

MINUTES

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

Thursday, August 21, 2003

Board of Supervisor Hearing Room
105 East Anapamu Street, 4th Floor
Santa Barbara, CA

1. **Call to Order and Roll Call:**

Members Present: Naomi Schwartz, Supervisor, First District; Susan Rose, Supervisor, Second District (SBCAG Vice-Chair); Gail Marshall, Supervisor, Third District; Joni Gray, Supervisor, Fourth District; Joe Centeno, Supervisor, Fifth District; Victoria Pointer, Mayor, City of Buellton; Richard Weinberg, Mayor, City of Carpinteria; Jack Hawxhurst, Mayor, City of Goleta; Sam Arca, Mayor, City of Guadalupe; Dick DeWees, Mayor, City of Lompoc; Gregg Hart, Councilmember, City of Santa Barbara; Larry Lavagnino, Mayor (SBCAG Chair), City of Santa Maria; David Smyser, Councilmember, City of Solvang, Gregg Albright, Caltrans Director District 5 (Ex-officio member).

Members Absent: None

Staff Members Present: Jim Kemp, Executive Director; Michael Powers, Deputy Director of Planning; Stephen VanDenburgh, Deputy Director of Programs; Debbie Barber, Public Information Officer; Cathy Muneio, Executive Secretary; Bill Dillon, Deputy County Counsel.

2. **Pledge of Allegiance**

Mayor Hawxhurst led the pledge of allegiance.

3. **Recess to Closed Session:**

The Board went into closed session at 8:31 a.m. to discuss the Executive Director employment contract.

4. **Reconvene in Open Session**

When the Board reconvened in open session at 8:40 a.m. Mr. Dillon stated that no action had been taken.

5. **Approval of Minutes: June 19, 2003**

Mayor Arca moved approval of the minutes. The motion was seconded by Supervisor Schwartz and carried unanimously.

6. **Public Comment**

Supervisor Schwartz asked Mr. Kemp if those agencies constructing projects at the same time as the 101 Operational Improvements were still being contacted to coordinate the timing of the projects to minimize traffic congestion.

Mr. Kemp responded that there were efforts the previous year to coordinate that work and he would work with Caltrans to reactivate this process.

A letter to the SBCAG Board from Barry Stotts was read into the record. He requested that funding be given to SMOOTH to continue the existing social service transit service from Lompoc to Santa Maria until the new bus system is on line.

Mayor Hawxhurst announced that Jerry Hess from UCSB was in the audience. He said it was important for everyone to recognize that UCSB impacts SBCAG activities.

7. **Approval of Consent Calendar:**

Scott Wenz asked to speak to item 7G, Bikeway Projects. He stated his concerns that the number of people using bike lanes didn't warrant the amount of funding being given to bikeway projects.

Wilson Hubbell, President of the Santa Barbara Bicycle Coalition, spoke in favor of bikeway projects. He said these bikeways offer a safety and transportation value, and from a cost standpoint bikeways were relatively inexpensive. Mr. Hubbell stated that all jurisdictions had done a good job of completing bike lane projects, and went through the reasons that they should continue to provide bicycle facilities to Santa Barbara County.

Supervisor Marshall stated as congestion has increased, funding for road projects has increased to the best of SBCAG's abilities. She said that funding has not increased for bike lanes. She said that if there were fewer bicycle lanes it would not be a safe bicycling environment and that bicycle lanes were a very important component of transportation facilities.

Mayor Arca moved approval of the consent calendar as presented. Mayor Hawxhurst seconded the motion and the motion carried unanimously.

8. **CalTrans District Director's Report**

Mr. Albright reported that in addition to the written construction report he noted that the demolition work on the Micheltorena project was going to be finished the following day.

Mr. Albright said the bad news was that right-of-way funding that Caltrans receives would be withheld which could directly impact delivery of projects this year as well as future years.

Supervisor Centeno asked the status of the projects to repair the road on Highway 101 near the Tajiguas/El Capitan area.

Mr. Albright said he would look into the project's schedule, but that due to funding issues a lot of projects scheduled for 2004 would need to be postponed.

