smith said that there seem to be two separate issues to be dealt with: 1) Buses overload on their way to campus; and 2) Students board Metro buses on campus to travel one or two stops. He suggested that cutting out Hagar Drive by routing buses up Coolidge Drive would stop some short rides.

Ms. Tanner commented that there seems to be increased student ridership on shuttles and parking in the East Remote thus far this quarter. TAPS may need Metro's help to pick up riders at the East Remote. She suggested that a rider survey might help TAPS most efficiently plan future routing.

Mr. Giffard said that Metro's primary function is getting people on and off campus. On campus service needs to be improved. Walking should be encouraged. Sending buses slowly around the campus is a waste of resources. He said that the core riders don't care if people are stuck at the East Remote.

Ms. Cooper said that she would like to encourage the use of TAPS shuttles to provide better service. She said that Metro has accountability issues.

Mr. Khatib suggested that perhaps the East Remote, Science Hill and Porter should be the only on campus stops made by a limited express bus.

Mr. Salzborn said that it is very rare that TAPS shuttles fill up at the East Remote. There is a very high shuttle frequency at that venue. So riders originating at the East Remote should not prevent implementation of limited express service. He also said that producing revenue for Metro is not UCSC's role.

Ms. Bassi said that she likes the idea of a limited express bus with few stops and more walking. She asked about the possibility of a pilot program. She also asked whether Metro has changed some of its service connecting other parts of the County to its downtown center.

Mr. Pageler said that Metro had reallocated some underutilized service from the Eastside to the Laurel routes.

Ms. Altermann suggested that this discussion might be taken up at the Transit Task Force meeting. She expressed concern about Metro dictating routing of its service to the campus. She suggested that UCSC should push hard for Metro service that it feels will best meet its needs.

Ms. Cooper said that she believes that everyone would like limited express service.

Mr. Pageler disagreed, saying it is not now known how far people will walk or what will be the best use of our money.

Ms. Mietz-Egli expressed skepticism about whether students raised in a car culture can be persuaded to walk.

Ms. Cooper said that it is important for UCSC to aggressively promote walking and other green modalities.

Ms. Bassi agreed that UCSC should assert its identity as a green campus.

Mr. Khatib asked if the limited express pilot program could use the present floater Route 20 bus.

Mr. Salzborn said that this bus goes up the Westside.

Mr. Pageler said that this bus runs up Western Drive, but it could make limited stops on campus.

Mr. Kemp agreed with Mr. Khatib that a pilot program is a good idea. He asked if a survey can be done to collect pass-by data.

Mr. Giffard said that it would also be very helpful to know where Metro riders are boarding and getting off buses.

Mr. Pageler asked if the group envisions a pilot program during Spring quarter. He said that it would have to be well marketed.

Mr. Salzborn asked why the Westside bus would be used for the pilot program.

Mr. Pageler replied that this bus is already available.

Ms. Altermann said that this issue is not ready for a motion. She suggested it be given to the Transit Task Force to hammer into shape.

Mr. Pageler said that there is time for a survey.

Mr. Giffard said that we need to get the data regarding Metro ridership, and that it would be worth spending some money to do so. He said that he would like to see limited express service by Fall quarter.

Mr. Pageler said that TAPS staff will try to figure out how best to collect this data.

Mr. Giffard said he would like to conduct a straw poll of TAC members to see if they believe it is important that TAPS gather this data.

Mr. Pageler noted that TAPS is now working short-staffed and has many priorities, most pressing among them perhaps being vehicle acquisition. **He then asked if Jonathan would be satisfied with a straw poll on the following statement: The TAC is interested in collection of data regarding Metro utilization and points of pass-bys, and administration of a passenger preference survey which, among other things, asks about interest in limited express bus service to the campus.**

Mr. Giffard expressed satisfaction with this language, after which the straw poll was conducted and passed unanimously.

Ms. Altermann expressed hope that the Transit Task Force would bring a motion on these issues to the TAC.

Ms. Mietz-Egli said that it remains unclear how this fits in with TAPS' capabilities.

Mr. Pageler said that TAPS will try to figure out how to implement the TAC wishes as efficiently as possible.

8. Introduction to TAPS Budget Planning

Mr. Pageler reported. He and Ms. Tanner provided an overview of TAPS revenue sources and uses.

Ms. Altermann noted that at a future meeting the TAC will be presented with the specific TAPS budget for the upcoming year. The present discussion serves to provide context for the detailed discussion of the “real” budget which will occur at that time.

Ms. Bassi asked if the jitney service to the UC Berkeley library will ever be resurrected.

She was provided with a brief history of that service and was told that it will not be reinstated. It has in some sense been replaced by the BART Connector service.

Mr. Giffard asked how much revenue this year’s student transit fee has provided to TAPS.

Ms. Tanner said she has so far only seen a pre-Return to Aid estimate of the potential balance.

Mr. Kubby asked about the source of parking enforcement funding.

Ms. Carroll replied that it derives from fines.

Mr. Raven asked about the issue of equity of parking fees among the various campus groups.

Ms. Tanner replied that this is a labor issue.

Mr. Narayan said that it would be helpful in future if the various fee and grant boxes in the budget chart showed dollar amounts.

9. Future Expansion of Parking Enforcement

Mr. Pageler reported that TAPS has no plans at this time to seek any extensions of parking enforcement hours.

Mr. Kemp asked why.

Ms. Tanner replied that TAPS believes that parking management at 2300 Delaware needs to be considered before any on campus extension of enforcement occurs.

Mr. Pageler said that the Long Range Development Plan mandates parking management at 2300 Delaware. But instituting fees at that site will involve negotiations with labor organizations, which might take awhile.

Mr. Khatib suggested increasing the surcharge on parking fines that TAPS receives.

There was discussion of the approval process such a change would require.

Mr. Grabiell asked for a breakdown of recipients of parking citations.

Ms. Carroll replied that it is mostly students.

Ms. Altermann asked when we could expect implementation of parking management at 2300 Delaware.

Ms. Tanner said that labor negotiations of this sort can sometimes take one or two years.

Mr. Pageler suggested that in-car parking meters may work well at places like Long Marine Lab and other off campus facilities.

10. Agenda Setting for Next TAC Meeting

Items for inclusion on the February agenda are: corporate sponsorship of TAPS shuttles; parking management at 2300 Delaware and Long Marine Lab; telecommuting; motorcycle permits; carshare; short distance vanpools; Transit Task Force update; and marketing strategy for a biking/walking friendly campus.

Ms. Tanner suggested that this last “green” marketing item needs buy-in from Admissions outreach.

The meeting was adjourned at 12 noon.

UCSC
TRANSPORTATION ADVISORY COMMITTEE (TAC)

MEETING MINUTES

February 14, 2007

Baskin Engineering Room 330

Transportation Advisory Committee:

Larry Pageler, TAPS, Chair

Firas Khatib, Graduate Student

Jonathan Giffard, Undergraduate

Joel Kubby, Faculty

Susanne Altermann, Graduate Student

Heather Mietz-Egli, Staff

Dean Raven, Physical Plant

Free Moini, Planning and Budget

Karen Bassi, Faculty

Graeme Smith, Faculty

Robert Kemp, Staff

Drew Salzbom, Undergraduate

Hailey Snow, Undergraduate

Eric Street, Undergraduate

Nancy Carroll, University Police

TAC Members Absent:

Eric Grabiell, Staff

Larry Castro, Accounting

Muffie Cooper, Staff

Angela Holleman, DRC

Visiting Non-Members:

Jim Whitehead, Faculty

Dean Fitch, Physical Planning & Construction

TAPS Staff: Cathy Crowe

Jule Tanner

Eric Kraus

(TAC actions appear in **bold** print)

1. **Introductions**

Introductions were skipped in the interests of time.

2. **Additions/Deletions to the Agenda**

None

9. **Permit Policies Discussion**

The first part of this item had been placed on the agenda at the request of Mr. Whitehead. Mr. Pageler moved it up so that Mr. Whitehead would not have to sit through discussion of items 3-8.

Mr. Whitehead made his request that, for an A permit holder with multiple cars, permits be provided such that there is one for each owned car.

Mr. Pageler explained that no parking management system he knows about operates in the requested fashion. Each permit represents significant cost, and the losses that would accrue as a result of the expected abuse of such a system would be too much for TAPS to absorb. To make permit use somewhat easier and more convenient for those with multiple autos, TAPS will shortly be distributing clear plastic pockets which adhere to the inside of car windows. Permit holders can then conveniently move their permit to the plastic pocket in the car they plan to use that day. Pocket distribution should start at the beginning of July.

It was noted that the City of Santa Cruz forgives three miscues per year by its permit holders, while UCSC forgives two such errors. Ms. Carroll said she would look into the possibility of bringing UCSC policy into line with that of the City in this regard. Mr. Pageler said that he would relay Ms. Carroll's findings to the TAC.

