

MINUTES

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

Thursday, August 19, 2004

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 (SBCAG Chair); Susan Rose, Supervisor, Second District; Gail Marshall, Supervisor, Third District; Joe Centeno, Supervisor, Fifth District; Russ Hicks, Councilmember, City of Buellton; Richard Weinberg, Mayor, City of Carpinteria; Jack Hawxhurst, Councilmember, City of Goleta; Sam Arca, Mayor, City of Guadalupe; Janice Keller, Councilmember, City of Lompoc, Dan Secord, Councilmember, City of Santa Barbara; Marty Mariscal, Councilmember, City of Santa Maria; Brian Baca, Councilmember, City of Solvang, Gregg Albright, Caltrans District 5 Representative.

Members Absent: Joni Gray, Supervisor, Fourth District.

Staff Members Present: Jim Kemp, Executive Director; Michael Powers, Deputy Director of Planning; Stephen VanDenburgh, Deputy Director of Programs; Gregg Hart, Public Information/Government Affairs Coordinator; Jim Damkowitch, Transportation Planner; William Yim, Transportation Planner; Cathy Muneio, Board Clerk/Executive Secretary; Kevin E. Ready, Sr., Senior Deputy County Counsel.

2. PLEDGE OF ALLEGIANCE

Chair Schwartz called for the pledge of allegiance.

3. RECESS TO CLOSED SESSION:

No closed session was held.

4. CONVENE IN OPEN SESSION

5. APPROVAL OF MINUTES: JULY 15, 2004

Mayor Arca moved approval of the July 15, 2004 minutes. The motion was seconded by Mayor Weinberg and carried with Supervisor Marshall and Councilmembers Hicks, Baca and Keller abstaining.

6. PUBLIC COMMENT

Scott Wenz said that it has been proven that Smart Growth doesn't work and that the EPA had withdrawn its supporting statements. He also expressed concern about the City of Santa Barbara changes to Shoreline Drive.

Supervisor Marshall said that she would like the Transportation Concept Report for Route 246 to be brought to the North County Subregional Planning Committee.

7. **APPROVAL OF CONSENT CALENDAR**

Councilmember Mariscal requested that Item 7F be discussed and Councilmember Secord requested that Item 7B be discussed.

F. **ROUTE 101/STOWELL ROAD AND ROUTE 101/DONOVAN ROAD INTERCHANGE PROJECTS**

Councilmember Mariscal wanted to know what the \$7,000 in additional funding was for since \$9,700 was expended in April.

Mr. VanDenburgh said that this funding was for a different task, as-built plans to make changes to the structure.

B. **FY 2004-05 MEASURE D PROGRAM OF PROJECTS**

Councilmember Secord asked if the amendment requested by Guadalupe was going to be paid out of Measure D funds.

Mr. Kemp responded that this would be paid for out of Guadalupe's local share of Measure D funds.

Supervisor Marshall moved approval to the consent calendar. The motion was seconded by Mayor Arca and carried unanimously.

8. **CALTRANS DISTRICT DIRECTOR'S REPORT**

Mr. Albright stated that the Gaviota fire work scheduled to be completed the prior Tuesday still had signs up so he would be looking into that.

Mr. Albright discussed the California Performance Review recommendations for Caltrans to combine it with other departments responsible for infrastructure. He also indicated that new performance measures were being studied to improve the efficiency and effectiveness of state government.

Supervisor Rose expressed concerns about the agency being consolidated with other departments and that there may be more competition for resources.

Mr. Albright responded that they would be delegating more decision making on a lower level with performance measures tied to them. Mr. Albright recommended that anyone interested could obtain a report at www.cpr.ca.gov. He said to go to Resource, Chapter 2.

Councilmember Mariscal thanked Mr. Albright for working on Highway 135 from McCoy to Goodwin. He stated that the City of Santa Maria City Engineer had sent a letter to Caltrans asking that a small portion of the highway around Betteravia on Hwy 135 be addressed.