Supervisor Schwartz commented that the Milpas to Cabrillo/Hot Springs project on Highway 101 was a critical project funded and approved many years ago but had not yet been delivered. She said she anticipated that this would relieve some of the congestion and asked if the project was on schedule with the EIR that was expected to be completed in September. She asked if there might be any problems with the National Marine Fisheries Agency and the Department of Fish and Game relative to this project. She also asked about the status of the Ortega Hill\Highway 101 project.

Rob Miller with Caltrans said that no problems were anticipated in approving the EIR for the Milpas to Cabrillo\Hot Springs project and that comments should be back from those agencies in September. He stated that all 2006 projects might be impacted by the loss of right of way funds due to the State's budget crisis but that Caltrans was still assessing which projects would be affected. He explained that permit fees for the coastal development permit come from the Caltrans right of way budget, but that right of way funds for the Milpas to Cabrillo/Hot Springs were already approved. He stated that \$12,100 for a coastal development permit owed to the County for the Ortega project was expected to be forthcoming shortly from the State's right of way account.

Supervisor Schwartz stated that with so many unknowns and changes that this was difficult for the public to understand and that it might be helpful for Caltrans to present some type of graphic at the board meetings to understand the status of projects in addition to verbal reports.

Mr. Albright said he would work on this.

Supervisor Schwartz stated she did not know if the public understood the funding difficulties in Sacramento.

PUBLIC HEARINGS

No public hearings were held.

ACTION ITEMS

9. HIGHWAY 101 IMPLEMENTATION PLAN

Chair Lavagnino described the 101 Implementation Plan from the perception of the North County. He said he sees the project as a widening of 101. He said that he is hoping that it is not a study that will repeat discussions, and that widening will not become an alternative but an actuality. Mayor Lavagnino stated that as far as rail, bikeways and other alternatives go these would be projects that would not impede the 101 widening but increase the load it would carry. Highway 101 would be widened and the plan would identify the additional alternatives that would help. He said he was not sure there would ever be 100 percent consensus on whether to widen the highway, and that he sees the Implementation Plan as an action plan to identify projects that would allow Highway 101 to widen at a quicker pace. He said that when you are trying to build consensus you have to begin slowly and increase the speed towards the end, and by doing this you could eliminate lawsuits down the road.

Mr. Kemp presented the staff report. He stated that the funding proposal and consultant were being recommended. He said after his presentation he would turn the item over to Gregg

Albright to discuss the reasons for doing the plan and that the recommended consulting firm, Parsons Brinckerhoff, would give a brief presentation.

Mr. Kemp said that the congestion on Highway 101 was impacting quality of life and economic vitality in the county and that congestion has increased by 500 percent over the last ten years and has reached a point where it has exceeded the capacity of the highway. He explained that there was no long-term plan to address this problem and previous efforts to widen the freeway to solve congestion in the early 90's had met with considerable opposition, and these plans were then dropped. Mr. Kemp said that the outgrowth from the alternatives analysis resulted in a series of operational improvements on the Hwy 101 of which several are currently in development, but are not really considered capacity increasing projects.

Mr. Kemp explained that the Board had previously approved the 101 Deficiency Plan that was required when congestion exceeds the standards set for the county. Mr. Kemp stated that he would like to think of the Implementation Plan as an action plan. All stakeholders will play a role and all options will be explored as well as other options that would lead to a reduction in demand and in the end of the process the plan will then become the action plan. Mr. Kemp said that since the Board adopted the Deficiency Plan considerable progress has been made. He stated that last fall SBCAG entered into an MOU with all of the local agencies on the South Coast who committed to work together in a cooperative fashion to help solve congestion problems on Highway 101. He stated that they had completed an extensive consultation process and had pulled together the necessary funding resources. Mr. Kemp stated that on August 6th the South Coast Subregional Planning Committee had met to review the funding plan and consultant recommendation, and the committee had voted to move forward with the Implementation Plan and approve an amendment to Measure D funds for the development of the plan. He also said that there was a request before the Board to enter into an agreement with Parsons Brinckerhoff as the consultants to develop the plan.

