



MINUTES

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

Thursday, January 19, 2006

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, Councilmember, City of Buellton; Donna Jordan, Councilmember, City of Carpinteria; Jonny Wallis, Councilmember, City of Goleta; John Sabedra, Councilmember, City of Guadalupe; Dick DeWees, Mayor, City of Lompoc; Marty Blum, Mayor, City of Santa Barbara; Marty Mariscal, Councilmember, City of Santa Maria; Ed Skytt, 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; Gregg Hart, Public Information/Government Affairs Coordinator; Sarkes Khachek, Transportation Planner II; Cathy Muneio, Board Clerk; Kevin E. Ready, Sr., Senior Deputy County Counsel.

2. PLEDGE OF ALLEGIANCE

Chair Centeno called for the pledge of allegiance.

11. APPROVAL OF MINUTES

Councilmember Wallis moved approval of the minutes of December 15, 2006 as presented. The motion was carried by Councilmember Mariscal and carried with Supervisor Rose and Councilmembers DeWees and Sabedra abstaining.

3. PUBLIC COMMENT

George Alvarez commented about the considerable growth in Guadalupe that will affect Hwy 166 between Santa Maria and Guadalupe and the congestion on Hwy 166 due to truck traffic. He explained that the expansion of Hwy 166 would be necessary to accommodate positive growth and funding should not be removed for this project.

Alton Garrett, Southern California Director for Senator Barbara Boxer's office introduced himself and Adolfo Bailon, the Field Representative for Barbara Boxer. He said he was attending the meeting to meet the board and pass out contact information.

Scott Wenz, Cars Are Basic, said he was concerned about SBCAG including social issues above the safety and maintenance of roads. He said there was concern about the added tax base and expenses that may occur. He recommended that SBCAG review this carefully and separate road safety, maintenance and transportation from social issues such as buses, bicycles, vanpools, etc.

Marc Chytilo, on behalf of Our Children's Foundation, and others, said that the public deserves open government. He appealed to the board that the Executive Committee meetings be made public and follow the Brown Act to include noticing and public comment regardless of the technicalities and legalities. He noted that by opening up the meeting it would demonstrate that SBCAG government was serving the people and there would be no concerns about secret meetings.

Supervisor Centeno asked Mr. Chytilo if he would be staying for the remaining part of the meeting because there was going to be a discussion about the Executive Committee later in the meeting.

Mr. Chytilo said he planned to stay.

Hinda Beaman from Santa Maria asked why there were over a dozen buses parked at end the end of West Morrison Street when people are requesting additional buses for transportation.

Chair Centeno referred this to Councilmember Mariscal.

Councilmember Mariscal responded that the main offices for SMOOTH were at that location and that it was their home base. He stated they use those buses for special types of transportation handled through a contract rather than for regular transit which is handled by Santa Maria Area Transit.

4. UNMET TRANSIT NEEDS

Mr. Khachek presented the staff report. He said that this was the first of two hearings, of which the second hearing would be held in the south county at the SBCAG board meeting in February to hear public input. In addition to the two hearings he said that SBCAG had developed a public outreach plan that was aimed at receiving input throughout Santa Barbara County and included focus group meetings to various non-profit agencies as well as workshops with various Santa Barbara transit agencies. In addition, Mr. Khachek noted that individuals could also submit input via the website, mail, or e-mail. The North County Transit Plan will also address the unmet transit needs.

Mr. Powers requested that Jose Hernandez, a Spanish translator, provide a brief statement in Spanish on the report Mr. Khachek gave, which he then provided.

Chair Centeno opened this item up for public comment.

Andy Caldwell, with COLAB, said he recognized there were unmet needs in Santa Barbara County but he was speaking against the activists creating pressure to provide transportation to the farmworkers and divert funds for roads to something that is not feasible. He said that it was

unreasonable in the north county to do so since field workers move from field to field on any given day. He said that the type of service they are requesting is more of a taxi service.