Mr. Albright said he would respond to this.

Councilmember Secord said he had attended a design review team meeting for the Milpas/Hot Springs project and the design professionals had discussed embellishing the project and that no

one seemed accountable for the costs that would result from that. He asked if there was a way to keep the costs down.

Supervisor Schwartz asked if the City of Santa Barbara had a city council representative to the Milpas/Hot Springs project design review team.

Councilmember Secord responded they did not.

Supervisor Schwartz said that they might want to consider appointing one to do some oversight. She expressed concern that they were still two years away from starting construction on the project.

Mr. Albright said he shared her frustration and noted that he would like to sit down and see where Caltrans was accountable and share in the responsibilities. He explained that it takes longer to go through the process in certain parts of the state.

9. TRAFFIC MODEL FORECAST REPORT

Mr. Powers introduced this item. He stated that the model had been reviewed extensively by local technical staff and that they are looking to receive broader input from the policy makers.

Jim Lam of Caliper Corp. presented the history on the development of the travel model.

Mr. Powers explained the concept for forecasting employment. He said that a general concept was reflective in the forecast and then land use plans were taken into consideration.

Councilmember Hawxhurst asked why there was a difference between employment estimates used in the Regional Housing Needs Plan and the travel model.

Mr. Powers responded that information for the travel model was a combination of material from InfoUSA plus field checks and that the information for the travel model is more up to date. He explained that the Regional Growth Forecast was developed using employment estimates from the state that were only available for large geographic areas. The InfoUSA data provides a street address based employment and is based on an entirely different methodology than the Regional Growth Forecast and uses the telephone white pages among other sources and it is more refined.

Supervisor Schwartz said that 60 percent seemed high for employment growth for the south coast in the future.

Mr. Powers responded that much of the employment projected for the South Coast was based on the capacity of the land use plans, UCSB growth, among other factors.

Councilmember Mariscal asked if the model could be used to generate different land use scenarios to test the jobs-housing report policy recommendations.

Mr. Powers responded that it could but with a lot of input on assumptions from local agencies.

Councilmember Secord asked if the employment estimates vary by jurisdiction so that it accounts for different categories.

Mr. Powers responded that they did and that the employment data was collected for small geographic areas.

Councilmember Hawxhurst asked why traffic wasn't increasing as much at 101 and Las Positas as in the west end of Highway 101 in the South Coast. Councilmember Hawxhurst said it suggested that traffic was moving to the side streets.

Mr. Powers responded that there was more development further west towards Goleta due to more jobs and housing growth in that area and this generated more traffic in that area, whereas the area around Las Positas was nearly built out.

Councilmember Keller asked what the reason was for choosing the various locations for reporting traffic data.

Mr. Yim responded that the data collection was taken at the six Caltrans control locations that provide seasonal counts on Hwy 101.

Supervisor Schwartz asked if the Highway 101 Operational Improvements were accounted for.

Mr. Powers responded that they were and this was illustrated by one of the charts in the staff presentation.

Mayor Weinberg asked why the 101 widening from Milpas to Carpinteria wasn't included.

Mr. Powers said that the model currently assumes only completion of the projects programmed in the TIP and the 101 widening project is not currently programmed. He said that this would be looked at by the 101 in Motion project.

Councilmember Keller asked if there was a provision to update the model forecasts.

Mr. Powers said there was and that every year the growth forecast is examined for potential changes and every 3 to 5 years a full update is undertaken.

Supervisor Schwartz asked how this compared with the RIGS model results.

Mr. Powers said that the scope of the modeling that was completed for the Regional Impacts of Growth Study was limited to the south coast. All of the various scenarios developed by RIGS result in increases in traffic. He said the RIGS looked out to 2040 whereas the SBCAG forecast is out to 2030.

Mr. Powers said that the next step will be for the Board to adopt the Travel Model, hopefully in September, and noted that the model will be applied to the 101 in Motion project. It will also be used in the annual update of the RTP.

