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MINUTES

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

Thursday, September 15, 2005

Board of Supervisors Hearing Room
511 East Lakeside Parkway
Santa Maria, CA

1. CALL TO ORDER AND ROLL CALL:

Members Present: Salud Carbajal, Supervisor, First District; Susan Rose, Supervisor, Second District; Brooks Firestone, Supervisor, Third District; Joe Centeno (SBCAG Vice-Chair), Supervisor, Fifth District; Russ Hicks, Mayor, City of Buellton; Joe Armendariz, Councilmember, City of Carpinteria; Jonny Wallis, Councilmember, City of Goleta; Lupe Alvarez, Mayor, City of Guadalupe; Dick DeWees (SBCAG Chair), Mayor, City of Lompoc; Marty Blum, Mayor, City of Santa Barbara; Marty Mariscal, Councilmember, City of Santa Maria; Brian Baca, Councilmember, City of Solvang, Rich Krumholz, 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 Programming; Scott Spaulding, TDM Transit Coordinator; Gregg Hart, Public Information/Government Affairs Coordinator; Fred Luna; Cathy Muneio, Board Clerk; Kevin E. Ready, Sr., Senior Deputy County Counsel.

2. PLEDGE OF ALLEGIANCE

Chair DeWees called for the pledge of allegiance.

3. RECESS TO CLOSED SESSION

The Board recessed to closed session at 8:33 a.m. to confer with County Counsel on existing litigation with Pierce, Estrada and Our Children's Earth Foundation vs. SBCAG

4. CONVENE IN OPEN SESSION

When the board reconvened in open session at 9:06 a.m., County Counsel, Kevin Ready stated that no reportable action was taken.

5. APPROVAL OF MINUTES: August 18, 2005

Supervisor Centeno moved approval of the Minutes of August 18, 2005 as presented. The motion was seconded by Supervisor Carbajal, and carried with Councilmember Baca, Councilmember Armendariz, and Mayor Blum abstaining.

6. PUBLIC COMMENT

There were no comments from the public.

7. APPROVAL OF CONSENT CALENDAR

Mayor Alvarez moved to approve the consent calendar. The motion was seconded by Supervisor Firestone and carried unanimously.

8. CLEAN AIR EXPRESS FARE INCREASE

Mr. Kemp explained that the portion of the resolution that discussed initiating a surcharge was removed from the proposed action because staff needed to look into whether there were any federal restrictions for initiating a fuel surcharge. He said staff would return to the Board with this item if this was a possibility. He stated that staff is still recommending that the board approve the proposed fare increase.

Scott Spaulding thanked the city of Santa Barbara for providing \$50,000 in funding for a promotion to increase ridership on Clean Air Express routes serving downtown Santa Barbara.

Mr. Spaulding provided some background and reported that after a long period of no fare adjustment, the Board authorized a fairly significant fare increase in 2003 at which time the board suggested recommending smaller increments at more frequent intervals in the future. He explained that public hearings had been held in the evenings in both Lompoc and Santa Maria and that notices had been placed in local newspapers, in Clean Air Express invoices, and onboard the buses. Mr. Spaulding said that three comments had been received, one of which was supportive. The \$5 fare increase for both the 10 ride pass and the monthly pass are expected to bring in about \$25,000 in additional revenue annually.

Mayor DeWees asked what the difference was between the 63% fare box recovery on one page in the staff report compared with 52% on another page of the staff report.

Mr. Spaulding replied that the 52% is an estimate for 2006, when the fare box ratio is expected to be lower due to a service expansion. Service expansion incurs costs immediately, while ridership needs to build before the historic fare box ratio of 63% can be reestablished. He said that due to gas price increases more people are riding buses.

Councilmember Mariscal asked if the lack of attendance at the public hearings was taken to mean that there wasn't much opposition to the increase.

Mr. Spaulding responded that based on the feedback he's received and the fact that one person attended each of the two public hearings, that his impression is that the riders generally understand the staff recommendation to increase the fare.

Councilmember Mariscal asked if operational issues were addressed.

Mr. Spaulding responded that customer feedback is highly valued in order to follow up with the contractor to maintain good service. He said that listening to concerns is something that he does on a daily basis.

Councilmember Mariscal said he hoped that the fuel surcharge will be initiated only if it becomes a necessity.

Supervisor Rose moved to adopt a resolution increasing the monthly Clean Air Express fare from \$130 to \$135 and the ten ride pass from \$40 to \$45 per month. The motion was seconded by Councilmember Mariscal and carried unanimously.