Supervisor Carbajal said that one of the components missing from the unmet transit needs process was participation from the farmworker community. He said he would like additional information on farmworker schedules so that the feasibility of a program could be determined.

Andy Caldwell responded that Santa Maria as well as the whole valley grow specialty crops on a continual basis and that the farmworkers receive benefits.

Mr. Chytilo said that the outreach process this year was far less wide ranging than previous years where surveys were taken and focus group meetings were held. He said that there was now just a single focus group called SBCTAC. He said he agreed with Mr. Caldwell that there were unmet transit needs and that it was a civil rights statute to address those needs and TDA funds were to be used for transit unless there were no needs reasonable to meet, and only then could be used for road maintenance. Mr. Chytilo stated his opinion was that no funds should go towards maintaining roads. He also requested that any unused TDA funds for the current year go towards any needs that are identified in the North County Transit Plan such as expanding the Breeze service, looking at the needs of the farmworkers, and expanding service to Alan Hancock College.

Alex Pujo with COAST said he had been following the unmet transit needs process for the previous five years and was concerned about the diversion of TDA funds. He also requested that the Board look at changing the unmet transit needs hearings to a time where individuals who work during the day can attend. He said that the outreach effort was worse this year than he had seen previously.

Supervisor Centeno asked Mr. Pujo if he knew how many individuals in the audience did not speak English.

Being that there were quite a few Mr. Pujo stated his comments in Spanish.

Rafaela Morena, representing Pueblo, requested increased routes for college students, the disabled, farmworkers, and others in need of transit in Santa Maria. *Translated to English by Jose Hernandez.*

Natalia Batista requested that transit be available later for kids going to school since the bus comes very early. She said that the parents are not able to participate in school and community events since the bus stops are so far away. She requested a different meeting time so that the other mothers who have to work could provide testimony. *Translated to English by Jose Hernandez.*

Jesus Estrada spoke on behalf of the farmworkers and thanked the board for allowing the farmworkers to participate in a pilot project to provide transportation to their employment. He said he was very grateful for that but there were additional needs that should be addressed. He requested that meetings be held at a time when people who work or go to school could attend. *Translated to English by Jose Hernandez.*

Eva Inbar said she agreed with Natalia Batista. She asked if there was a school booster service in Santa Maria, like there is in Santa Barbara, that goes straight from the neighborhoods to

schools. She said it was unacceptable that children would have to travel to school and just sit there.

Councilmember Mariscal said that there was already such a service available in Santa Maria.

Ben Wolf requested transit service for the communities of Garey and Sisquoc. He stated he was gathering signatures on a petition to address this issue.

Supervisor Centeno said that the fire department was organizing a meeting to discuss those types of issues in the Sisquoc area. He recommended that Mr. Wolf contact the fire department to find out the date and time of the scheduled meeting.

Barry Stotts said he supported the SMAT and Breeze Services and requested that they keep updating the buses. He said that on regular Saturdays there are rider meetings for SMAT users in order to receive their comments at the Town Center Mall. He said that SMAT has opened up new routes and time schedules and that there were lots of unmet needs from Lompoc to Santa Maria for medical needs. He requested that SBCAG consider having their transit hearings during the weekends. *Translated to Spanish by Jose Hernandez.*

Mary Jacka said she was born and raised in the Santa Maria Valley to farmworker parents. She said she had worked in the fields in the Santa Maria Valley and throughout California, and also works with the California Rural Legal Assistance where performing outreach to the farmworker community. She requested that TDA funds be used for the primary purpose of providing transit when there is an unmet need. *Translated to Spanish by Jose Hernandez.*

Harley Augustino, Executive Director of Pueblo said that he was personally committed to using public transit and that for nine years he did not own a car. He said he looked at the bus schedules and was shocked at how infrequent they run. He expressed concern about the cars of low income workers cars being impounded and air pollution and increasing traffic and said that the farmworkers are driving automobiles that cause air pollution due to their age. He expressed his appreciation for the Spanish translation. *Translated to Spanish by Jose Hernandez.*