Councilmember Hawxhurst noted that the South Coast Subregional Planning Committee supported the idea of identifying not only traffic growth, but growth in peak traffic period durations.

Mr. Powers said there were lots of discussions on peak spreading and impact on freeway use. He said as congestion occurs people change their behavior and that they will need to focus on Hwy 101 as well as adjacent streets since people will divert off the freeway.

Councilmember Hawxhurst said that we were not just dealing with the Ventura to Milpas problem, but that the already widened area of Hwy 101 will be heavily impacted.

Supervisor Schwartz said that was why the 101 in Motion was looking at Hwy 101 all the way to Winchester Canyon.

Councilmember Mariscal said he was concerned that after all the projects were completed there would still be serious congestion on Hwy 101. He asked if it wouldn't be advantageous to look at land use changes to help with regional planning. He said there was a benefit to encouraging communities to participate in this project.

Mr. Powers stated that alternative land uses could modeled but that this would require extensive work and input from policy makers and local agencies. The model is based on current general plans which represent the policies of cities and counties for land use.

Councilmember Secord suggested considering other formats to convey this complex information to the public.

Councilmember Keller said she understood this was a tool and was only as good as the information put into it, and asked if the same model could be used and adapted according to current information. She said she was concerned that Hwy 1 south from Lompoc was not being addressed since Lompoc was growing also.

Barry Siegel said he thought that staff should be complimented on developing the model, and said it should be made available for the 101 in Motion project. He said he had a couple of concerns about the use of the model relative to accuracy. He indicated that when the model was calibrated by predicting current traffic volumes, some of the figures differed significantly from current traffic counts on local streets. He said that the model was overestimating traffic on the freeway and underestimating traffic on some streets. He also expressed concern that the model shows traffic volumes based on demand and that this exceeds the capacity on some roads.

Councilmember Secord asked if it would be helpful to share this model with the City of Santa Barbara GIS department.

Mr. Powers said he would share the information.

Supervisor Schwartz said it was very important to receive consensus on the model otherwise the entire 101 in Motion effort would be plagued by some very basic assumptions. She said this draft should be sent out to the community very broadly. She asked if other people who were using a traffic model had been engaged in this effort.

Mr. Kemp said he agreed that this was something that needs general agreement on to move forward. He said the model is based on a set of assumptions from current policies and that changes in the policies would generate different results. The model report will go to TTAC next month.

10. ROUTE 101/CATHEDRAL OAKS INTERCHANGE STIP AMENDMENT

Mr. VanDenburgh presented this item. He said that the Goleta City council had approved an MOU and would be entering into a cooperative agreement with Caltrans at a later date. Mr.

VanDenburgh said that this item had gone to TTAC and that they supported the recommendation. He said that the CTC was not looking for new projects to fund, but that this was discussed with the CTC staff and they supported the proposal as it would result in a superior project and would leverage other funds for the STIP.

Mr. Steven Wagner, Community Services Director with the City of Goleta, stated that this was originally a \$10.5 million project that had begun prior to the Goleta incorporation. He explained that he was working with Caltrans to move this project forward by changing the scope of the project to reduce its cost to about \$9.1 million. He said that reprogramming \$1.2 million from the Ekwil project was critical since Caltrans has said that they needed to replace the highway bridge due to reactive aggregate right away, and if they don't have any funding they would not be able to realign the bridge.

Mr. Albright said that staff had done a good job and that this proposal was a superior project. He stated that due to the reactive aggregate there was a significant risk factor and said that he appreciated the city of Goleta sacrificing one project to complete a safety project.

A motion was made by Councilmember Hawxhurst, seconded by Councilmember Secord and unanimously carried to approve a State Transportation Improvement Program (STIP) amendment to add the Hollister (Cathedral Oaks)\Highway 101 Interchange project in the City of Goleta to the 2004 STIP and reprogram \$1.2 million from the Ekwil Street-Fowler Road Extension Project to the Cathedral Oaks project.

