



AGENDA

**MEETING OF THE
DEVELOPMENT COMMITTEE
OF THE**

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
A PUBLIC AGENCY**

**FRIDAY, MARCH 6, 2015
9:00 A.M.**

**SANTA BARBARA MTD CONFERENCE ROOM
550 OLIVE STREET (UPSTAIRS), SANTA BARBARA, CA 93101**

1. **CALL TO ORDER**
2. **ROLL CALL OF THE DEVELOPMENT COMMITTEE**
Chuck McQuary, Committee Chair; Dave Davis, Director; Bill Shelor, Director
3. **REPORT REGARDING POSTING OF AGENDA**
4. **PUBLIC COMMENT**
Members of the public may address the Committee on items within the jurisdiction of the Committee that are not scheduled for public hearing. The time allotted per speaker will be at the discretion of the Committee Chair. Please complete and deliver to the MTD **Board Clerk, before the meeting is convened, a "Request to Speak" form including a description of the subject you wish to address.**
5. **AUGUST 2015 DRAFT SERVICE PLAN PROPOSAL (ATTACHMENT- ACTION MAY BE TAKEN)**
The committee will review and discuss with staff the draft service plan proposal for August 2015.
6. **OTHER**
7. **ADJOURNMENT**

AMERICANS WITH DISABILITIES ACT: If you need special assistance to participate in this meeting, please contact the MTD Administrative Office at 963-3364 at least **48 hours in advance** of the meeting to allow time for MTD to attempt a reasonable accommodation.



DEVELOPMENT COMMITTEE REPORT

MEETING DATE: March 6, 2015

AGENDA ITEM #: 5

TYPE: ACTION

PREPARED BY: GEORGE AMOON

Signature

REVIEWED BY: GENERAL MANAGER

GM Signature

SUBJECT: Draft Service Plan for August 2015

RECOMMENDATION:

Receive information on August 2015 Draft Service Plan proposal

DISCUSSION:

The recommended changes comprise a 3.4% increase of 6,965 revenue hours over the current FY 2014-15 baseline of 204,810 hours for a total of 211,775 hours. Of these 6,965 hours, approximately half are associated with the mid-fiscal year addition of the extended Line 3 service to Sansum Clinic on Foothill Road, the additional hours required for a full year of service on the routes that were adjusted in August 2014 and miscellaneous minor service adjustments throughout the year.

As shown in the attached table, most of the additional hours for FY 2015-16 will be funded by a Cap and Trade grant or UCSB. A small portion of the increase is due to an additional weekday in the upcoming leap year. The proposed service changes were based on input throughout the year from the public and MTD drivers, data review and extensive field observations. They are summarized as follows:

Lines 1 and 2 (interlined):

Weekdays:

Deploy three additional buses during the weekday morning peak hours to restore 10-minute headways. Lines 1 and 2 operated on 10-minute headways from March 2007 through August 2011, but the service was reduced to the present level in 2011 due to budget constraints. Morning peak ridership on Lines 1 and 2 was significantly higher when the service was more frequent and it is anticipated that the improved service will again generate positive ridership results.

This additional service will be funded by the Low Carbon Transit Operations Cap and Trade Grant Program. Due to limited grant funding for this first year of the grant program, the service will begin with the November 30 bid rather than with the other service changes as part of the August 24 bid. For FY 2015-16, there will be an increase of about 1,005 revenue hours. Program funding in future years is expected to increase to sufficiently fund the additional 710 revenue hours required to operate a full year of the enhanced service.

The bus books will be re-printed in mid-November and will include and highlight this service change.

Weekends:

Add six minutes per trip before 10:00 AM on Saturdays and Sundays to improve schedule adherence due to increasing traffic congestion. Although the added time per trip will result in the reduction of 3 round trips (or 12 one-way trips) each weekend day, schedule adherence will improve and there will be fewer missed trips. There would be no net change in revenue hours.