Mr. Kemp said that there was a bill in the House of Representatives containing a federal earmark sponsored by Congresswoman Lois Capps, that would provide federal funding for the plan and reduce the amount of funding needed from Measure D. He explained that another funding source might be possible through Caltrans. He was notified that there would be \$90,000 available from an uncompleted planning grant that may be available for the Implementation Plan. Mr. Kemp explained that funding from these various sources would be sufficient for the contract.

Mr. Kemp said that one of the reasons for the high cost of the contract with Parsons Brinckerhoff was the need for a clear consensus on what was going to happen prior to moving forward which would include an extensive public outreach effort. Second, the plan will provide many of the necessary technical studies that will have to be completed in any event to move forward with the priority improvements recommend for the corridor.

Mr. Kemp said that the Implementation Plan's Technical Advisory Group (TAG) reviewed three firms competing for the consultant role on the Implementation Plan and recommended Parsons Brinckerhoff.

Supervisor Schwartz asked who was on the TAG.

Mr. Kemp responded that the group, which had met several times since last June, was comprised of staff from all agencies in the MOU, which included all the cities, county, APCD, MTD and Caltrans.

Mayor Weinberg requested that whatever happened with the Implementation Plan that the Highway 101 operational improvements continue to move forward.

Supervisor Gray said that she belonged to the generation that when a road needed building you just built it.

Mr. Albright explained that the reality was in the 1960's you could just do that, but today's reality is that this is no longer the case and that this is a collaborative world now. He said there is no way to move forward unless there is general consensus to take action and everyone needs to work together for due process.

Mr. Albright explained that in the '90s there was a plan to widen the freeway to six-lanes and this project was stopped. He explained that just adding another mixed flow lane in each direction will not be a long-term solution because it doesn't change the way people behave. He said he was confident that a blend of solutions was necessary and that he believes that they will end up with a plan that includes a capacity component as well as promotes mode shift.

Mr. Albright reviewed the timelines for doing the Highway 101 project with or without the Implementation Plan. He explained that if there were an Implementation Plan in place then they could start the process right away. If they don't have a plan, Caltrans would not be able to start the highway widening process for at least one year due to lack of funding from the state and limited staff resources. If the IP were in place the environmental phase would be shortened because it would be focused, and the design process would be overlapped with the environmental process.

Supervisor Schwartz asked how capacity increase would fit in with additional multi-modal projects.

Mr. Albright responded that this process would take a serious look at all the various options.

Supervisor Gray asked if Mr. Albright had the authority to determine if the process was working or not.

Mr. Albright responded that if he sees that this process is not a serious problem solving effort he would be alerting the Board.

The recommended consultant and sub consultants introduced themselves and explained what they would be doing for the process.

Supervisor Gray asked how to sell the plan to people who just want the road widened without having to undertake another plan.

Mr. Robert Bramen of Parsons Brinckerhoff responded that what he has seen in the press is that there are a lot of various views and that there needs to be a broad based outreach as to how many people hold a certain view regarding the improvements and that there needs to be something in the plan for everyone, otherwise there will be little progress.

Mayor Pointer asked if there was ever any thought to including the North County in decisions.

Mr. Bramen responded that there was going to be input solicited from the North County. He said they would also be looking at North County and Ventura County as regional travel markets.

Mayor Pointer asked where it was mentioned in the scope of work that the North County was going to be included in providing input to the plan.

Mr. Bramen stated that it includes outreach in the Request for Proposal but does not say so specifically.

David Dinning, a commuter, stated he thought there had been enough dialogue and that the 101 Rehab seemed like a waste of time and money. He said he has been driving from Goleta to Carpinteria for 20 years and that the Board would change their minds quickly and widen the freeway if they were making the same commute.

Scott Wenz, representing Cars are Basic, said that he had issued a letter 3-4 years ago stating that all alternatives should be considered including the widening of 101. He said that Caltrans had said that the City of Carpinteria didn't want to hear it and Mr. Rob Dayton with the City of Santa Barbara said the widening of Highway 101 was not going to happen and he was not interested in looking at these alternatives. Mr. Wenz stated studies show that light rail would not be feasible in this corridor and that the widening of 101 needed to happen.