11. INTERCOMMUNITY TRANSIT SERVICE FUNDING APPLICATION AND FTIP AMENDMENT

Mr. Powers presented the staff report.

Councilmember Mariscal stated he wanted to recognize Joe Rye, Rick Sweet and Bruce Nybo of Santa Maria city staff for helping to put this project together. He said the community was ready to move forward with this.

Councilmember Keller, City of Lompoc, said she was a proponent of this project from the beginning and asked what were and how long it would take for the next steps.

Mr. Powers said that first the federal agencies have to approve the FTIP Amendment and then the operator has to initiate a bus lease program and this would take 4-6 months.

Supervisor Schwartz asked if there was some sort of sustainability plan to carry on this plan after initial funding for the pilot program. Mr. Powers stated that no funding commitments had been made but that TDA funds apportioned to the north county agencies could be used to continue the service.

Following a motion by Councilman Mariscal, seconded by Councilwoman Keller, the board unanimously adopted a resolution approving an amendment to the 2002 FTIP to program \$2.665 million in CMAQ funds to the Intercommunity Transit Service Pilot project.

Mr. Kemp asked that Item 13 go prior to Item 12 since staff for that item had not yet arrived.

13. SPECIAL SBCAG BOARD MEETING

Mr. Kemp explained that the joint meeting with SCAG that was previously scheduled for August 12th had been cancelled due to limited availability of Ventura County board members and that November 11th was being looked at for a possible alternate date to hold this meeting. He said

that the location had not yet been determined and asked the Board to check their calendars and let staff know as quickly as possible whether this date would work for them.

Councilmember Mariscal pointed out that this was Veteran's Day and that some of the Board members may have functions within their jurisdictions that day.

Mr. Kemp said that this would be an evening meeting and that he would be polling the Board members as to their availability.

12. 2004 CLEAN AIR EXPRESS OPERATOR CONTRACT REQUEST FOR PROPOSALS

Kent Epperson presented this item. He said that staff was recommending that all proposals be rejected and that staff be directed to develop a new RFP.

Councilmember Secord asked whether there were defects in the RFP that the low bidder did not identify.

Mr. Epperson responded that there was insurance information provided to the bidders in a couple different areas in the RFP, each of which explained the insurance provisions in a slightly different way. He stated that both American Star and Santa Barbara Airbus had submitted questions about the insurance provisions prior to submitting their proposals, but that there was not an opportunity for the bidders to respond to SBCAG's answers to their questions.

Councilmember Secord stated that there was a responsive low bidder, staff had spent hundreds of hours on this process and he wondered how this had gotten mixed up so badly.

Supervisor Schwartz noted that this service was previously operated by the APCD and that SBCAG was fairly new at operating the buses. She said the recommendation before the Board was to come up with a process.

Mr. Kemp explained that there was an RFP issued in 2003 and that staff had made a contract recommendation to the board. Suggestions were made by Santa Barbara Airbus that the cost of the service could be reduced by revising the insurance provisions. He said it was looked into and it was determined that lower insurance premiums could be obtained through a statewide insurance pool. Consequently, the first RFP was cancelled and a second RFP was issued with the new insurance provisions included among other changes. Mr. Kemp said that the second RFP was accelerated and didn't allow the bidders enough time to clarify questions on the provisions of the RFP. This may have lead to some confusion by bidders and resulted in different cost assumptions by them. As a result, staff is recommending that the second RFP be cancelled.

Mr. Kemp emphasized that staff completed a thorough review of the RFP process following submittal of the protest by American Star and found that it is fully consistent with federal regulations. He noted that cancellation of the RFP renders the protest moot.

Mr. Ready stated that the RFP process works but was a learning process to improve the RFP process. He explained that in the second RFP the contractors had made incorrect assumptions relative to the insurance. He noted that SBCAG is permitted to cancel the RFP and to act in the interest of taxpayers to reduce the costs of the service.