Regarding those who wish to add motorcycles onto the permits they already hold for their automobiles, Ms. Tanner noted that people in that category can purchase a motorcycle permit for the nominal fee of \$6.00 per year.

Mr. Pageler reported on constraints on permit sales at the main entrance kiosk. The essential reason is lack of parking and safe places to cross the road from areas where enough parking exists.

Mr. Whitehead noted that transaction time at the kiosk sometimes seems long. He asked if there is a way to remedy this situation.

Ms. Tanner pointed out that the kiosk also serves as a visitor information booth.

Mr. Pageler noted that the Long Range Development Plan requires that TAPS develop an improved campus way-finding system.

Ms. Bassi asked if online way-finding is in the offing or possibly free-standing electronic kiosks with printable way-finding materials.

Mr. Pageler said that he does not believe that electronic kiosk can accommodate this, but that improved on-line way-finding materials are probable. An ideal solution might include a Visitors Center near the entrance to campus.

Mr. Whitehead said that it is disappointing that multiple permits cannot be issued, but thanked TAPS in advance for the clear plastic pockets, which he said should be somewhat helpful.

3. Announcements

Mr. Pageler reported briefly on the Emergency Blue Light Phone project. In response to a question, he said that perhaps these phones will be in place and operational next year.

Mr. Pageler noted that Doug Aronson, TAPS' shuttle mechanic, has been researching vehicle replacement options to meet the current pressing need.

4. Approval of Minutes from January 10, 2007 Meeting

The minutes were unanimously approved (Giffard/Bassi).

5. Report on Campus Welfare Committee (CWC) Meetings

Mr. Pageler reported on the CWC discussion of a campus smoking policy. The idea was floated of a 3-5 year plan to make UCSC a smoke-free campus.

Mr. Salzborn and Mr. Khatib agreed that there are many smokers on campus and that enforcement will be a problematic aspect of any such policy.

Mr. Pageler requested feedback via email.

6. Transit Task Force (TTF) Meeting

Mr. Pageler reported on the Transit Task Force discussion of possible implementation of Santa Cruz Metro limited express service to the campus. He also noted his Monday meeting with Metro staff, during which it was suggested that this service might benefit by establishing its starting point either on the Eastside of Santa Cruz or somewhere in Mid-County.

Mr. Salzborn noted the importance of aligning the limited express schedule to campus class changes. As such, the schedule on Monday/Wednesday/Friday would differ from the one on Tuesday/Thursday. He also said that limited express buses should depart from the Metro Center immediately prior to Route 16 buses in order to free up space on the latter vehicles to pick up many of those en route who might otherwise be passed by due to lack of space.

Mr. Khatib suggested that a name such as "UC Express" which clarifies the intent of the service might help diminish the frustration felt by those who are passed by at bus stops.

Ms. Mietz-Egli said that not including College 9/10 as a stop will become an issue for many people.

Mr. Pageler said that College 9/10 could be substituted for Science Hill.

Ms. Mietz-Egli said that it should stop at both locations.

Mr. Salzborn noted that the old limited express bus did stop at College 9/10. He also said that Science Hill is the busiest stop on campus.

Mr. Pageler said that adding more stops may make differentiation between the limited express and TAPS shuttle service less obvious.

Mr. Giffard said that stops should not be added.

Mr. Khatib said that Science Hill should be retained, because it is the highest point on the bus route, and people can leave the bus and proceed downhill to their destination.

Mr. Street said he has no problem with a limited express bus not stopping at College 9/10, since that site will still be served by other Metro routes and TAPS shuttles.

Ms. Snow agreed that no limited express stop at College 9/10 will work fine for students, since the fact that such a service will be picking up large groups of people at Science Hill will free up space on other buses which do stop at College 9/10.

Mr. Street said that fewer stops make more sense for an express service.

Mr. Giffard asked if this service is envisioned for Spring or Fall.

Mr. Pageler said that he is hesitant to convert the second current supplemental bus to limited express service. Ridership on that second supplemental is now high. He thinks a third supplemental might be the best way to proceed, and could be tested during Spring quarter. There is a probability that the limited express will experience lower ridership than do the present supplementals.

Mr. Salzborn expressed his belief that a significant portion of supplemental ridership is intra-campus.

Mr. Pageler noted that, according to preliminary ridership reports provided by SCMTD staff, the supplementals have enjoyed high evening ridership this quarter.

Mr. Smith said that he doesn't understand the requirement that the evening Route 16 supplementals be eliminated. He said that the Friday evening buses are taking a great deal of riders downtown.

Ms. Altermann asked if anyone wished to make a motion.

Mr. Giffard asked about the times of day during which limited express service would run.

Mr. Pageler said that it would run for eight hours, perhaps between 10:30 am and 6:30 pm, or maybe an hour later.

Mr. Giffard said that he has heard that Santa Cruz Metro has hired eleven new drivers, and asked if they are adding routes.

Mr. Pageler said that to his knowledge these new hires are to fill gaps, not for new service. He said that Metro will only add campus service as requested by UCSC.

Mr. Pageler noted that TAPS and Metro staff are discussing possible reroutes to existing Route 19 and 20 evening service to provide improved evening access to the Safeway commercial area.

Mr. Giffard made a motion recommending establishment of limited express service in Spring, with the service being provided via reallocation of the second existing supplemental. Mr. Khatib seconded.

Mr. Giffard said there is a need to move ever-increasing numbers of people to and from campus. He said that people are willing to walk further to access faster bus service.

Ms. Mietz-Egli asked if the TAC lacks any significant information prior to making the change under discussion.

Mr. Street said that he agrees with Mr. Pageler that service should be added rather than subtracted. He said he'd like to initiate the program in the Spring so that the results could be considered during Summer.

Ms. Altermann asked if a friendly amendment to split the motion into two motions would be acceptable. The first motion would be to establish limited express service in Spring. The second motion would decide whether to do this by reallocating existing supplemental service. The friendly amendment was accepted.

The TAC voted unanimously to establish limited express bus service in Spring quarter.

The TAC voted against establishing limited express bus service by reallocating existing supplemental service (Ayes – Giffard, Khatib, Salzborn; Nays – Altermann, Bassi, Kemp, Kubby, Mietz-Egli, Smith, Street).

Ms. Altermann made a motion that the limited express bus service to be implemented in Spring be an additional supplemental service paid for from the Student Transit Fee budget. Ms. Mietz Egli seconded. This motion was approved by the TAC (Ayes – Altermann, Bassi, Kemp, Khatib, Kubby, Mietz-Egli, Street; Nays – Giffard, Salzborn.)

8. TAPS Program Expenditures for 2006-07

Mr. Pageler reported that TAPS proposes to spend more money than identified in the 2006-07 TAPS budget on three programs: a Bus Rapid Transit (BRT) study, funding to operate a third bike shuttle during Spring 2007, and purchase of three replacement commuter vanpool vehicles.

Mr. Moini asked if these funds will come from reserves and was told that they probably would.

Following discussion, Ms. Mietz-Egli made a motion increasing the BRT study allocation from \$20,000 to \$58,000. Mr. Kubby seconded. The motion passed, with Mr. Giffard and Mr. Salzborn abstaining.

Ms. Bassi asked when the study would be complete.

Mr. Pageler replied that it should be complete sometime during Summer 2007.

The TAC unanimously approved (Altermann/Khatib) TAPS operation of a third Bike Shuttle trailer van during Spring 2007, for an estimated \$6,500.

The TAC approved (Street/Bassi) TAPS acquisition of three 12-passenger vans for use in the vanpool program at an estimated cost of \$70,000. Mr. Salzborn abstained.

7. TAPS Budget Planning Process

Mr. Pageler reported.

Mr. Raven initiated discussion of the proposal to bring the University vehicle recharge rate into parity with the “A” permit rate in 2007-08.

Mr. Pageler and Ms. Tanner provided historical perspective on this issue.

There was discussion of possible further increases to staff/faculty bus pass rates, and also of two possible changes to “R” permits: creation of “R” scratch-off permits, and creation of non-expiring “R” permits.

10. Agenda Setting for Next TAC Meeting

Items for inclusion on the March agenda are: Preliminary 2007-08 budget presentation; status of transit services, corporate sponsorship of campus transit vehicles, and telecommuting.

Mr. Giffard asked about investigation of some of the reported Route 20 activities.

Mr. Pageler replied that this should be a Transit Task Force issue.

Mr. Giffard asked about installation of more bike parking.

Mr. Pageler said he would talk to him outside of the meeting about this matter.

The meeting was adjourned at 12 noon.