9. 101 IN MOTION

Mr. Kemp explained that this has been an ongoing project since 2003 and is a process intended for building community consensus along the south coast Highway 101 corridor. He said that there has been extensive technical evaluation to review the alternatives to develop the best solution. He said Mr. Bramen would be presenting the information that has emerged to whittle down to the remaining alternative packages, and that Mr. Hart would be explaining the process of the outreach effort.

Mr. Bramen said that during this one and one half year process they started with sixty ideas, and sorted them out to come up with big ideas and ideas that were complimentary to those ideas. He said in order to determine the best alternatives an extensive technical analysis was completed to determine the four alternatives that were currently before the board for discussion.

Mr. Hart explained that there had been an aggressive outreach effort to initiate the public's involvement. He said that during the middle phase of the alternative discussions approximately fifty presentations were made to city councils, advisory groups, service groups and organizations. He said he intended to meet with many of these organizations once again during the final phase, and that some of these meetings would be broadcast and rebroadcast again. Mr. Hart said that people were very engaged at the public meetings and said that he expects additional public involvement in the final phase. He said that the consensus was resonating nicely with what was being heard during the hearings and noted that there was strong support for widening south of Milpas and commuter rail. He said that they are now discussing how to deal with the congestion north of Milpas, particularly in Carrillo to Patterson area.

Mayor DeWees asked if the public had been informed that this project would be a phased approach.

Mr. Hart responded that they were. He said the process is to first come up with a plan and bring it before the SBCAG board and second was to identify the funding. He said that extends to a conversation about Measure D which will serve as a great opportunity to talk to the public about the renewal of Measure D and to inform the public that this is a long term project that will not happen overnight. He said he would be discussing the operational improvements which will come together to present a clear and accurate picture of how complicated the issue is.

Supervisor Rose said she was pleased with the public outreach effort. She said she did not have an understanding of what the needs were for the north of Milpas area.

Mr. Siegel said he had attended all of the 101 in Motion meetings and had been involved in the total process and analyzes the data discussed at those meetings. He questioned whether traffic

congestion would be reduced to less than it currently is. He said that the land use sensitivity analysis was flawed because the assumption was that the same number of people would be driving from Ventura, and requested that this analysis be redone. He suggested that the focus should be placed on the current congestion and that this traffic congestion should be fixed by

projects such as traffic demand management, operational management, and commuter rail. Mr. Siegel also requested that a hard look be given to commuter trains to decide whether this would be an effective alternative. He said this could be built quickly to determine the effect it might have on reduction of traffic congestion.

Mr. Kemp said that the board had provided some clear direction to staff when they approved the 101 in Motion. Mr. Kemp reviewed with the board the four policies that the board had directed of staff. He said that the board gave direction to increase capacity which calls for adding lanes and included that widening should include all of the various configurations to be studied and evaluated. He said that the Board directed that other projects that would increase the corridor capacity such as additional train or bus service be evaluated, and said that the emerging consensus did include many of those elements. He concluded that the 101 in Motion recommendations are consistent with the board's policy direction.

Mr. Kemp said the 101 in Motion provided information that can be used to prepare the environmental review under NEPA and CEQA, and that by taking the time to build a consensus it will enable the EIR process to move through a little quicker and will limit a number of challenges.

Councilmember Armendariz said that he continues to feel frustrated by what he considers the elephant in the living room. He said that it did not look like housing had been considered in this process, and until houses are built in the same area as the work place that the alternatives being discussed would not be effective.

Supervisor Firestone said he was concerned about the study because it assumes static transportation technology since alternative fuels have not yet been investigated. He requested that the board have Dr. Dan Sperling attend one of the board meetings to inform the board on hydrogen fuel. He said that it was expected to be available in the next five to ten years and could change people's use on transportation and was concerned that the 101 in Motion had not included this as a consideration.

Mayor Blum said she agreed with Supervisor Firestone that alternative fueling should be looked at since this could change the jobs/housing balance and that she would like to hear from Dr. Sperling. She said that all of the jurisdictions should be looking at what can be done in the future.

Supervisor Firestone said that if we depend on petroleum there could be a shortage and it would then be more expensive.

Supervisor Rose requested that the discussion be expanded to consider what other technologies might be available in the future.

Mr. Kemp said he suggested that this could be agendaized for the next South Coast Subregional Planning Committee meeting, and at that meeting he said he hoped to present the final recommendations from the TAG/SAC to the Steering Committee.

Councilmember Wallis said she was supportive of learning about alternative fuels.

Chair DeWees opened the item up for public comment.

Greg Grandrud said that the transportation users need to pay for their transportation to avoid subsidies and that toll lanes should be considered. He explained that people were using less gas and collecting less gas tax and that it was time to think outside of the box and make the users pay and maintain flexibility.