Supervisor Rose stated that the addition of a pre-proposal meeting was helpful and would give the applicants a chance to discuss any areas in the RFP where they might have questions.

Mr. Dockerty stated that the Board should have just extended the existing contract with Santa Barbara Transportation for a couple months rather than extend it for another year. This has cost SBCAG and American Star a lot of money.

Supervisor Schwartz reminded Mr. Dockerty that he needed to limit his testimony to the current topic of discussion. If he had comments on the contract extension with Santa Barbara Airbus he needed to submit those at the last Board meeting when that topic was discussed.

Mr. Dockerty referred to the second possible Board action option discussed in the staff report. He stated that American Star's proposal was not 7% higher than Santa Barbara Airbus' proposal when you take into account that American Star's proposal included liability insurance but Santa Barbara Airbus's proposal did not. He stated that because of these differences in the cost proposals, the two proposals were not evaluated on a level playing field. American Star could have reduced their cost proposal if they did not need to include a liability insurance policy. He stated that the Santa Barbara Airbus proposal should have been thrown out because it was not responsive to the RFP and therefore American Star should be awarded the contract as the most qualified bidder. The Board should take a separate vote at this time to award the contract to American Star.

Ken Fulton with American Star said that apples were being compared with oranges and that American Star had done their research on the completed RFP that was submitted.

Eric Onnen with Santa Barbara Airbus said he agreed with staff's recommendation of voiding the last RFP since there were items that were not completely clarified and that due to the time frame and lack of communication there were items that were unclear. He said that a new RFP would ensure a more level playing field. Mr. Onnen said that in the original contract he had with SBCAG that there were options in it for renewal and that through this process the issue of the quality of operations that Santa Barbara Airbus was delivering should have been brought up. He said that they were not aware there were significant deficiencies to make another operator preferred. He said these issues could have been addressed and negotiated.

Sherrie Fisher, General Manager at the MTD, said she was in support of staff's recommendation. She said that the RFP process was difficult and that a pre-bid conference was key factor.

Councilmember Mariscal asked if the recently approved extension of the current contract had an additional year renewal option. Mr. Kemp stated that there was an option to extend the contract an additional year but that it was staff's intent to complete the RFP process and award a new contract prior to June 2005.

Councilmember Mariscal asked if there had been a communication oversight with Santa Barbara Airbus. Mr. Kemp stated that since SBCAG had taken over the transit service from APCD, there was more interaction with the passengers in listening to their complaints as well as Santa Barbara Airbus and that SBCAG was taking an active role in responding to these complaints. He explained that when APCD operated the service they had to take an arms length oversight role with the Clean Air Express and now that SBCAG has taken over there was a much more active role taken in ensuring that the service is successful.

Councilmember Marsical said he had some discussions with staff in regards to understanding the CalTIP insurance.

Councilmember Secord asked Councilmember Mariscal if the original RFP was defective relative to the insurance portion. Councilmember Mariscal said he could not speak to that since he was not on the board then, but as far as he could remember staff did not have a clear understanding of the CalTIP insurance coverage.

Supervisor Rose moved to cancel the 2004 Clean Air Express Operator Contract RFP and reject all proposals, and to direct staff to develop a new RFP. The motion was seconded by Supervisor Marshall.

Councilmember Hawxhurst said that if the RFP was redone he did not know if the public was best served having a single contractor to serve all of the routes. He asked when the contract would be awarded. Mr. Epperson responded that the earliest it would be was six months.

Supervisor Centeno said he would oppose this motion and was concerned with the process that had taken place and that he hoped this would not happen again. He said he thought that the American Star people had been treated unfairly and asked that the next RFP process be clean and understood by everyone.

Mayor Arca said he agreed with Supervisor Centeno and asked if the new RFP process would be awarding the bid to the lowest bidder or the most responsible qualified bidder.