UCSC
TRANSPORTATION ADVISORY COMMITTEE (TAC)

MEETING MINUTES

March 14, 2007

Baskin Engineering Room 330

Transportation Advisory Committee:

Larry Pageler, TAPS, Chair	Karen Bassi, Faculty
Firas Khatib, Graduate Student	Graeme Smith, Faculty
Jonathan Giffard, Undergraduate	Robert Kemp, Staff
Joel Kubby, Faculty	Drew Salzbom, Undergraduate
Susanne Altermann, Graduate Student	Hailey Snow, Undergraduate
Heather Mietz-Egli, Staff	Eric Street, Undergraduate
Dean Raven, Physical Plant	Free Moini, Planning and Budget

TAC Members Absent:

Eric Grabiell, Staff	Muffie Cooper, Staff
Larry Castro, Accounting	Angela Holleman, DRC
Nancy Carroll, University Police	

TAPS Staff: Cathy Crowe	Jule Tanner
Andrew Klein	Eric Kraus

(TAC actions appear in **bold** print)

1. Introductions

Introductions were not made.

2. Additions/Deletions to the Agenda

The budget discussion (item 7) was moved up to follow item 4.

3. Announcements

Ms. Tanner announced the death the previous day of former UCSC Police Captain Robert Jones.

Mr. Pageler noted Mr. Jones long and distinguished service both to the TAC and the general campus community.

4. Approval of Minutes from February 14, 2007 Meeting

The minutes were approved (Mietz-Egli/Kubby), with members Giffard and Street abstaining.

7. TAPS 2007-08 Budget Review

Mr. Pageler reported that the process for review and approval of the TAPS budget, following TAC's consideration of it, will be different than in previous years, as this is the first year during which the TAC is under the umbrella of the Campus Welfare Committee. He is working with Assistant Chancellor Sahni on the creation of a budget approval process.

It was agreed by consensus that Mr. Pageler would provide a budget overview prior to group discussion.

Mr. Pageler noted that the budget proposes a 5% increase for most permit fees, with no increase to the Night Permit fee.

Mr. Pageler reported that the budget proposes an increase in the Faculty/Staff bus pass fee from the present \$3 to \$5/month.

Mr. Kubby questioned whether this would discourage commuting via bus.

Mr. Pageler said that in fact increased bus usage is expected for a variety of reasons.

Mr. Moini pointed out that the overall cost to UCSC of the Faculty/Staff bus pass program will more than double next year. Mr. Pageler noted that the 2005-06 budget year figure included the 35-day SCMTD Transit Strike, resulting in much lower ridership billings than during 2006-07 or projected for 2007-08.

Mr. Pageler moved on to a discussion of the vanpool program.

Mr. Kubby asked if more fuel efficient vehicles can be acquired for use in the program.

Ms. Crowe replied that Dave Fairchild at the Monterey Bay Unified Air Pollution Control District has said that such vehicles may not yet be available.

Mr. Kubby requested contact information for Mr. Fairchild, and was told that it would be provided to him.

Ms. Mietz-Egli asked about waiting lists for vanpools.

Ms. Crowe replied that the Los Gatos vanpool presently has nine names on its waiting list, which is the longest such list for any of the vanpools.

Ms. Mietz-Egli asked if there are any vanpools with empty seats and, if so, why.

Mr. Pageler said that TAPS is considering smaller, more efficient and convenient vans. This may create a two tiered vanpool program based on the needs of and marketability to different segments of the UCSC community, consisting of premium vanpools and standard vanpools.

Mr. Pageler and Ms. Tanner reported on the minor increases to two Event Parking fees.

Mr. Pageler noted that the budget proposes raising the BART Connector fee to \$13 each way.

Mr. Street expressed belief that most students will refuse to pay this high a fare.

Mr. Pageler asked the group to return to this issue later in the meeting. He then began reporting on major expenses in the budget.

Ms. Altermann stated that she is not in a position to know whether many of the proposals in the budget, including for instance the 6.7% increase in salaries and benefits, are reasonable. She also expressed concern about TAPS continuing staffing shortfall.

Mr. Pageler reported that no major parking projects are planned.

Ms. Altermann opined that many who are paying increasing parking fees probably expect a part of these fees to be set aside to fund new parking structures to meet increasing needs.

Mr. Pageler replied that some of the funding in this year's budget for the East Collector lot will be reallocated. About \$150,000 might be carried forward for continued East Collector planning.

Mr. Pageler noted that there might be costs to TAPS associated with the planned Child Care Center on the lower campus.

Mr. Kubby asked if TAPS will have to provide funding for Ranch View Terrace.

Ms. Tanner replied that Ranch View Terrace parking will be managed by Housing, with no obligations for TAPS.

Mr. Pageler reported on the program expenses included in the proposed budget: the SCMTD Faculty/Staff bus pass program billings; the purchase of three additional vanpool vehicles; and funding for the Carshare program.

Mr. Pageler then moved on to policy considerations that affect the budget. Among these are Long Range Development Plan (LRDP) mitigation measures. These include signalization of the west entrance. There is a possibility of grant funding for this project. Discussion is underway to determine who will pay for the various mitigation measures and for the Mitigation Monitoring Program required by the LRDP Environmental Impact Report.

Mr. Giffard asked if TAPS is working with the group conducting the Sustainability Audit.

Mr. Pageler said that this is happening, but that new information which could be useful to that group may be available in May.

Mr. Pageler completed his presentation and opened the floor for discussion.

Ms. Altermann suggested discussion of the big picture rather than a line by line approach.

Mr. Raven asked about the genesis of the 5% parking fee increase.

Ms. Tanner explained that in the past the faculty and labor organizations indicated their preference for frequent small (5% or less) fee increases to less frequent but much larger ones.

Mr. Street asked for a ballpark Ten Year Parking Projection.

Mr. Pageler displayed the unrevised version, with the caveat that incorporation of new information, including the proposed budget presently under discussion, would cause significant revision to the document.

Mr. Giffard asked what would happen if parking demand “tanks.”

Mr. Pageler said that he has asked himself the same question.

Ms. Altermann said that the entire system is likely to implode based on either costs so high they are unaffordable, or traffic so dense that roads cannot be traversed. She asked how this affects the group’s planning efforts.

Mr. Pageler pointed out that the proposed 2007-08 budget emphasizes alternative transportation.

Ms. Bassi asked if the budget assumes an increasing UCSC population.

Mr. Pageler replied that this budget is merely a financial document.

Ms. Tanner noted that staff is uncertain how the in-car parking meter program will affect the TAPS budget.

Mr. Moini expressed concern about making short term decisions without proper consideration of long term ramifications. He noted that TAPS figures show revenues increasing at a far lower rate than expenditures, while at the same time reserves are being significantly depleted.

Ms. Tanner pointed out that if the Faculty Association and labor organization refuse increases, the money cannot be collected.

Mr. Moini said that his concern is not so much that revenues should be increased more than is shown in the proposal, but that expenditures should be cut.

Mr. Pageler noted that accurate allocation of all labor expenses to appropriate programs is somewhat challenging, and that the current budget proposal represents a “best effort.” Ideally, staff expenses like supervision, marketing and promotion would be distributed across the programs. The same would be true for appropriate distribution of rising administrative costs.

Mr. Pageler asked the group for specific guidance on the bus pass fee and vanpool acquisitions.

Mr. Street made a motion supporting increase of the Faculty/Staff bus pass fee to \$5/month. Ms. Snow seconded.

Mr. Kemp expressed concern about the projected \$245,000 cost of the bus pass program and asked if this could be reduced.

Mr. Pageler replied that it probably could not be reduced.

Mr. Street asked about the ratio of faculty to staff bus pass holders.

Ms. Tanner said that she could get that information for him.

Mr. Street asked about the justification of the bus pass subsidy.

Mr. Pageler said it is to get people out of their cars.

The motion supporting increase of the Faculty/Staff bus pass fee to \$5/month was approved (Street/Snow), with Mr. Kubby voting no.

Following discussion of vanpool fare scenarios, Mr. Giffard made a motion supporting approval of Proposal C, calling for an overall fee increase of 11%, with overall TAPS subsidy of the Vanpool Program at 56%. Mr. Kemp seconded.

Mr. Street made a friendly amendment that the numbers be changed to reflect a TAPS subsidy of 53%. The maker and seconder of the motion accepted the friendly amendment.

Following discussion, the original motion, supporting approval of Proposal C, calling for an overall fee increase of 11%, with overall TAPS subsidy of the Vanpool Program at 56%, was made again, this time by Mr. Khatib, with Mr. Giffard seconding. The motion passed, with Mr. Giffard abstaining.

Mr. Pageler asked for guidance on the BART connector fee.

Ms. Mietz-Egli asked if the bulk ticket discount is relevant.

Mr. Klein said it is minimal.

Ms. Mietz-Egli asked if TAPS will have to cut this service if it continues to run in the red.

Ms. Tanner replied that TAPS has already reduced the service.

Mr. Kemp made a motion supporting a BART connector fee that meets the costs of the service, which in this case would be \$13 each way. Ms. Altermann seconded.

Ms. Bassi asked if BART connectors could make a stop at San Jose Airport.