Andy Caldwell with the Santa Barbara Taxpayer's Association urged SBCAG to keep their word and widen Hwy 101. He said that he had noticed that the HOV lanes in the Los Angeles area were not being used to their maximum and that it may be difficult for people to change their driving habits. Mr. Caldwell said that people want increased capacity, potholes fixed and the freeway widened.

Chair DeWees closed public comment.

Councilmember Mariscal asked if an HOV lane was considered in the 101 in Motion process.

Mr. Bramen responded that it was.

Councilmember Mariscal said he was concerned that the draft Commuter Rail Study did not address some of the issues contained in correspondence to Richard Dial of LOSSAN. He expressed concern about the eroding coastal bluffs along the Rincon and the concept of the cost to realign the rail line, which are only related to the establishment of commuter rail between Ventura and Santa Barbara. He requested justification on how commuter rail would reduce congestion with the number of people who will be utilizing this service.

Mr. Kemp said rather than comparing this to the entire county he could provide what percentage in the south county. He said that if 1,800 people rode the train each day that would be about one-half lane of the freeway in terms of overall capacity.

Councilmember Mariscal said that the 101 in Motion is just a step in the process and the next step would be to complete a cost analysis to see if this is a viable mode of transportation. He noted that the other thing that the study didn't address was that it presumes that the County of Ventura and the Union Pacific Railroad will allow this process to take place. Already included in the proposal is the cost to retrofit and expand stations in Ventura County. He asked if Santa Barbara funds would be paying for Ventura County.

Mr. Bramen said that there would be cost sharing between Ventura County, Union Pacific, Caltrans and SBCAG and that Councilmember Mariscal was referring to the total cost.

Councilmember Mariscal asked for a better understanding of how cost sharing would work when this comes back to the Board.

Supervisor Rose said that the Board had previously received a presentation from Mr. Dial with LOSSAN on the scope of work in this area. She said they are moving forward with an analysis and requested that LOSSAN be included in this analysis.

11. US 101 TRUCK SAFETY CORRIDOR

Fred Luna presented the staff report and introduced Lieutenant Moncher and Kurt Kruse with the California Highway Patrol to discuss the grant that they received for making trucks safer on Hwy 101. He explained that truck drivers are very aggressive on the road and that the Highway Patrol plans to hit enforcement very heavily by checking log books, medical cards and inspecting the trucks to make sure they are safe. He said the Highway Patrol is asking SBCAG to assist the task force in identifying four behaviors affecting truck drivers. He said that by June

2006 they will have to implement solutions and that they expect to see about a ten percent reduction in accidents.

Mr. Kruse said that since July 1st they had expended 164 hours and issued 105 speeding citations.

Lieutenant Moncher said he would like SBCAG to provide input on the four conditions. He said that Mr. Luna was very helpful and that he attended the task force meetings.

Councilmember Mariscal asked if there was a phone number available to inform the Highway Patrol about truck incidents.

Lieutenant Moncher said that there was an 800 number but would look into having a number just for the truck safety enforcement.

Mr. Luna said that the task force meets quarterly with the next meeting to be in October. He said one of the objectives was to identify ways to improve safety on the corridor.

Mayor DeWees thanked the officers for attending the meeting.

Chair DeWees called for a ten minute break at 10:42 am.

10. MEASURE D RENEWAL

When the board returned at 11:02 a.m. Mr. Kemp presented the staff report. He said that the board had previously been presented with a preliminary report of the poll results and now the final report with a more detailed analysis was being presented to the Board. He said that Dr. Tim McLarney was going to present the report and talk about the implications of the poll on the Expenditure Plan and that Dave Basmajian would like to discuss working with the local agencies to develop the draft Expenditure Plan.

Dr. McLarney presented the final survey report to the board that included a deeper analysis than the draft report. The report shows the feasibility of placing Measure D on the ballot and measures the current or baseline support. He said that the process was to prioritize what the voters would like to see on the Expenditure Plan and to measure how support might change between now and November 2006.

Dr. McLarney said the survey consisted of a twenty three minute survey conducted between July 27 and August 5th. In that survey he said that transportation was the issue that was at the top of the list at 64 percent, and said that from a renewing standpoint this was a very good starting point. When the people taking the survey found out that this was a renewal measure that would not raise taxes the approval rate rose to 72 percent. He said that the plan that is developed needs to be a balanced plan that will include a variety of projects that will appeal to everyone.

Supervisor Carbajal asked how the plan will be developed.

Mr. Kemp responded that there are programs listed under three major categories, generally programs that had received the highest support.

Mayor DeWees requested a copy of the presentation.