Mr. Kemp said that this is not a construction contract that must be awarded to the low bidder under state contract law. He noted that this is a qualifications based selection process and that they can take into account both price and past performance as well as other factors.

Councilmember Secord stated he would be opposing the motion based on Supervisor Centeno's comments.

Councilmember Keller said that Councilmember Hawxhurst had brought up an interesting point about dividing the service depending on area. Mr. Epperson said that this was discussed but that it would be a difficult process and could make the program more expensive and complicate the management of the program.

The motion carried 9 to 3 with Supervisor Centeno, Mayor Arca, and Councilmember Secord opposed.

14. 2004 STATE TRANSPORTATION IMPROVEMENT PROGRAM

Mr. VanDenburgh presented the staff report. He explained that the CTC had made two changes to the Regional Transportation Improvement Program submitted by SBCAG, to advance the Santa Maria six-lane project one year, and delay five South Coast projects to 05/06. The CTC adopted the rest of the projects as submitted by SBCAG. He said they had indicated that they were in a crisis and their ability to fund projects as programmed in the STIP would be delayed until at least December, and ultimately would depend on the federal transportation bill being adopted at a funding amount higher than what the President and House of Representatives supported, the ethanol issue being fixed, and Props. 68 and 70 being defeated which would allow indian gaming revenues to flow to transportation, as agreed upon in an Indian gaming compact negotiated by the Governor.

Supervisor Schwartz said that the Board had previously discussed a proposal for funding the Evans Ave/Ortega Hill intersection project in Summerland that would substitute Measure D

funds and backing out the STIP funds programmed for the project. This would allow the project to be coordinated with the construction of the 101/Ortega Hill auxiliary lane project. She expressed concern that given the scenario at the state level it was likely that the ability to coordinate these two projects would be lost. She asked if there was interest among other board members in supporting the proposal to fund the Summerland project with Measure D funds.

Mr. Kemp responded that staff understood the concern to coordinate those two projects and would work on following through with this request.

Supervisor Schwartz said that there was no way for Congress to take action in time for the Summerland project to move forward with its December timeline.

Mr. Kemp said that he thought there was still a possibility of coordinating this project with the Ortega Hill project, and that the funding may be obtained before the Ortega Hill project is complete.

Councilmember Secord stated that the City of Santa Barbara was disappointed with SBCAG staff regarding the operational improvements. He stated the SBCAB Board had voted to move ahead with the operational improvements and wondered if SBCAG staff had supported proceeding ahead with the program as adopted by the Board.

Mr. Kemp said that staff presented the RTIP as adopted by the board to the CTC, but the CTC decided they would give priority to capacity projects and projects that are ready to go and that this was the reason they had advanced the 101/Santa Maria six-lane project to 04/05. He said that it was decided it would not be beneficial to go to the CTC and argue with their staff's recommendation. It likely would have been detrimental for the region's funding. Mr. Kemp said from a regional perspective SBCAG had come out a winner since the CTC has recommended programming far more than SBCAG's \$4.4 million target in 04/05.

Supervisor Schwartz said that it was unfortunate that the operational improvements were not ready to go.

Gregg Albright said that he would look into whether a Traffic Management Plan for the operational improvements had been completed and said that Caltrans would be engaging the public regarding this project.

Mr. Kemp said that the previous day he had attended an emergency meeting with the CTC and that the CTC was concerned that the word about the funding crisis was not getting out. He said this crisis was felt throughout the state and that there was going to be more delays for projects in the STIP due to the funding crisis.

Supervisor Schwartz said that the folks in Sacramento had diverted a significant amount of funds for transportation from Proposition 42 and she wondered what was being done to stop this.

Mr. Kemp said this was discussed at the CTC meeting the previous day. He said that the state legislators must be convinced that we need the Prop 42 funds back for transportation needs which the voters intended them for. He said that Assembly Constitutional Amendment 24 is ensure that no additional funds could be taken from Prop 42 using the loophole leading to those

diversions. He noted that this bill had been introduced but was not likely to be passed and signed into law in the few days remaining in the current session.