Alan Smith, Santa Barbara County Taxpayers Association, stated that he lives in Montecito near Jameson and that it was impossible for him to use North Jameson because cars get off the freeway and drive along the frontage road looking for alternate route to the congested 101 highway. He said that it bothered him that this has been in the planning stages for the last ten years. Mr. Smith asked what happened to the funds that were set aside for this.

Andy Caldwell, COLAB, said he did not buy into the need for a public report and that he didn't believe it goes far enough towards implementing a widening project and requested that the Board vote on widening the highway. He said that this is a regional highway and that he does not support spending hundreds of thousands of dollars on public relations studies. He said that the cities of Santa Barbara, Carpinteria, Goleta and the County of Santa Barbara need to resolve this. Mr. Caldwell said that Measure D funds should not be used for pavement and landscaping projects, and that he would fight against the reauthorization of Measure D if these funds were used for other purposes.

Ralph Fertig, Santa Barbara Bicycle Coalition, urged the Board to approve the Implementation Plan. He said there was no magic bullet to improve congestion, but that there needs to be an effort towards consensus. Opposition from one group or another delays the process.

David Fortson, a resident of lower eastside in the City of Santa Barbara, stated he was a huge advocate of the Milpas roundabout and urged the Board to fund the Highway 101 Implementation Plan. He said that it has been shown over and over that widening the freeway is a short-term solution to a long-term problem. All other modal transportation to address capacity was not an "either/or" but a multiple-choice decision. He requested that there be frequent reporting by Parsons Brinckerhoff. He said he was thankful for the new approach Caltrans was taking and said it was refreshing to see that there is a desire for input from the North County.

Das Williams, a Santa Barbara resident, stated he supported the Implementation Plan and preferred action over making other plans. He said that the parking lot we call the 101 is a bigger

problem than cannot be solved by widening and that there is a need to get creative. He said that consensus begins with dialogue and that the Implementation Plan will save money.

Naomi Kovacs, Executive Director of the Citizens Planning Association, said she promotes sound land use in the community and she strongly supports public input. She asked if the public wouldn't rather know what they are doing before they do it. She requested that a commitment be made to find a long-term solution.

Bonnie Raisin, speaking for the tourist industry, requested that SBCAG find the dollars to start the 101 widening immediately even if it has to be done incrementally.

Greg Gandrud, representing himself, said the La Conchita bottleneck problem in Ventura County is ignored in the Implementation Plan and requested that we work with the Caltrans District covering Ventura County. He said he opposes the Implementation Plan because the study does not commit to adding lanes and is a waste of money. He stated that the 101 Deficiency Plan study was already completed to study the issue, and he stated that the widening could and should be done faster than the schedule laid out by Mr. Albright. Mr. Gandrud stated that the PSR should be updated to widen the 101 using HOV and toll lanes.

Supervisor Schwartz asked Mr. Gandrud to comment on where time could be eliminated according to the timeline provided by Mr. Albright.

Mr. Gandrud responded that the Project Study Report is shown to be delayed and asked why it should be stretched out. He requested that the environmental document be started.

Joe Armendarez, with the Santa Barbara County Taxpayer's Association, said he was opposed to spending \$1.6 million dollars on a feel good exercise. He said that in California there is an initiative process and the voters approved the widening. He requested there be no additional studies.

Jessica Sheeter, Executive Director for COAST, stated her support of the Implementation Plan and said she believes solutions need broad community support and that achieving consensus will be the quickest way to relieve congestion on the 101. She stated that moving forward with the Implementation Plan will serve as a blueprint over the next 30 years for transportation planning and if it is done well will result in short term and long-term solutions. She asked the Board to consider approval to the amendment to Measure D.

Dennis Story stated as a member of COAST he supported what Ms. Sheeter said. He noted his interest in commuter rail and said that mode shift was a key word that would make things change the way they need to, and that the Implementation Plan was a good way to obtain solutions. He also said he supported the MTD express bus service that will come online next year.