Mr. Pageler said that there are many reasons that this could not be done.

The motion failed, with members Kemp and Altermann voting yes; and members Bassi, Kubby, Giffard, Khatib, Salzborn, Snow and Street voting no. Ms. Mietz-Egli abstained.

Mr. Khatib made a motion to retain the present BART connector fee of \$10 each way. Mr. Salzborn seconded. The motion passed, with members Altermann, Bassi, Kubby, Giffard, Khatib, Salzborn, Snow and Street voting yes; and member Kemp voting no. Ms. Mietz-Eglis abstained.

Mr. Khatib made a motion that nighttime parking fees be maintained at their current rate. Ms. Altermann seconded. The motion passed unanimously.

Mr. Giffard made a motion accepting the overall budget, excluding the specific items already voted on. Mr. Khatib seconded.

Ms. Mietz-Egli expressed discomfort about voting on something which she has not had time to properly read and digest, let alone share with those she represents.

Ms. Bassi asked if it is possible to be granted additional time to review the budget prior to voting on it.

Ms. Tanner pointed out that, besides the various other deadlines and time constraints, there is also a noticing period for the labor organizations.

Mr. Pageler asked about a final deadline.

Ms. Tanner replied that the budget must absolutely be finalized by April 1.

The motion approving the overall budget failed, with Mr. Kemp voting yes; and members Altermann, Bassi, Kubby, Giffard, Mietz-Egli, Snow, and Street voting no. Members Khatib and Salzborn abstained.

Mr. Street noted that he has specific concerns with aspects of the budget proposal.

Ms. Altermann noted that the Graduate Student Assembly would be meeting the next night, enabling Mr. Khatib and herself to present the proposed TAPS budget to that group and bring back their comments to a special TAC meeting during the following week.

It was agreed by consensus that a time and venue amenable to a quorum of members would be sought for a special meeting of the TAC during the following week, so that the group could offer a more informed vote on the proposed TAPS budget.

5. Report on Campus Welfare Committee Meeting

Continued to a future meeting

6. Transit Task Force Meeting

Continued to a future meeting

8. Agenda Setting for Next TAC Meeting

An attempt will be made to convene a special meeting of the TAC during the week beginning on Monday March 19 to further discuss and vote on the TAPS budget.

The meeting was adjourned at 12 noon.

UCSC
TRANSPORTATION ADVISORY COMMITTEE (TAC)

MEETING MINUTES

March 20, 2007

Baskin Engineering Room 330

Transportation Advisory Committee:

Larry Pageler, TAPS, Chair

Firas Khatib, Graduate Student

Robert Kemp, Staff

Eric Grabiell, Staff

Susanne Altermann, Graduate Student

Dean Raven, Physical Plant

Ellen Borger, Staff

Graeme Smith, Faculty

Eric Street, Undergraduate

Drew Salzbom, Undergraduate

Hailey Snow, Undergraduate

Free Moini, Planning and Budget

TAC Members Absent:

Jonathan Giffard, Undergraduate

Larry Castro, Accounting

Nancy Carroll, University Police

Heather Mietz-Egli, Staff

Karen Bassi, Faculty

Angela Holleman, DRC

Joel Kubby, Faculty

TAPS Staff: Jule Tanner

Andrew Klein

Eric Kraus

Allison Johnson

(TAC actions appear in **bold** print)

1. Introductions

Introductions were made.

2. Transit Task Force Meeting

Mr. Pageler reported that Santa Cruz Metro staff recommends that implementation of limited express bus service be initiated in Fall rather than Spring. Fall implementation will be more cost effective and give the service a better chance of succeeding.

Mr. Khatib noted that the Graduate Student Association is enthusiastic about a Spring quarter launch of this service.

Ms. Altermann summarized the Transit Task Force (TTF) discussion. She said that undergraduate representatives have wanted this service for awhile. A cost estimate is difficult to make. It will be a supplemental service.

Mr. Pageler said that his original cost projections may be low, based on the January cost figures he has received for the present supplemental service that is being run.

The group discussed the three 8 hour service options identified by the TTF.

Mr. Salzborn said that he wanted cheaper and better service. The options under consideration do not in his opinion provide this. He said that the supplemental service presently in service should be reallocated, without the use of additional buses.

Mr. Smith asked about the possibility of surveys on supplemental service ridership, with a focus on the issue of intra-campus trips. If this information could be made available during Spring, he would recommend waiting until Fall to implement limited express service.

Mr. Street asked why this item is back before the TAC, since the TAC already voted on it.

Mr. Pageler explained that the TAC is being asked to choose among the options identified by the TTF.

Mr. Street made a motion to approve Option A, calling for beginning limited express operation in Spring from 9:00am-4:30pm on Monday, Wednesday and Friday, and from 9:30am-5:00pm Tuesday and Thursday. Mr. Grabiell seconded.

Mr. Salzborn said that he is concerned this will be a waste of money.

Mr. Pageler said that on-board surveys will be conducted in Spring, as will residential surveys. He suggested that information gleaned from these surveys might help inform the TAC how to better implement a Fall limited express service launch.

Mr. Salzborn said that supplemental service should be reallocated to serve as limited express service.

Mr. Pageler replied that the present supplemental service is now doing more than just the Route 20; it is also providing Route 16 support. Reallocating one of these buses will create a need to reschedule the other as well.

Mr. Smith said that the supplemental Route 16 buses have been very valuable.

The motion approving Spring implementation of limited express service as delineated in Option A failed, with members Grabiell and Street voting yes; members Altermann, Kemp, Salzborn and Smith voting no; and members Borger, Khatib and Snow abstaining.

Ms. Altermann made a motion that limited express service be implemented in the Fall. Mr. Khatib seconded. The motion passed, with members Altermann, Kemp, Khatib, Salzborn, Smith and Snow voting yes; Mr. Street voting no; and members Borger and Grabiell abstaining.

3. TAPS 2007-08 Budget Review

Ms. Altermann asked for an overview regarding how the various budget pages relate to each other.

Mr. Pageler made a brief presentation in response to this request.

Ms. Altermann said that she would like to discuss the long term situation beyond the TAPS budget. She noted that the Graduate Student Association voted against the TAPS budget. She and they are concerned with transportation and parking on campus in general, and feel that the trends represented in the TAPS budget are not sustainable.

Mr. Smith said that he agrees with Ms. Altermann's comments. He was not happy with the 11% increase in vanpool fees which was approved at the previous week's meeting. And parking fees of over \$1,000 per year within a couple of years are catastrophic. He said that he cannot in good faith support this. He questioned how the faculty association could ever have agreed to increases of 5% per year. He said it would be irresponsible of him as a faculty representative to approve this budget.

Mr. Pageler pointed out that the increase in vanpool rates is to allow a decrease in the vanpool subsidy. He noted that operating costs are rising. It must be decided whether it is better to subsidize vanpoolers to help them get to their workplace, or to charge them more for that service. Most revenue in this budget is derived from parking fees. The choices are to raise rates either more or less precipitously, or to cut programs. Mr. Moini pointed out that TAPS revenues are being eaten into. Central funding will probably never be available to pay for parking.

Mr. Grabiell said that he supported the \$5 bus pass increase. He suggested that he could possibly support some increase to vanpool rates. But he asked why UCSC charges so much more than UC Santa Barbara and UC Riverside.

Mr. Pageler said that he assumes that other campuses are also increasing their rates. UCSC is near the middle in permit costs.

Mr. Grabiell asked if other campus' TAPS receive central funding and was told that they do not.

Ms. Tanner noted that other campus' TAPS do receive 100% of parking fine revenues.

Ms. Altermann said that the Graduate Student Association will be meeting with the UCSC Police Chief and will ask him about this.

Mr. Street asked if the parking fine amount could be increased, with the increase going to TAPS.

Ms. Tanner said that there is a group that decides on fine amounts. She pointed out that the police do not get all the fine money.

Mr. Klein suggested that on campuses where enforcement is handled by TAPS, it is more aggressive.

Mr. Kemp said he also does not want to see parking fees rise. He said that TAPS either needs money from other sources, or it needs to cut expenses. He also said that TAPS needs to maintain its reserves, particularly if it plans to build any new structures.

Mr. Grabiell said he wants to find out about deriving more money from parking fines.

Mr. Pageler identified the following new revenue sources: parking citations; off-campus sites, particularly 2300 Delaware and Long Marine Lab; 24/7 enforcement; solar power; differential rates (residential vs. commuter); and higher guest permit rates.

Mr. Street made a motion to raise the guest day permit rate.

Ms. Tanner noted that raising the rates of certain permits causes people to find a different way to do things and actually decreases revenues. She said that she suspects a higher guest permit rate might fall into this category.

Mr. Street withdrew his motion. He said he wants to see an analysis of the day permit rates.