Mayor Weinberg said he was concerned that since Santa Barbara County had expensive and complicated projects and would only be receiving \$24 million over the next two years. He said he didn't understand why the larger projects couldn't be started by doing the land acquisition and engineering work.

Mr. Kemp said there would be a report on South Coast 101 operational improvement projects at the SBCAG Board workshop on September 29th.

15. SBMTD REPORT

Sherrie Fisher presented the MTD report. She said she had received support from the Goleta and Santa Barbara city councils.

Supervisor Schwartz said that there was CARB approval with the diesel electric buses. She asked why they were switching to purchasing clean diesel buses.

Ms. Fisher responded that cost was an issue. Hybrid buses cost about \$400,000 and clean diesel buses cost about \$200,000. She said they would be using hybrid buses on Line 1 and 2.

Supervisor Schwartz encouraged the use of hybrid buses whenever possible. She said that Santa Barbara County was in a fragile state of air quality attainment and if we can plan for cleaner burning vehicles it would be insurance for the future.

Scott Wenz with CAB said that the city of Santa Barbara was involved in Smart Growth. He said that the program by MTD for expansion was ill-advised because there was no subsidy available beyond three years and said this was driven by an irrational approach to traffic management.

Councilmember Mariscal said he had met with Ms. Fisher and Mr. Moldaver and that they had shared that the MTD Board members ride the buses and perform evaluations and said that maybe the SBCAG Board might be interested in doing the same with the Clean Air Express.

16. 2004 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

Mr. VanDenburgh presented the staff report. He explained that this was a federal document that needed to be adopted every two years that identifies all the projects that require federal funding or that are regionally significant. He said the current document expires in October 2004. He said a Traffic Model is needed to do the air quality conformity analysis. Mr. VanDenburgh stated that the current FTIP before the Board temporarily did not include 21 projects that are required to be modeled. He said that when the model is complete, possibly in November or December, the 21 projects would be modeled and staff would return to the Board requesting an amendment to the FTIP to add the projects.

Councilmember Secord asked why the FTIP had lapsed and asked if this happens with every COG.

Mr. VanDenburgh said it was because there was a brand new model that had not received acceptance around the region.

Councilmember Secord asked why the old model couldn't be used.

Mr. Powers responded that the old model became non-supported by the vendor. He said using the Regional Growth Forecast on the old model would have been a waste of time. In January the Clean Air Plan will need to be addressed from another perspective and said this was a very elaborate and collaborative process.

Mr. Kemp said that of the 21 projects there were only four projects that have potential to be impacted by not having the air quality conformity analysis completed by October 4.

Supervisor Schwartz said that the Board will have an important decision at its September meeting since two of those four projects were within the operational improvements corridor, and might be controversial projects.

Mr. Kemp said that the only action to be taken in September would be for the exempt projects that have no air quality impacts. The other projects would be voted on in December or January.

Mr. VanDenburgh said that the lapse of time would have minimal impact on the Evans Avenue/Ortega Hill project and that the Cabrillo/Milpas project design would proceed through this period.

Mr. Kemp stated that there would be a Cooperative Agreement with Caltrans to determine details on using Measure D funds on one or both projects that would be brought to the Board in September.

Committee Reports

None

Executive Director's Report

Mr. Kemp informed the Board that there would be a Transportation Forum held on August 25th at 9:00 a.m. at the Cabrillo Arts Pavilion hosted by Congressmember Capps. He said the intent of the forum was to get officials and elected representatives from Santa Barbara and Ventura County together to discuss issues that need to be addressed on a regional and inter-regional basis. He said there would be panel discussions held on transportation alternatives.

Mr. Kemp encouraged the Board members to contact legislators to support of ACA 42.

Communications

Adjournment

The meeting was adjourned at 12:05 p.m.