Grant House said he supported the 101 Implementation Plan, which will affect Goleta as well as Carpinteria. He said that the impacts from construction for the widening haven't been seen yet and recommended that other alternatives be investigated.

Harold Siegel said he was addressing whether there was a need for a management firm to be involved in the plan and asked what would prevent the management consultants from requesting additional funding. He said it should be determined what can be done to minimize costs and that there should not be an open-ended budget.

Mayor Lavagnino stated that there was no doubt that this was a necessity to widen Highway 101. He said that the Implementation Plan looked like the fastest way to get there.

Mayor DeWees said that one of the reasons for the Implementation Plan is to study alternatives. He said that he had examined whether light rail from Lompoc would be too expensive and it does seem cost prohibitive. Bike lanes are not necessary for the corridor since bike usage is down and bike riding to work is not feasible over a five-mile distance. He said that trying to find a consensus would be very difficult. Mayor DeWees said he didn't see widening as a quick fix. He said that the renewal of Measure D was already in trouble as a consequence. He stated it was inevitable that widening the 101 to six lanes was going to happen, and that it was time to take the lead.

Mayor Weinberg said that in order to move ahead with the widening there would need to be an action plan and asked that the discussion be on whether to have or not to have an action plan. He said that if a request were made right now to widen the freeway a Project Study Report couldn't even be started until July 2004 and that it would take several years to complete the project. He said that the experts were saying that if there is no consensus from the people and money to fund the project, it would take 15 years to complete the project. He explained that the Implementation Plan does 75 percent of the things needed for the Project Study Report and partially does the rest for the Environmental Impact Report. SBCAG has offered to give Caltrans the funds and the people by hiring Parsons Brinckerhoff to perform all of the preliminary work. He said that if the public were really concerned about widening the freeway and the capacity to carry more traffic they should support the Implementation Plan. Mayor Weinberg said this plan would cut five years off of the time to complete the project and save \$40-50 million of taxpayer's money.

Councilmember Smyser thanked staff for discussing this with himself and the other Boardmember prior to the meeting. He noted his concern was on the CEQA process, and environmental impact report process, and that what was being embarked on was a Pre-CEQA process and that failing to identify a specific project designed to bring congestion relief would confuse and frustrate the public. He said that he understood Mr. Albright's opinion that the process will be shortened by implementing the plan, but his concern was what if this didn't happen and the projections were incorrect. He stated that the current plan does not answer those concerns. Councilmember Smyser said he agreed with Mayor DeWees and was also concerned by Mayor Pointer's comment about the North County not being consulted. He stated that once construction begins the problem will be worse during the construction phase and that there will be a large amount of people moving to the north to avoid the bottleneck.

Mayor Arca commended staff and Caltrans for presenting something logical and comprehensive. He recommended taking a look at this with a regional approach. He said that there were several things that needed to be explored such as land use, zoning and planning designations, and that transit issues could be implemented immediately. Mayor Arca said it was not clear what amount of traffic "pass through" and what amount was local. Mayor Arca recommended implementing some of the alternatives to prevent a six-lane freeway from becoming an eight-lane freeway.

Mayor Hawxhurst stated that there was a countywide problem that was underestimated, and that there was currently a deficit for two lanes in each direction, and that this would increase to three lanes by the time a widening project is completed. He said that we continue to generate 15,000 jobs every decade on the South Coast, which has lead to increased commuting and

traffic. He feels that limiting job growth in the South Coast must be part of the solution. He said he did support a long-range plan, but wanted land use to be analyzed as part of the Implementation Plan and said he would like to know what is inside the scope of work and what is outside the scope of work.

Supervisor Schwartz responded to Mayor Hawxhurst's comments. She said that too much was expected of the Implementation Plan if the land use policy and jobs/housing issues he raised were expected to be covered. She said that there was an interregional jobs/housing effort underway between Santa Barbara County and Ventura County that deals with those types of issues and that it is not part of the Implementation Plan. She explained that it was unfair to look at the Implementation Plan to solve all of the issues and that there were a lot of other efforts to deal with other components of travel and transportation to solve some of the issues. She stated that Caltrans' position should not be underestimated and that she agreed with what Mayor Weinberg had said. She explained that what was before the Board at this time was the funding for the Implementation Plan.