Mr. Pageler reported on the budget review process. The Campus Welfare Committee will review and recommend a TAPS budget to the Executive Vice Chancellor, after which it will go to the Chancellor for his signature. Vice Chancellor Vani suggested possibly putting off the approval date until August 1, to allow time for the process.

Ms. Tanner noted that such a delay could cause TAPS a month's worth of revenue on permits.

Following discussion, Mr. Kemp suggested that the possible problems resulting from extending the budget's approval deadline to August 1 are not worth the benefits.

Ms. Tanner said that the labor organizations can be notified of the proposed rates before official approval.

Mr. Kemp reiterated that he believes it is important to examine the expense side of the budget ledger. He asked why bus pass expenses are increasing so much.

Mr. Pageler explained.

Mr. Grabiell asked about the increased IT costs.

Ms. Tanner explained.

Mr. Smith commented that there are large items in the budget that are forced upon TAPS. He suggested that the TAC can make motions stating that some of these specific items are inappropriate and that the CWC might perhaps agree.

Mr. Moini pointed out that the IT and other identified charges are not unique to TAPS.

Mr. Kemp noted that these charges are, however, reflected in TAPS' parking rates.

Ms. Tanner said that review should be made of items that could be assessed at a lower charge. IT is among these.

Mr. Pageler and Mr. Moini agreed to discuss this outside the meeting.

Mr. Street made a motion to accept the original motion against the budget which was approved at the March 21 TAC meeting. Mr. Salzborn seconded.

Mr. Smith said that he wants the CWC and Vice Chancellor Vani to be aware that this rate of increase to permit prices is unacceptable. He noted that TAPS is between a rock and a hard place.

Mr. Pageler said that he intends to attempt to work on the 10 year budget projection to make it more dynamic and sustainable.

Mr. Grabiell said that he cannot support the budget. He suggested that the TAC could later make more detailed motions. He repeated that he would like to examine TAPS' share of citation money.

The motion reiterating non-acceptance of the TAPS budget was approved (Street/Salzborn), with members Altermann, Grabiell, Khatib, Smith, Snow, and Street voting yes; and members Borger, Kempt, and Salzborn abstaining.

Mr. Grabiell made a motion seeking review, explanation from Planning and Budget staff, and reduction of expenses of administrative costs relating to the following: IT; administrative recharges; Physical Planning and Construction; and service center. Ms. Altermann seconded. The motion passed unanimously.

Mr. Salzborn made a motion directing TAPS staff to pursue implementation of parking management ASAP at off-campus sites, including especially 2300 Delaware and Long Marine Lab. Mr. Khatib seconded. The motion passed unanimously.

The meeting was adjourned at 12 noon.

UCSC
TRANSPORTATION ADVISORY COMMITTEE (TAC)

MEETING MINUTES

April 11, 2007

Social Sciences 2, Room 265

Transportation Advisory Committee:

Larry Pageler, TAPS, Chair

Firas Khatib, Graduate Student

Jonathan Giffard, Undergraduate

Joel Kubby, Faculty

Susanne Altermann, Graduate Student

Heather Mietz-Egli, Staff

Nancy Carroll, University Police

Ellen Borger, Staff

Graeme Smith, Faculty

Robert Kemp, Staff

Drew Salzbom, Undergraduate

Hailey Snow, Undergraduate

Eric Grabiell, Staff

Free Moini, Planning and Budget

TAC Members Absent:

Eric Street, Undergraduate

Larry Castro, Accounting

Dean Raven, Physical Plant

Karen Bassi, Faculty

Angela Holleman, DRC

TAPS Staff: Jule Tanner
Eric Kraus
Andrew Klein

Carolyn Stark
Allison Johnson

(TAC actions appear in **bold** print)

1. Introductions

Introductions were made.

2. Additions/Deletions to the Agenda

Mr. Salzbom asked that advertising in or on buses be briefly discussed.

Mr. Pageler agreed to address this later in the meeting

4. Approval of Minutes from March 14 and 20 Meetings

The March 14 meeting minutes were approved (Giffard/Salzbom), with Ms. Mietz-Egli abstaining. The March 20 meeting minutes were approved (Altermann/Salzbom) with Ms. Mietz-Egli and Mr. Giffard abstaining.

Subsequently, Mr. Grabiell noted that his statement recorded in the March 20 minutes did not indicate that, along with wanting parking citation fines to be increased, he wants the entire increased amount to go to TAPS and not to University Police.

3. Announcements

Mr. Pageler reported that the newly purchased campus transit buses will be arriving from Arizona in a few weeks. Two cutaway buses were also purchased with parking fine surcharge money. The strategy is to stagger the purchase of vehicles so that they do not all need to be replaced at the same time.

Mr. Pageler then presented the information that Mr. Kubby sent about electric buses. It was noted that the vehicles in question are only 22 feet long, which is too small for the high-capacity routes (Loop, Upper Campus).

Mr. Kubby stated that they also come in longer sizes. He said that this could be a good time to seek grant funding for this type of vehicle.

Mr. Pageler agreed that “carbon reduction” or “green” grants may become more available.

Mr. Salzborn said that electric vehicles are very short-ranged.

Mr. Kubby replied that the hybrid vehicles have a 340 mile range. The fuel generator recharges the batteries. He said that battery technology is also developing.

Ms. Tanner said that electric buses have difficulty climbing hills.

Mr. Kubby said that he would like to continue working with TAPS on this issue.

Mr. Pageler made a presentation on the Ranch View Terrace construction impacts on the bike path. He noted that work will take less than one month.

There was discussion about the hazard posed by gravel on the bike path and ways to avoid this situation.

Ms. Altermann asked about the signage to be posted at the intersection of the bike path and the road to Ranch View Terrace.

Discussion ensued about the dangers to cyclists at the above-mentioned intersection. It was pointed out that, even if a stop sign for cyclists were posted, many cyclists would disobey it. It was also noted that, even after stopping at a stop sign at the intersection, a car or delivery vehicle would have difficulty seeing and avoiding a bicycle speeding around the curve on that segment of the bike path.

The idea of a warning system to alert bicyclists to the presence of cars was raised, as was the question of whether the bike path could tunnel under the road.

Mr. Pageler noted that tunnels are perceived as being unsafe for cyclists. He said that he would try to provide the latest designs to the TAC. Construction will start on May 1.

Regarding another issue, Mr. Smith asked if press-strips to alert the driver that a passenger needs to get off at the next stop could be installed in the smaller TAPS shuttles, or at least in the back part of these shuttles.

Mr. Salzborn said that this is going to be done in the new larger cutaway shuttles. But it is somewhat complicated and could be expensive.

During discussion, the possibility of installing cables was raised, as was the tactic of informing the driver when boarding of the stop one needs to get off at.

5. Report on Campus Welfare Committee (CWC) Meeting

Mr. Pageler reported that the CWC would like four TAC members, one from each constituency, to attend the May 8 CWC meeting to report on and discuss TAC concerns with the TAPS budget. The meeting will start at 2:30pm and be held at Kerr Hall, Room 212.

Four TAC members volunteered to attend the May 8 CWC meeting and make the requested report. They were Mr. Smith (faculty), Mr. Grabiell (staff), Ms. Altermann (graduate student), and Mr. Salzborn (undergraduate student).

Mr. Salzborn asked if yield to bus laws can be implemented on campus.

Ms. Carroll said that she will do some research, including research into the reason why the similar wider ranged pilot program was not adopted on a permanent basis.

Mr. Pageler displayed a graph showing the history of TAPS' parking rate increases.

Ms. Tanner noted that, because of labor negotiation issues, not everyone was paying the displayed rates at the time they went into effect.

Mr. Pageler noted that he presented to the CWC the concerns raised by the TAC at its March 20 meeting.

Ms. Tanner said that she can notify labor organizations of the proposed rates even before budget approval.

Mr. Pageler said that he would like to discuss the various political ramifications with Ms. Tanner before she takes this step.

6. In-Vehicle Parking Meters

Mr. Pageler passed one of the in-vehicle devices around the room. He spoke briefly about the advantages to users, but noted that widespread use of the device could conceivably reduce TAPS parking revenue. He noted that it would be rolled out to employees working half-time or less, vendors, and departments.

Mr. Grabiell questioned whether the program advantages justify the possible revenue loss, especially when considering the revenue challenges noted during the recent discussions of the future TAPS budget.

During discussion of how TAPS staff determined in-vehicle parking meter rates, Mr. Pageler stated that this program will break even at a little bit over four hours of use per day. If it is priced on the high side, TAPS might be able to avoid raising IVPM rates for some period of time. The device would gradually be made available to the other campus populations besides those to whom it will be rolled out. He asked for TAC feedback.

Ms. Altermann noted that this program could benefit certain campus populations, but seems potentially problematic to TAPS from a financial perspective. She asked how these will be identified to users.

Mr. Klein said they will be linked to the user license plate, as with existing permits.