Councilmember Mariscal noted that 57 percent of the responders were from the south coast.

Dr. McLarney said he based the survey sample on the 2006 electorate distributed along the county, and since there were subregions that did not have enough voters he said he had oversampled in some of the smaller subregions and then made an adjustment for oversampling. Oversampling makes the survey results valid at the subregional level. Only the people most likely to vote were polled.

Dr. McLarney said that there were three guiding principles for evaluating the Expenditure Plan as a whole. These were whether it was geographically equitable, politically supportable and comprehensive.

Mayor DeWees requested an explanation of who the Expenditure Committee consisted of.

Mr. Kemp responded that it was representatives from the public works staff from each of the cities and the county and some city managers. In addition Easy Lift, MTD and Caltrans are also members of the committee.

Mr. Basmajian said that the objective was to have a draft Expenditure Plan for board consideration prior to Thanksgiving. He said the board would be kept apprised of the programs being considered for the draft Expenditure Plan. The next Expenditure Plan Committee meeting will be held on October 6th. He said the intensity would be stepped up in October and the process would be to cut out projects that aren't feasible.

Supervisor Carbajal asked how the Expenditure Committee translates into the whole community process.

Mr. Basmajian responded that the number one guiding principle is to develop the draft plan based on results received from the poll. He said the committee is very aware that if they don't give the public something that they approve of then they won't approve the ballot measure. He said they have discussed this at community workshops. He noted that after it is approved by the SBCAG board, the draft plan will be circulated for public and agency review.

Councilmember Wallis said she was concerned about the way balance is used and defined. She said that the alternatives derive from a regional mode but that in order for Measure D to pass local flexibility should be considered as part of the factor. She said that being able to leverage funds was critical to the cities and the county and if the plan just includes regional programs then it will be detrimental to the cities.

Supervisor Centeno said he agreed with Councilmember Wallis. He said that there has been no discussion about the 70/30 split and that he would be critical of changing this split.

Mayor DeWees said that he would go into this with a sense of where the board is on how the funds would be split. He said it should be the option of the local jurisdictions to do what they would like with their funds and that the city of Lompoc leverages funds to pay for other projects such as the downtown revitalization. Mayor DeWees said that they try to meet the needs of the constituents. In the interim he said it was important for SBCAG staff to work with the public works directors on this issue.

Supervisor Rose requested that an item to discuss the percentage split be placed on the South Coast Subregional Planning Committee agenda.

Councilmember Armendariz said he shared the board's concerns and that he thinks all of the politics are local. He said that the voters don't know there is a Measure D and most likely will not know SBCAG is responsible for widening the freeway and that it was essential to empower the local jurisdictions. He did not think that commuter rail will work and that the support level will drop. He said that what Carpentierians want is for the freeway to be widened.

Mr. Kemp responded to the 70/30 split. He said that he did recognize that local agencies rely on Measure D funds and that it was a reasonable goal for the renewal Expenditure Plan to give as much of the 70 percent back to the local jurisdictions, but if we ignore what the poll is telling us then we may run the risk of not getting a 2/3 vote. He said that too little specificity may not provide assurance that high priority projects will be completed and that it may be necessary for local agencies to allocate some of their local share to specific projects or programs.

Dr. McLarney stated that he hoped that the Boardmembers would look closely at the poll results and understand that the voters don't have any feelings about the 70/30 percent split and think in terms of projects and programs and do not like the idea of not knowing what their funds will be spent on.

Mayor DeWees said that it will not be possible to make everyone happy and that people vote on what affects them.

Mr. Basmajian said that the one thing that Dr. McLarney said is that we are thinking about what the voters will support and that one of the projects by itself isn't enough to carry Measure D and that was the reason they chose three types of categories to include different types of programs and projects with a balance of projects.

Mayor DeWees said the point was to maintain the 70/30 split because it is important for the jurisdictions to see how their money is being spent.

Mayor Hicks said that they were not just discussing Measure D, and feared that regional projects may eat up all of the funds. He said that you can have more than one plan to sell to the voters and that the north county projects could be different from those in the south county. Mayor Hicks pointed out that the south county may have to give a larger portion of their local share to achieve some of their regional goals.

Mayor Alvarez thanked the board for their comments. He said that Guadalupe is the poorest city and that all of their funding comes from Measure D. He said that the community could not support losing those funds.

Mayor Blum said it appears that the board is working towards the same goals. She said she appreciated that Mayor DeWees wants the funds to remain flexible.

Mr. Basmajian said it was early for determining the projects and they would return to the board with an initial project list to review.