George Alvarez said this was an economic and social need and TDA funds were provided by civil rights demands and the county should look at how they are handling these funds. He said his parents worked in the fields and the agriculture industry has not done its share in meeting the needs of the farmworkers. *Translated to Spanish by Jose Hernandez.*

Ramon Rubakaba said he lives on the south side of Santa Maria and was representing the Pueblo community. He was requesting that there be closer bus stops and that buses run at least three times daily. *Translated to English by Jose Hernandez.*

Councilmember Mariscal said Mr. Rubacaba lives in the mobile home park on Blosser and Foster Roads near the airport.

Dolores Rubakaba requested evening meetings and a bus at 6:00 pm since students have to walk a mile to catch the bus. *Translated to English by Jose Hernandez.*

Francisca Vargas requested transportation for farmworkers to get to work on time. He said it was too far to walk to the bus stop and they have to get up at 4:00 a.m. to get to the bus stop on time. *Translated to English by Jose Hernandez.*

Joe Rye said he would like to reply to Ms. Inbar's comments relative to bus service. He said SMAT runs lines 1, 2, 20 and 3 directly to schools for kids, serving 21,000 students. *Translated to Spanish by Jose Hernandez.*

Margarita Moran said she lived in Santa Maria for five years and that transportation was really needed in Santa Maria. She said that a grower crossing the street on Blosser was hit by a car. She said she gets many requests to drive her neighbors to work and her nephew needs to be able to take a bus to school. She said it was scary to see people walking on the roads in Guadalupe and requested transportation for the farmworkers. *Translated to English by Jose Hernandez.*

Jan Keller, speaking as an individual, thanked SBCAG for the Breeze service and requested that they add a Saturday service. She also requested service for the Vandenberg Airmen that don't have transportation during the weekends and a regular bus service from Lompoc to the Santa Ynez Valley. *Translated to Spanish by Jose Hernandez.*

Elia Toledo requested additional bus service for the Pioneer High School since there were more students needing rides than there were buses. She said that the closest bus stop was ten blocks away and in another neighborhood the bus stop was thirty blocks away. Ms. Toledo said that kids need the transportation to get to and from their employment, which would include an evening service. *Translated to English by Jose Hernandez.*

Lonna Crane, a Nurse Case Manager in North Santa Barbara County that provides service to Aids patients, requested service to clients in Santa Ynez Valley on Wednesdays to receive treatment. *Translated to Spanish by Jose Hernandez.*

Irene Lopez, a single mother, said she relies on public transportation because she did not have the means to purchase a car. She said that she is a student teacher's aide but can't stay late since there isn't any late service. She said that all three of her kids help out and it isn't safe for them to not have transportation to their workplace. *Translated to English by Jose Hernandez.*

Ernest Hermenta recommended walking if someone doesn't have any transportation. He said that people shouldn't depend on the government so much and he has heard that college students can receive many services through financial aid. He said people should contact their cities or schools to seek help. *Translated to English by Jose Hernandez.*

Vibiana Saavedra said buses were too far away from the center of town and the roads were dangerous to walk on. He said that the buses come an hour apart and it makes it difficult to get to work on time. Mr. Saavedra said he would like not to own a car and be on the roads when he is 85. He encouraged everyone to take a bus and requested that transit be made more attractive to encourage riders in order to take care of the environment. *Translated to Spanish by Jose Hernandez.*

The public hearing closed at 11:37 a.m.

Chair Centeno called for a five minute break.

Mr. Chytilo requested that the interpreter read to those who speak Spanish the comments made by Andy Caldwell and himself.

Chair Centeno said that the interpreter could not recall the comments made.

Supervisor Carbajal said he appreciated the needs and desires that were expressed by everyone that attended the hearing. He requested that the Board consider holding an evening meeting since this issue has been raised previously by the public.