Mr. Smith asked how the program will be accessed.

Mr. Klein replied that a deposit will have to be left on each device. Eventually, users will be able to buy time from their home computers.

Ms. Mietz-Egli commented that part-time employees will like this program.

Mr. Pageler noted that the group seems to support the idea of a limited roll-out, and is concerned that TAPS keeps an eye on the effect the program has on its revenue.

Mr. Khatib said that there should be a minimum use requirement and was told that this will be built into the program.

Ms. Altermann said that graduate students will like this program.

Mr. Kemp said that it is possible that this will get some people out of buses and off their bicycles. But the minimum use requirement will probably prevent too much of that kind of unwanted jump from alternative travel modes.

7. Events Parking

Mr. Pageler distributed a summary of the TAPS Events Parking program put together by Events Manager Carolyn Stark.

Mr. Grabiell said that he would like to derive more money from the Events Parking program.

Ms. Stark made a brief presentation about the program.

There was discussion of the Events Parking rate, whether it should be raised, and whether higher costs create greater efficiency as a general rule.

Mr. Kemp asked about ramifications of raising the Events Parking rate from the present \$2 to \$5.

Ms. Stark said that the nighttime permit rate would have to be raised concurrently.

Mr. Salzborn asked whether the fee for late event notification had been raised and was told that it had.

8. Pedestrian Issues

Mr. Pageler noted that there would not be enough time to discuss this item adequately at the current meeting. The group agreed to continue it until the May meeting, and place it at the top of that agenda.

Mr. Pageler noted that the Long Range Development Plan requires development of a Bicycle Plan by September 2007 and a Pedestrian Plan by September 2008.

The group agreed to send ideas about improvement of campus pedestrian infrastructure to Mr. Kraus prior to the May meeting.

Mr. Pageler said he hopes to focus on making walking around campus easy and safe, and also on promoting this most basic transportation mode.

8a. Ads/Sponsorship On and In TAPS Shuttles

Mr. Salzborn reported that he is going to serve as a marketing intern for Monterey Salinas Transit (MST). MST is looking for a partner in working with advertisers. MST's net profit from advertising is about \$200,000 per year. They maintain content control, and do not run ads related to smoking, drinking or politics.

Mr. Pageler noted that the handling of military recruitment ads could be problematic for UCSC.

Mr. Salzborn said that vandalism could be a problem with certain ads.

Mr. Khatib asked how TAPS shuttle ridership compares with that of MST.

Mr. Salzborn replied that it is about the same.

Ms. Mietz-Egli said that she would like to look at a possible phased approach.

Mr. Kemp asked about the possibility of a pilot program using campus related ads and public service announcements.

There was discussion of putting this idea to a student vote or, alternatively, bringing it to the student government.

Mr. Giffard noted that the lack of enclosed bus yards may make vandalism more probable.

9. Agenda Setting for Next TAC Meeting

Items for inclusion on the May agenda are: Pedestrian issues, and a report on the TAC member presentation to the Campus Welfare Committee.

Mr. Pageler noted that items that also need to be addressed this year are the campus bike plan and limited express bus service next steps.

Mr. Grabiell asked that event parking be discussed at the May meeting.

Mr. Pageler asked the group to consider who should have input into development of an “acceptable” TAPS budget. He said that the campus transit budget is doing well; perhaps the \$500,000 contribution to it from the parking budget should be reduced.

Ms. Tanner said that the parking budget can lend money to the transit budget for vehicle purchase.

Mr. Kemp pointed out that long term needs should figure in the budget considerations. For example, perhaps another parking structure will not be built.

Mr. Salzborn said that the yield to bus on campus issue should also be on the May agenda.

The meeting was adjourned at 12 noon.

UCSC
TRANSPORTATION ADVISORY COMMITTEE (TAC)

MEETING MINUTES

May 9, 2007

Baskin Engineering, Room 330

Transportation Advisory Committee:

Larry Pageler, TAPS, Chair	Ellen Borger, Staff
Firas Khatib, Graduate Student	Graeme Smith, Faculty
Jonathan Giffard, Undergraduate	Robert Kemp, Staff
Joel Kubby, Faculty	Drew Salzbom, Undergraduate
Susanne Altermann, Graduate Student	Hailey Snow, Undergraduate
Karen Bassi, Faculty	Eric Grabiell, Staff
Eric Street, Undergraduate	Angela Holleman, DRC
Nancy Carroll, University Police	Free Moini, Planning and Budget

TAC Members Absent:

Heather Mietz-Egli, Staff	Larry Castro, Accounting
Dean Raven, Physical Plant	

Visiting Non-Members:

Dean Fitch, PP&C	Susan Willats, ADA Compliance
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TAPS Staff: Jule Tanner	Allison Johnson
Eric Kraus	

(TAC actions appear in **bold print**)

1. Introductions

Introductions were skipped.

2. Additions/Deletions to the Agenda

Mr. Pageler said that Ms. Willats was in attendance for the item concerning pedestrian issues. But since she would need to leave at 10:50, he said he would like to have this discussion prior to item 5.

At Mr. Salzbom's request, Mr. Pageler agreed to add an item regarding Santa Cruz Metro issues.

Mr. Giffard said that he would like talk about the Transit Task Force as part of the Santa Cruz Metro discussion.

4. Approval of Minutes from Meeting of April 11

The April 11 meeting minutes were approved by consensus.

3. Announcements

Mr. Salzborn reported that he has been getting the new large buses ready for service. One will be ready in about a week. The other two need more work but will be ready soon. The smaller cutaway vehicles need to be painted, but this needs to be done at a paint booth. A company in Scotts Valley provided a painting estimate of \$3,000 per vehicle.

Mr. Pageler reported that some Quarry Plaza parking may be reconfigured to accommodate passage and loading/unloading of the bigger new buses.

Mr. Pageler reported regarding Ranch View Terrace's impact on the bike path that there is now an idea to put vehicle sensors on the road which will activate lights on the bike path alerting cyclists to vehicles crossing the bike path.

Mr. Pageler noted the possibility of "corduroying" — grooving of the pavement perpendicular to the path of travel — to provide tactile warning of the need to slow down. Discussion ensued about the possibilities of getting cyclists to slow to a safe speed at this crossing.

Mr. Pageler projected a graphic showing where the downhill bike path will merge with Coolidge. He suggested that corduroy could be used in other places if it works well at this location.

Ms. Carroll suggested it might be a better idea in terms of safety to divert downhill cyclists to the traffic signal.

Mr. Pageler commented that the campus Risk Manager is realistic in his assessment of cyclist's probable behaviors, including their inclination to stop at stop signs and traffic signals.

Mr. Kubby asked how people will travel between Ranch View Terrace and the shuttle stop.

Mr. Pageler said that they would walk.

Ms. Carroll asked if what is being shown will be a permanent configuration.

Mr. Pageler answered in the affirmative.

Mr. Smith asked about lighting.

Mr. Fitch replied that he believes lighting was removed from the project.

Ms. Carroll said that the bike path is officially closed at dusk.

7. Pedestrian Issues

Mr. Pageler asked for input on problem areas.

Mr. Kubby mentioned the intersection of Hagar and McLaughlin.

Mr. Salzborn said that the Humanities area has become a big pedestrian problem.

Mr. Pageler mentioned the possibility of placing a crosswalk at Crown/Merrill. He said that it could be expensive, due to the probable need for retaining walls on the north side of McLaughlin.

Discussion ensued about whether buses should enter Cowell Circle.

Ms. Altermann said that too many crosswalks too close to each other on McLaughlin would slow vehicles significantly.

Ms. Altermann and Mr. Khatib asked about possible installation of traffic signals.

Mr. Pageler asked how pedestrians would react to signals.

Ms. Altermann said that there is no good place for them to wait for a green light. She said that the new Humanities and Social Sciences buildings have created a completely different traffic flow than what previously pertained.

Ms. Willats noted that an additional crosswalk on McLaughlin would require additional sidewalk along McLaughlin.

Mr. Pageler said that pedestrian surveys need to be done. He asked about the possibility of a path from College 9 to the Quarry.

Mr. Khatib said that McLaughlin should have a sidewalk in the vicinity of Science Hill.

Ms. Altermann agreed, and stated that construction of such a sidewalk should have the highest priority.

Mr. Giffard said that sidewalks wider than the standard ones are required to handle the quantity of pedestrian traffic. He also noted that the bus stop at College 9/10 is

a puddle in the winter, and there is not enough room for the numbers of people who wait there for buses.

Mr. Pageler indicated the possibility of a new bus stop east of the bridge on McLaughlin, and said that it would be expensive.

There was discussion of lighting for pedestrians.

Mr. Pageler asked for suggestions about consolidating the various crossing needs on McLaughlin.

Mr. Salzborn suggested a bridge.

Mr. Pageler said that this would create other issues.

Ms. Altermann said that McLaughlin needs bike access.

