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August 27, 2010

Henry Yang  
UCSB Chancellor  
University of California, Santa Barbara  
Santa Barbara, CA 93106-1030

Dear Chancellor Yang:

The Santa Barbara Metropolitan Transit District (MTD) respectfully requests that the Regents not certify the Draft Environmental Impact Report (DEIR) or approve UCSB's proposed Long Range Development Plan (LRDP) without making the following additions to the Final EIR and LRDP.

- 1) Amend Mitigation Traffic-8A to include text from UCSB's response to comment A-13-1 as follows: "UC Santa Barbara shall work with MTD and local agencies to improve transit service, which could include subsidies, free passes, additional services, vehicles, and facilities, to address future transit overloads."
- 2) Add a new Policy to the LRDP that will:
  - a) Direct UCSB to work with MTD to develop a transit plan that shall meet the increased demand for public transit that will result from implementation of the LRDP, and shall include consideration of subsidies, free passes, additional services, vehicles, and facilities to address future transit overloads.
  - b) Direct UCSB to work with MTD to identify and secure the resources to implement the transit plan.

UCSB's response to comment A-13-1 is not consistent with the existing Mitigation Traffic-8A in the DEIR. The complete response to A-13-1 reads as follows:

*The University disagrees that increased transit ridership constitutes a significant adverse effect on the environment. In addition, the University is committed to working with agencies and local jurisdictions to expand its extensive alternative transportation programs, and will consider the measures proposed by the MTD, which will involve consideration of shorter headways, further transit enhancements, expanded hours of service, and service to coastal areas. LRDP Impact TRAFFIC-8 and Mitigation TRAFFIC-8A state that the University will work with MTD and local agencies to improve transit service, which could include subsidies, free passes, additional services, vehicles, and facilities. Please see response to comment A-12-36, amending Mitigation Measure TRAFFIC 1A(1) to add additional transit-related measures to the TDM program. As part of Mitigation Measure TRAFFIC-1A(3), and the required mitigation monitoring program (see page 4.13-119), the University will work with the MTD in making recommended improvements.*

However, Mitigation Traffic 8A states only that the University shall work with MTD and other agencies to determine improvements, focusing primarily on congestion-related improvements rather than transit service mitigation. Mitigation Traffic-8A reads as follows:

*UC Santa Barbara shall work with the Santa Barbara Metropolitan Transit District in conjunction with the City of Goleta and Santa Barbara County to determine the appropriate transportation improvements, such as roadway widening, improved bicycle and pedestrian facilities, or enhanced transit service, to accommodate campus growth proposed under the LRDP.*

The requested amendment to Mitigation Traffic-8A will address this inconsistency.

MTD has expressed serious concerns about the impacts to the community's transit service that will result from the implementation of the LRDP to UCSB staff in a series of letters and meetings. At the MTD Board of Directors' meeting of August 10, the Board requested clarification from UCSB on how the University plans to maintain and/or enhance the public transit service currently available to residents of the South Coast as the LRDP is implemented. Currently, UCSB's intent in this regard is not clear to the MTD Board and staff. UCSB staff has suggested that the University may consider operating a campus shuttle separately from MTD service. At the same time, your staff has not ruled out providing MTD with the resources needed to enhance existing MTD service to address these impacts.

In order for MTD and UCSB to develop a transit plan to meet current needs and maintain or enhance service to meet the future LRDP demands, MTD needs clear information from UCSB. As we have discussed in detail with your staff, MTD routes serving UCSB currently experience overloads. Two of these routes in particular (Lines 24x & 27) are heavily used by UCSB students. The number of overloads will increase as the UCSB population increases under the LRDP.

If UCSB plans to assist MTD to meet this challenge, we need to begin planning to address that need. Conversely, if UCSB intends to operate a separate service, limited to members of the UCSB community, MTD will need to plan for service reductions to the UCSB area that would likely be forced upon us with the loss of the fare revenue that MTD currently receives from student fees.

We look forward to working with UCSB to ensure that MTD is able to continue to provide the level and availability of transit service that the community currently receives.

Sincerely,



Dave Davis  
Chairman,  
Board of Directors

cc: Sherrie Fisher, MTD General Manager  
Marc Fisher, UCSB Associate Vice Chancellor for Campus Design & Facilities  
Todd Lee, UCSB Assistant Chancellor - Budget and Planning