Mr. Kemp stated that the Board did direct the development of the Implementation Plan. Part of carrying out that direction included a way to fund the plan and secure the cooperation of other agencies.

Supervisor Schwartz stated that she felt it was important for the Implementation Plan to include two things:

1. Capacity increasing elements of this work to be part of the consideration from the very beginning.
2. A clear list of recommendations on what projects can be done sooner rather than later.

Supervisor Schwartz stated that if a decision were made to widen 101 only, they would lose complimentary projects that could be done that could deal with congestion on Hwy101. She asked if SBCAG could help employers come up with commuter plans and requested that we move forward with the capital improvement projects.

Mayor DeWees said that he believes that the taxpayers own the property, not Caltrans.

Supervisor Gray said she agreed with Supervisor Schwartz that there was a need to move forward right away and that widening the 101 should be at the top of the list. She said that the approval of Measure D, which included the widening of Highway 101, showed citizens are in favor of the widening.

Mr. Kemp said he heard from the Board and many others the need for the plan to address increasing the highway's carrying capacity, and that he envisioned some type of additional capacity to move people through the congestion would also be a necessary part of the plan. He said that increasing capacity of Hwy 101 could take many forms, including widening for mixed flow lanes, High Occupancy Vehicle lanes, High Occupancy Toll lanes, etc., and that each of these must be evaluated to determine what has the greatest potential to relieve congestion for the long term. Mr. Kemp said that if that were the desire of the Board they could direct staff that the Implementation Plan include some form of increased capacity.

Supervisor Gray said she would like to know for sure that the affected jurisdictions want to do this and said she would like to hear from the City of Santa Barbara.

Mayor Pointer said she had just returned from the Western COG Conference and that this plan was very shortsighted. Highway 101 has interregional importance as part of a west coast corridor. She said that the boundaries of the plan need to be stretched.

Gregg Hart said it looked like the vote was getting very close. He requested continuing this item for a month to get everyone on board. He said that the reality of the situation was that if you were to increase capacity of 101 through Montecito, this would make the freeway a parking lot through the City of Santa Barbara and the access streets very crowded. He said a simple solution doesn't work for those that live in Santa Barbara. He said he was intrigued by the mention of HOV lanes if we are going to be successful in moving people in buses and that the public needs a lot of education to understand these issues. Councilmember Hart said there needs to be a win/win that solves more problems than it creates, and that given the reality of the comments received by the public more time is necessary to get some consensus on this issue.

Mayor Lavagnino said he would be okay continuing this item to the next month.

Supervisor Centeno said that he keeps hearing discussion about increasing capacity to move people from Point A to Point B, but that capacity has nothing to do with moving people. He asked why we didn't put on the ballot that we wanted to study the 101 expansion rather than do it. He said he has to wonder about the credibility of the elected officials not following through with the projects in Measure D. Supervisor Centeno said if we take back to the voters this Implementation Plan and do nothing about the thing they initially wanted, then the Board would not be successful renewing Measure D. He said that if there isn't language that the Board's primary focus is to do something about moving traffic then he said he would not support the plan. He said he agreed that widening is a short-term fix and that we needed to study what was going to happen in the long term. He was concerned about the prospect of just adding more lanes without doing anything else.

Mayor Lavagnino said that what he heard was that the Board would like to see the plan more focused to the widening of Highway 101.

Supervisor Centeno said it should state that widening Hwy 101 is the priority, but that other alternatives would be looked at.

Supervisor Schwartz said that increasing the capacity in the corridor may not be the short-term solution because of the amount of time that it will take to achieve an increase in capacity, but other things could be done in the meantime as well. There is a question as to what can be accomplished in the near-term and the long-term. The SBCAG Board in the past voted to amend the expenditure plan and move money from the 101 widening to roads throughout the County and the majority of the Board supported doing that, but she did not.