Mr. Khatib suggested a signal which stops all directions of car traffic while pedestrians cross.

Mr. Pageler noted that TAPS had submitted a grant proposal for what is known as a transit zone. It's like a big crosswalk, with an area repaved to distinguish it from normal roadway.

Ms. Bassi said that this works well in Europe and expressed support for the idea.

Mr. Salzborn said that he has a problem with condoning running in front of a bus under any circumstances.

Mr. Pageler said that designing around behaviors is always an issue.

Ms. Altermann said that everything under discussion could be expensive. The money to pay for these projects should not come from TAPS. She asked who the TAC could speak to about this matter.

Mr. Pageler replied that a pedestrian plan does not even exist yet. Solutions would presumably emerge from such a plan. The hope is that future projects would include funding for these problems.

Ms. Altermann asked if the LRDP identifies areas that need attention.

Mr. Pageler said that it does, but the focus is mostly between buildings.

Ms. Willats commented that the above-mentioned transit zones would be problematic in terms of ADA requirements. She also noted that a better bike route is needed between Kerr Hall and the bike path through the meadow.

Ms. Tanner said that the area between the campus entrance and CamFac needs pedestrian infrastructure.

Mr. Pageler said that there have been safety concerns with police cars pulling out at high speed from the new Emergency Response Center.

Ms. Altermann stated that pedestrians and cyclists go the wrong way on the bike path and bike lane at the base of campus.

Ms. Tanner said that TAPS laid down redwood duff in that area to try to create an informal pedestrian path.

Mr. Pageler said that the area under discussion is also an historic district.

Mr. Khatib said that there is no sidewalk leading out of Family Student Housing.

Ms. Bassi noted safety issues on the sharp turn on Coolidge near Stevenson. She had come upon an accident there a few days earlier.

Discussion ensued regarding safe speed issues.

Ms. Bassi asked if anything could be done to enhance cyclist and pedestrian safety in that area of Coolidge.

Ms. Carroll said that rollovers have occurred there, and that there has been one fatality.

Ms. Bassi said that this should be flagged as a high priority.

There was discussion of the campus speed limit.

Mr. Pageler asked about other areas needing improvements.

Ms. Carroll mentioned the area around the kiosk.

Ms. Altermann mentioned the intersection of McLaughlin and Chinquapin, where many pedestrians cross without looking, partly due to the crosswalk being set at an odd angle to the road.

Mr. Pageler asked if anyone thought there should be a sidewalk along Chinquapin.

Ms. Carroll said that it might be difficult getting funding for any of the mentioned pedestrian projects.

Mr. Giffard asked if the stop signs at McLaughlin/Chinquapin and McLaughlin/Hagar are doing any good.

Ms. Carroll said that those signs should definitely be retained.

4a. Santa Cruz Metro Service

Mr. Salzborn said that the last Metro Board packet indicated that UCSC Metro ridership was down 7% in February 2007, as compared to February 2006, while billings were up 11%.

Mr. Pageler asked if this included supplemental costs. He noted that sometimes Metro's ridership comparisons are not straightforward.

Following the meeting, Mr. Pageler reviewed the SCMTD billings for February and determined that the Metro Board packet contained an addition error regarding UCSC's service costs.

Mr. Khatib asked if a Metro survey was performed in April

Mr. Pageler replied that loading/unloading data was collected for some routes.

Mr. Salzborn said that this needs to be done for the Route 20D. He expressed belief that the vast majority of riders on supplementals are intra-campus. He said that if the figures he mentioned are because of supplemental service, it is not worth the expense.

Mr. Khatib said that supplemental service was implemented to stop the pass-bys on Western Drive. He asked if it would be cheaper to run more Long Marine Lab service, especially in light of the fact that TAPS now has several new buses.

Mr. Pageler noted that this would necessitate stopping at Route 20 Metro stops, like the one at the Outlook apartments. He said he would rather not antagonize Santa Cruz Metro in this manner.

Discussion followed regarding the legality of stopping TAPS shuttles at Santa Cruz Metro stops.

Mr. Street suggested that the TAC should stop thinking of Metro as a partner, and see them instead as a money making business concerned primarily with their bottom line.

Ms. Bassi said that only Metro busses stop at the Faculty Housing stop. TAPS shuttles pass by people waiting there.

Mr. Salzborn said that this is a matter of driver prerogative. He clarified that many shuttles passing that stop are only going as far as the East Remote before going out of service.

There was discussion about acquisition of appropriate and legible signs to post in the windshield of shuttles.

Ms. Tanner said that driver education regarding customer service is also incumbent upon TAPS.

5. Report on Campus Welfare Committee (CWC) Meeting

Mr. Pageler reported on the CWC meeting. He noted that Mr. Grabiell had recrafted the TAPS budget and presented his work to the CWC.

Ms. Altermann expressed concern that that was not the best choice of venue in which to introduce Mr. Grabiell's work.

Mr. Pageler said he has been analyzing the results of accepting the TAC's recommendations on the TAPS budget, i.e., increases to bus pass and vanpool fees, but no increases to fees for parking permits. TAPS would be \$100,000 further in the red, but could make it up in a variety of ways. One way would be to cut the contribution to Transit Operations back to \$350,000, which is what it was before being raised to \$500,000 last year. Central funding is also being looked at.

Mr. Salzborn said he is against lowering the contribution to Transit Operations.

Ms. Altermann asked if the CWC voted on this issue.

Mr. Pageler replied that there was no vote. Mr. Sahni asked members to consider the matter, and said he would follow up via email. Mr. Pageler noted that time is becoming critical.

Mr. Salzborn asked about ramifications if no action is taken by May 15.

Mr. Pageler said that it is important that TAPS be able to accommodate student renewals before the students leave for the summer. He reiterated that, under the current proposal, there would be no increase to most permit fees and meter rates, with increases to the summer conference permit, UC recharge rate, official use permit, reserve spaces (but not CRE), construction permits, bus passes, and vanpools.

Ms. Altermann said that TAPS is in a bind and is moving money between accounts.

Mr. Pageler noted that higher fuel prices seem to be on the way. The most recent results of traffic volume counts may also indicate that fewer cars are being driven to campus. These might be trends that will lead to less revenue for TAPS.

Ms. Bassi asked about the new positions at TAPS, and whether they will be deferred, meaning less expenditure in the upcoming fiscal year.

Mr. Pageler explained that this is essentially the case.

Ms. Tanner said that surveys show more cars parked in Family Student Housing. This indicates that residents are using the shuttles.

8. Agenda Setting for Next TAC Meeting

Items for inclusion on the June agenda are: Findings of the Spring 2007 Parking Utilization Survey; Review of the TAC/CWC Process During 2006-07 and Recommendations for 2007-08; Findings of Other Commuter Surveys, Traffic Counts and Studies Conducted During Spring 2007.

Mr. Khatib asked that any Santa Cruz Metro studies informing Fall implementation of limited express service be included.

Mr. Giffard said that he feels that Metro service remains bad, and called for a Transit Task Force meeting to be scheduled.

Mr. Salzborn asked about the status of a yield to bus policy on campus.

Mr. Pageler replied that he would send a report on this issue to Mr. Salzborn.

Mr. Kubby noted that the night shuttles still stop at Baytree, forcing their passengers to wait while the driver takes a short break.

The meeting was adjourned at 12 noon.

UCSC
TRANSPORTATION ADVISORY COMMITTEE (TAC)

MEETING MINUTES

June 7, 2006

Baskin Engineering Room 330

Transportation Advisory Committee:

Nick Moran, Undergraduate	Heather Mietz-Egli, Staff
Brian Gerstenberger, Graduate Student	Graeme Smith, Faculty
Nancy Carroll, University Police	Suzanne Altermann, Graduate Student
Jonathan Giffard, Undergraduate	Robert Kemp, Staff
Eric Street, Undergraduate	Drew Salzborn, Undergraduate

TAC Members Absent:

Wes Scott, TAPS, Chair	Dean Raven, Physical Plant
Larry Castro, Accounting	Craig Reinerman, Faculty
Angela Holleman, Disability Resource Center	Eric Grabiell, Staff
Marco Garcia, Staff	Slawek Tulaczyk, Faculty

Visiting Non-Members:

Robert Tanner, Parking Enforcement

TAPS Staff: Cathy Crowe	Larry Pageler
Eric Kraus	Jule Tanner
Carolyn Stark	Teresa Buika

1. Introductions were made.
2. Additions/Deletions to the Agenda

It was noted that a quorum was not as yet present, so action items could not be voted on. Subsequently, an adequate number of members arrived to constitute a quorum.

3. Announcements

Ms. Buika presented a brief carshare update.

Mr. Pageler announced that, in response to requests received from TAC member Grabiell and respondents to a survey, TAPS has adjusted its summer bike shuttle schedule so that the first shuttle departs Olive Street at 7:10 am, with service at 10 and 40 minutes past the hour until 9:40 am.