Councilmember Mariscal said he agreed and said there may be some misconceptions about the bus service in Santa Maria. He said that the transit service in Santa Maria encourages people to attend its regular meetings on every third Saturday of every other month. He said he also agreed with Supervisor Carbajal about holding evening meetings and requested that there be some evening meetings in establishing the North County Transit Plan. Councilmember Mariscal said that the City of Santa Maria holds its meetings in the evenings. He encouraged the public to attend evening meetings if they are scheduled in order to receive their input.

Supervisor Centeno thanked Jose Hernandez for his translation services at the board meeting. He said it was difficult translating back and forth and would like to see what new technology there was to make the meetings more efficient. The County of Santa Barbara will be considering purchasing technology as a budget item to eliminate the need for an interpreter.

Supervisor Centeno stated that Mary Jacka had offered to sit on the SBCTAC as a farmworker representative.

Supervisor Firestone said a regular bus service to the fields would be difficult and asked if SBCAG shouldn't reach out to the agricultural community since they are the ones who benefit by the workers.

Chair Centeno closed the public comment period. He said that the board and staff had a sense of what the needs were.

5. 2006 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Mr. VanDenburgh presented the staff report.

Jim Talbott, Executive Director of SMOOTH, Inc., said he was familiar with the congestion on Hwy 166. He said that the farmworkers park their vehicles within feet of the road. During Hwy 101 closures he said this road is often used and a bottleneck is created in that area. He urged SBCAG to continue to fund this project.

Barry Siegel said that the request should be for funding the EIR for rail and track sidings on Hwy 101. He said that funding for ITS should receive the highest priority since it fits into the capacity improvement category.

Chair Centeno closed the public hearing.

Supervisor Centeno said he agreed with Jim Talbott. He said that San Luis Obispo residents will be traveling to Santa Maria to shop and he had been trying for a number of years to get Hwy 166 widened. He said if Caltrans was going to do a SHOPP project on Hwy 166 an environmental document would be necessary.

Councilmember Sabedra said as a member of the fire department for thirty years he had responded to a lot of accidents on Hwy 166 and was concerned about the traffic. Farmworker equipment also was creating congestion on Hwy 166. Councilmember Sabedra said that a number of people drive the highway because it cuts off about 30 minutes from their commute.

Councilmember Mariscal said that it will cost \$45 million to build this road and asked if it was so costly due to the need for a right of way acquisition.

Mr. VanDenburgh replied that was correct. He said that the project would not necessarily go away if funding in the RTIP were deleted, but that Caltrans would pursue some SHOPP projects to improve safety in the interim and this project would remain as part of the long range plan.

Rich Krumholz with Caltrans said that they were looking at SHOPP projects in the corridor and that traffic volumes were growing just shy of 10,000 vehicles. He said that the accident rates dipped in 2001 and 2002 but went back up in 2003 and 2004. Certain accidents were related to drainage ditches. One large project that was scheduled was to move the drainage ditches further out. Mr. Krumholz said that there were two projects that were moving forward. One was placement of a guard rail and traffic signal at Bonita School scheduled for completion in 2006. The larger safety project would be moving the ditches and cleaning up a lot of safety issues with construction expected to begin in 2010.

Councilmember Mariscal said that SHOPP funding was at the discretion of the CTC and asked Mr. Krumholz how it competed with the rest of the projects.

Mr. Krumholz said it competed very well statewide. They have not approved any additional passing lanes.

Councilmember Mariscal said that Supervisor Centeno had spoken about the large housing development scheduled to be constructed in the future in San Luis Obispo County. He said the SBCAG board held a joint meeting with SLOCOG and they failed to acknowledge that development would affect Santa Maria since most of the traffic would head north. Councilman Mariscal requested that funds for Route 166 remain in the RTIP to evaluate the possibility of relocating Route 166. He said the highway runs right through Main Street and the truck traffic causes a lot of issues on that highway.