Supervisor Schwartz said she agreed with Councilmember Hart that this could not be voted on at this meeting.

Mayor Lavagnino said if the Board were going to continue this at the Board retreat on September 18th this would be the most important thing to focus on. He said that the Board should sit down and decide what wording will satisfy everyone's needs.

Supervisor Rose agreed with Mayor Lavagnino and said she was supportive of the proposal but that she had questions she would like to get answers to. She asked Mr. Kemp to talk to each of the Board members to answer all their questions prior to the Board retreat.

Mayor Arca moved to continue this item to the September 18th Board retreat and to make Highway 101 the main topic of discussion. Supervisor Rose seconded the motion.

Mr. Kemp said he was concerned that the Board retreat was set up for the board to meet and talk informally. He said there would be a regular business meeting in the morning where they would reconvene to the retreat setting afterward. He said the retreat meeting would not be conducive to allow for a lot of public involvement as is expected on the 101 Implementation Plan.

Mr. Bill Dillon, Deputy County Counsel, said that the retreat would need to be noticed as a public hearing, but the Board has the option of closing the public hearing and not taking new evidence on the issue.

The motion carried unanimously.

10. **AIRPORT INFLUENCE AREA**

Due to time constraints this item was continued to the September 18th SBCAG Board meeting.

11. **INTERCOMMUNITY TRANSIT**

Mayor DeWees reported that the social service transit provided by SMOOTH from Lompoc to Santa Maria had recently been discontinued due to lack of funding and asked what might be done to reinstate this service.

Mr. Powers responded that some funding had been committed by the Santa Barbara Foundation and United Way and that SMOOTH was in the process of developing an application to the Chumash Tribe for funding. However, other funds would be needed to keep the service operating until the proposed intercommunity transit pilot project is started.

David Fortson with SBCAN thanked SBCAG for funding the three-year pilot project. He said that they would need \$70,000 in additional funding to keep the SMOOTH service in operation for one year.

Janet Corkier recommended that funding be provided. She stated that it was important that people be able to make round trips.

Joyce Howerton thanked the Board for looking into the pilot program for the intercommunity transit system. She requested that the money be found so that people can get to the services they need.

Jeannie Sparks thanked Mayor DeWees for his comments and said that the service provided by SMOOTH has ended but the need has not.

Supervisor Marshall moved to authorize the distribution of a Request for Proposal for the Intercommunity Transit Service Implementation Plan between Lompoc-VAFB-Santa Maria to qualified consultants, and that each of the agencies affected by the concern stated by Mayor DeWees the item for local consideration. Supervisor Gray seconded the motion and the motion carried unanimously.

Mayor Arca asked SBCAG staff to inquire into which agency in the County was designated as the Federally Qualified Health Center (FQHC) and if it was obligated to provide transportation to medical services as part of the funding that comes with this responsibility.

12. **EXECUTIVE DIRECTOR CONTRACT**

A motion was made by Mayor Arca to authorize the Chair to execute the Executive Director employment agreement. The motion was seconded by Mayor Pointer and carried unanimously.

13. **BOARD RETREAT**

This item was previously discussed during the 101 Implementation Plan item. The Board agreed that they would make the focus of the retreat on the 101 Implementation Plan.

14. **SOUTH COAST TRANSIT PRIORITIES PROJECT**

This item was continued to September, but the Board agreed to hear a comment from a member of the public.

Harold Siegel said that his objective was to have MTD not purchase battery electric buses that will cost \$580,000 per bus. Mr. Siegel said that the technology which should be used is a hybrid technology. He recommended to the Board that they change from battery electric buses to hybrid buses.

Supervisor Marshall moved to continue items 10, 14 and 15 until the September SBCAG Board meeting. Mayor Arca seconded the motion and the motion carried unanimously.

15. **LOS CARNEROS PROJECT**

This item was continued until the September SBCAG Board meeting.

Committee Reports

None

Executive Director's Report

None

Communications

None

Adjournment

The meeting was adjourned at 12:32 p.m.