Mr. Pageler said that he would like to combine the agenda items regarding operational issues and the TAC Chair, and that he would like to begin discussion of this combined item at 11:00 am and dedicate one-half hour to it. He said it would need to be wrapped up by 11:30, because that is when Mr. Kemp needs to depart. The TAC agreed by consensus to this arrangement.

4. Minutes from May 10, 2006 Meeting

The minutes were approved by consensus.

5. Nighttime Parking

Mr. Pageler said that he and the other TAPS and Parking Enforcement staff would present parking utilization, revenue, and citation data related to nighttime parking enforcement. Regarding parking utilization, he noted that the data seems to indicate movement toward attainment of the goal of getting users of core parking at night to pay into the program.

Mr. Gerstenberger asked if the data seems to show that not many people are taking advantage of free remote parking at night.

During discussion, it was suggested that there are several possible interpretations of the numbers of cars with and without permits in the remote lot. More detailed study will be required to clearly determine what is happening.

Ms. Tanner reported that nighttime permit sales have doubled. Nighttime pay stations are strategically placed to best serve user needs, and meter revenues have increased significantly. She noted that some of the data comparing meter use over the past two years is skewed because of a change in definition of core west from meter to permit spaces.

Ms. Buika stated that utilization figures seem to show more access for those who need it.

Ms. Altermann asked about tracking of increased costs to TAPS related to implementation of nighttime parking enforcement.

Ms. Tanner replied that the figures are not available yet, but that they will be somewhat skewed by the Metro strike.

Ms. Altermann asked if nighttime enforcement has necessitated increased staffing at the kiosk.

Ms. Tanner replied in the affirmative. A student position has been created to work from 5:00-8:30 pm.

Mr. Tanner commented that there has been an increase in carpooling, probably because of the Metro strike and high gas prices, and this has resulted in fewer citations being written.

Ms. Carroll reported an increase in nighttime citations, which went from 5,200 last year to 6,400 this year. This is partly the result of more enforceable sites and the hiring of another enforcement officer.

Ms. Altermann said that the Graduate Student Assembly is concerned about the financial rationale for nighttime parking enforcement, and asked if Parking Enforcement and TAPS have realized a net profit from implementation of this program.

Both Ms. Carroll and Mr. Tanner said that nighttime parking enforcement has yielded positive financial results.

Mr. Pageler commented that, with more people out in the lots at night, there may also be some gains in terms of safety.

Ms. Carroll pointed out that the new enforcement officer is among those out in the lots at night.

Mr. Gerstenberger asked how many new enforcement staff have been hired to facilitate implementation of nighttime parking enforcement, and was told that the answer is one.

Ms. Altermann asked how expenses and revenues for this program are balancing.

Ms. Carroll said that the revenues outweigh the expenses.

Mr. Smith noted that the figures indicate a significant increase in vehicles parking in the remote lots.

Ms. Stark reported that event parking permit sales have increased significantly because of nighttime parking enforcement. Adequate parking for night events was problematic before implementation of nighttime enforcement. Event hosts are very pleased with the program.

Mr. Pageler said that traffic data collected via hose counts indicates that nighttime enforcement has not significantly impacted traffic flows.

Mr. Gerstenberger asked if there have been more remote permit sales since the advent of nighttime enforcement.

Ms. Tanner said that data is not yet available. Remote permit sales have had to be discontinued a few times because of overfull lots.

Mr. Pageler said that the sales data on R permits could be provided when it is available.

Ms. Tanner said that, when this data becomes available, she would provide it electronically to Mr. Kraus, who would in turn email it to the TAC.

Mr. Salzborn said that he did parking surveys about a year ago. The East Remote lot empties out between 6:45-7:00pm.

Ms. Altermann said that the Graduate Student Assembly would want more information about nighttime parking enforcement in the Fall.

Mr. Pageler said that the end of year figures could be sent to Ms. Altermann during the summer, and brought to the TAC at its October meeting.

6. Transit Oversight Work Group Update

Mr. Pageler reported that the newly constituted Transit Oversight Work Group, with membership comprised of the six student representatives to TAC, has been discussing possible changes to Metro routing in order to improve both service and financial efficiencies. One much discussed idea is a return of limited express service. TAPS staff will be meeting shortly with Metro staff about the possibility and wisdom of route change implementation for Fall quarter.

Mr. Smith said that the reduction of Metro stops on campus that would result from limited express service is a good idea.

Mr. Pageler said that a Metro bus and TAPS shuttle data collection study has recently been conducted at the East Remote lot. The information is presently being analyzed.

Mr. Salzborn asked how much control UCSC has over Metro.

Mr. Pageler replied that regular Metro service must, prior to implementation, be approved by the Metro Board, which has members from throughout the County. Each member of course advocates for the best possible service to his or her constituency. It is within UCSC's power to request reallocation of underutilized UCSC routes. UCSC can also, if it so chooses, buy more Metro service through a "guarantee cost" amendment in the existing contract. This can be expensive (on a cost-per-rider basis), but is in fact how the Night Owl service is arranged. He noted that the Transit Oversight Work Group would be discussing these issues further at its June 12th meeting.

7. Operational Issues/Selection of TAC Chair

Mr. Pageler said that both TAC members and TAPS staff have been frustrated by the fact that TAC meetings have not been as productive as they could be. Discussions have not been open from certain perspectives. He said that everyone

should attempt to find commonality for making the process work better. Changing the charge of the committee will probably require approval of the Vice Chancellor of BAS or even the Executive Vice Chancellor. It seems as though all committees run by BAS departments are chaired by department staff, not by other committee members.

Mr. Pageler identified several areas where improvements could be made. These were: clarification of TAPS staff roles; earlier pre-meeting distribution of information; process and timing for introduction of and voting on issues; resolving issues with TAPS staff outside of TAC meetings; advance setting of agendas; orientation of new members and continuity of membership.

Mr. Street stated that the student representatives had met on Monday and discussed ways of making TAC run more efficiently. He distributed ideas for redefining the Chair position and for Creation of a Vice-Chair position. These ideas included retaining the TAPS Director as TAC Chair.

Mr. Kemp said he would like TAC materials to be distributed two weeks prior to meetings. He also said he believes creation of a Co-Chair is a good idea.

During discussion, Mr. Pageler reminded the group that the TAC is an advisory committee.

Mr. Smith said that he does not find the presence of several TAPS staff at meetings to be problematic. He raised the idea of voting in absentia.

Ms. Altermann said that voting in absentia undermines the democratic process. Mr. Smith agreed that she is probably right.

Ms. Tanner said that part of the reason for staff's presence is to gather information to assist them to better perform their job functions.

Mr. Kemp said that there should be orientation for new members, and that continuity of membership is of course desirable. He asked how long a Vice Chair would serve.

Mr. Street said that he envisions a one year term for the Vice Chair.

Mr. Kraus pointed out that it is of course desirable that information reaches TAC members as early as possible, but that sometimes information relevant to the committee is "late-breaking." He also noted the necessity for creation of a protocol to inform the interaction process between the Vice Chair and TAPS staff. The person filling the Vice Chair role would be required to commit more time and energy than is presently the case for any TAC member.

Mr. Street said that he does not want to micro-manage logistics. He made a motion to approve the recommendations called for in the information he had distributed to the group. Mr. Moran seconded.

Following discussion, Mr. Street agreed to withdraw his motion.

Mr. Gerstenberger made a motion that a TAC Operational Work Group be convened, and that it meet during the summer to formulate recommendations relating to the various issues just discussed. This Work Group would include TAPS staff and one TAC member from each of the campus constituencies. Its findings will be brought to the TAC at its October meeting. Ms. Mietz-Egli seconded.

The TAC unanimously approved the motion. Work Group members then volunteered or were selected as follows: Mr. Smith (faculty); Ms. Mietz-Egli (staff); Mr. Gerstenberger (graduate student); Mr. Street (undergraduate student). TAPS staff will consist of Larry Pageler and Eric Kraus.

It was agreed that the group would be contacted regarding meeting times by Mr. Kraus, and would meet until its mandate had been accomplished.

Mr. Giffard said that there should be no future meeting cancellations.

Mr. Kraus said that all such issues would be addressed by the Work Group, and can be discussed and formalized at the October TAC meeting.

8. East Remote Lot Discussion

Mr. Giffard asked for a status report on a possible parking structure at the East Remote lot and its effect on parking rates.

Mr. Pageler replied that this cannot advance until after finalization of the LRDP. Proposed planning is being done, but it is very general.

Mr. Giffard said that the planning of the East Remote structure should be brought before the TAC.

Mr. Pageler said that the planning as such has not yet started. Discussion is in its early stages and is vague.

Ms. Buika said that information on phases of capital projects would always be brought to the TAC when it become available.

The meeting was adjourned at 12 noon.