Lines 24x/12x (interlined):

As part of the agreement signed by MTD and UCSB approximately a year ago, UCSB agreed to fund increased service on Lines 24x and 12x to offset the impact of the 1,000 bed San Joaquin student housing project currently under construction near the Storke/El Colegio Road intersection. Frequency on Line 24x will be increased to provide consistent 30-40 minute headways during the day on weekends and service will be extended to approximately 11:00 PM seven days a week. Frequency on Line 12x will be increased to a consistent 30-35 minutes and the route will operate until approximately 8:30 PM on weekends. This service would require an increase in 4,050 revenue hours per year funded by UCSB for FY 2015-16 effective in August 2015.

Lines 23/25 (interlined):

Add five minutes to a morning peak trip and to late afternoon trips to improve schedule adherence due to increasing traffic congestion particularly at the Storke/Hollister Avenue intersection. The additional time will decrease the frequency from 30 to 35 minutes (or from 1 hour to 1 hour 10 minutes in one direction) and will result in a reduction of 4 trips in either direction (or 2 single trips in one direction). However, the trips to be removed are targeted for the late morning and early afternoon when ridership is low. Overall, schedule adherence will be improved which in turn will allow for more reliable connections to other lines at the Storke/Hollister intersection stops.

Coastal Express Limited:

While MTD operates the service, this interregional weekday commute service from Ventura to Santa Barbara and Goleta is administered by SBCAG staff and entirely funded by Caltrans through South Coast Highway 101 widening mitigation funds. Because this funding is expected to be expended by June 2015, the service will be

discontinued on June 12, 2015. This will result in a reduction of 2,040 annual revenue hours. SBCAG staff coordinated with VISTA which provides similar commute service through the Coastal Express to replace the Coastal Express Limited service.

Line 15x:

Currently there are issues with schedule adherence in the afternoons and evenings due to increasing traffic congestion mainly on Highway 101. Staff is reviewing short and long term options and will be returning with a recommendation which may include a different route within the SBCC vicinity.

ATTACHMENT:

- Draft August 2015 Service Plan Proposal Table

SUMMARY OF SERVICE CHANGES

March 2, 2015

DRAFT

to take effect August 24, 2015

Line	Route	Issue	Draft Proposal	Estimated Additional Hours Per Year
1 and 2 (interlined)	Santa Barbara Westside - Transit Center - Santa Barbara Eastside	Restore 10 minute frequency during 6:30 AM - 8:30 AM weekday peak hours with funding from Low Carbon Transit Operations Cap and Trade grant program (LCTOP). Significant lateness during weekend due to increasing traffic congestion. Current headways range between 20 and 25 minutes on average.	Add three additional buses during the weekday AM peak hours to restore 10 minute headways beginning on November 30, 2015 (due to grant funding limitation). Add 6 minutes per trip before 10:00am. Results in the reduction of 3 round trips (12 single trips).	1,005 (funded in part by LCTOP grant) 0
24x and 12x (interlined)	Transit Center - Isla Vista - UCSB - Goleta	Significant increase in UCSB students as a result of UCSB San Joaquin housing project proposed near Storke/El Colegio Road intersection.	Line 24x: Increase frequency to a consistent 30-40 minute frequency throughout the day and extend service to approximately 11:00 PM seven days a week. Line 12x: Increase frequency to a consistent 30-35 minutes throughout the day and extend service to approximately 8:30 PM on weekends.	4,050 (funded in part by UCSB)
23/25 (interlined)	Circulates within Ellwood/El Encanto Heights neighborhoods north and south of Highway 101 in Goleta.	Lateness of AM peak hour trip and late afternoon trips due to traffic congestion during the weekdays. Current frequency is generally 30 minutes in either direction or 1 hour in one direction.	Add five minutes to an AM peak trip and late afternoon trips. This will increase the headways to 35 minutes in either direction or 1 hour 10 minutes in one direction. Results in the reduction of 2 single trips in one direction or 4 trips in either direction during the late AM and early PM when ridership is low.	10
Coastal Express Limited	Ventura - Santa Barbara/Goleta	Caltrans Highway 101 widening mitigation funding for the service will be expended by June 2015.	Discontinue service. SBCAG staff coordinated with VISTA to replace the Coastal Express Limited service.	(2,040)
Additional hours for leap year				690
Subtotal				3,715 Approx. 1.8% increase