Councilmember Mariscal said that things that were done on a regional basis have been very successful but what the local jurisdictions were able to do based on their needs were more

beneficial to the constituents. He said that eight out of the ten categories being discussed were local projects, not regional.

Phil Demery, Public Works Director for the County of Santa Barbara said that the 70/30 split has been done for 15 years and has been extremely successful due to its flexibility. He said that there was a need to prioritize and come up with something that everyone agrees with and that strikes a balance. He said that getting direction on the project now that they won't be in a spot with different opinions later.

Paul Karp, Public Works Director for the city of Santa Maria said that developing a plan by Thanksgiving was a huge problem because he needs to report to the city council and the council needs to respond to constituents. He suggested in order to develop an Expenditure Plan to add the poll tested projects first and then add the flexible projects. He suggested that they list the projects locally with their 70 percent and regional projects with the 30 percent.

Larry Bean, Public Works Director for the city of Lompoc said that the 70/30 split does equal a balanced program. He said the city of Lompoc would never have been able to build a bike park or other types of projects without their portion of Measure D. He said that the city does have balanced projects with the flexibility of the funds.

Sherrie Fisher, General Manager with SBMTD said that the way to pass the measure is to listen to the voters. She said that travel patterns do not stop at jurisdictional lines. She reminded the board of the board workshop meeting that was held in March to hear from other agencies on why their measure had or had not passed. She noted that in counties where the measures failed it was because they had not listened to the voters and included projects in the plan that are priorities for voters. She said she had the highest regard for the public works directors but asked them to remember what the consultants had told them.

Dr. McLarney reviewed what the poll had said about the voters' priorities. He said that everyone agreed that some funds should be spent on paving and maintaining roads.

Mayor Hicks said that the south coast poll results show that 38 percent were in favor of alternative transportation and that in Santa Maria 32 percent of the poll results showed maintaining infrastructure was a priority.

Supervisor Carbajal said good points had been made but that it wanted Measure D to be a success and that Mayor Hicks had brought out the complexity of what the board was facing. He said the north county was appreciative of the 70/30 split but that the south county may be different. He recommended that the South Coast Subregional Planning Committee work with the public works directors relative to this issue.

COMMITTEE REPORTS

Mayor Hicks reported on the Western Councils of Governments Conference that was held on August 10th to 12th. He noted that the major topic of discussion involved freight movement issues that were hitting the west coast that were causing increasing problems. He distributed a memo summarizing the main points of the conference.

EXECUTIVE DIRECTOR'S REPORT

Mr. Kemp invited the Board to attend the ribbon cutting ceremony that was going to be held on September 22nd at 1:00 p.m. for the completion of the Jameson Lane project.

Mr. Kemp stated that a joint meeting between the South Coast Subregional Planning Committee and the Ventura County Transportation Commission was going to be held on October 26th at the Carpinteria City Council Chambers to discuss mutual issues of concern.

Mr. Kemp said that there were going to be two bid openings coming up in the near future for the Santa Maria six lane widening project and the Ortega Hill project.

Mr. Kemp said that over a year ago SBCAG had requested that the CTC hold one of their meetings in Santa Barbara County. He said that they were a very important state body that allocates STIP funds to projects. He said that the CTC schedule had been adopted for 2006 and that they would be holding their September meeting in Santa Barbara. He said that this would be a good chance to meet the commissioners and that SBCAG would provide a reception and make a presentation to the commissioners.

CALTRANS DISTRICT DIRECTOR'S REPORT

Rich Krumholz presented the District Director's report. He noted that Route 135 between Goodwin and Lakeview was almost complete but that they had hit a snag with the Castillo Street project. He said it was expected to be completed in September but that it now would be October. He said that the Carpinteria project was completed September 6th.

Mr. Krumholz said that the "Don't trash California" campaign had received a lot of attention and was successful in showing the public the amount of trash along the roadsides.

Mr. Krumholz said that there were a couple of projects that had bid openings and that they were experiencing fewer bidders and more expensive building materials. He said that they were hopeful that the Santa Maria six lane widening project bid opening would result in construction beginning in either January or February.

Mr. Krumholz said he was appreciated of the comments made by Mayor Hicks relative to goods movements and that the governor was paying attention to goods movements. He stated that the governor does not like to see goods sitting in the port and unable to move. He said that there was a big focus on trucks movement on the US 101 corridor.

Supervisor Rose asked for more information on the regional meeting to discuss the "Go California" campaign that looks at reducing traffic congestion in California that will be on October 19th at the Embassy Suites in San Luis Obispo.

Councilmember Baca asked if a decision had been made relative the State Route 144.

Mr. Krumholz said he did not have an update.

ADJOURNMENT

The meeting was adjourned at 12:48 p.m.