Supervisor Firestone questioned the \$7 million dollars set aside for the widening of Hwy 101 for environmental studies and preliminary engineering. He made a motion to have a study and breakdown on what the \$7 million dollars is bringing to the people in Santa Barbara County.

Due to lack of a second the motion was dropped.

Supervisor Centeno requested that the board return to the issue at hand.

Mayor Wallis asked for an explanation of the San Jose Creek Bikeway project in Goleta being moved from the STIP to STIP-TE program.

Mr. VanDenburgh said that the San Jose Bikeway project was in a STIP program with billions of dollars that are split by the entire state. As a STIP project it is rated low priority with the California Transportation Commission. He said if it is transferred to the STIP TE it may have a better chance of being funded.

Supervisor Rose requested additional discussion relative to how this might relate to the county of Santa Barbara's San Jose Creek project.

Mr. VanDenburgh responded that he could not answer what the status of the county portion of the project is at this time and would have to check with county staff.

Phil Demery, County of Santa Barbara Public Works Director, said that the county was on a different track than the Goleta segment due different funding allocations and he hoped the project for both jurisdictions would come together at the same time.

Mr. VanDenburgh said they were going to try to coordinate these projects.

Supervisor Centeno asked Mr. Krumholz if widening Hwy 166 could be phased at different times.

Mr. Krumholz responded that given that there wouldn't be an alignment shift it could be widened as funding becomes available as long as they have environmental documents for the entire corridor.

Councilmember Hicks referred to Table A-5 and asked if the \$10 million shown for the 166 widening includes construction work in 2010.

Mr. VanDenburgh explained that Table A-5 included funds that Caltrans requested for projects that are or they would like to see in the STIP. He said that Supervisor Centeno was referring to SHOPP funding. He said that the reason for removing the Hwy 166 EIR funding for Hwy 166 is the possibility that the EIR may go stale due to the uncertainty of funding needed to complete construction of the project.

Mayor DeWees asked what other projects would be affected if funding for Highway 166 were extended in the RTIP.

Mr. VanDenburgh said that this was a zero sum game. He said that they had assumed that the Route 166 project was being set aside and put the funds into the Linden/Casitas project to address a large funding shortfall for construction of this project. If the board elected to keep the 166 project in the RTIP, the funds would be backed out of the Linden\Casitas Pass project construction funds programmed in FY 2010-11. He noted that there would be opportunities in the 2008 and 2010 STIP cycles to potentially program the remaining funds needed to construct the Linden /Casitas Pass project.

Mayor DeWees asked if the Linden and Casitas Interchange would work with the future widening of Hwy 101.

Mr. VanDenburgh responded that the Linden and Casitas Interchanges needed to be completed prior to the widening of Hwy 101.

Supervisor Carbajal asked what other projects need to be completed prior to the widening of Hwy 101 and questioned why funds would be backed out of that project and not other projects. He expressed concern that the funds being reduced for the Linden/Casitas Pass project would be viewed as a loss by the citizens of Carpinteria who have been waiting many years to see the project completed.

Mr. VanDenburgh said that this project is being recommended to receive an additional \$30 million in the 2006 STIP and that shifting funds to 166 could be made up with additional funding in the 2008 and 2010 STIP cycles.

Supervisor Centeno asked why the environmental document for the widening of Hwy 101 could not be used as the environmental document for the Casitas Pass/Linden Interchange project.

Mr. VanDenburgh said that they have a different scope and there are too many specific issues in the EIR for the Casitas Pass Interchange project to make it totally compatible to the corridor widening project EIR. He noted that work on the EIR for Linden/Casitas Pass project has been underway for some time.

Mr. Kemp stated that the cost of the environmental component of the Hwy 101 widening is high because it deals with a \$400 million dollar project and contains preliminary engineering. The scope of the project is far larger than the Linden/Casitas project. He said that the 101 widening is proposed as our only new start project and that it would be important to include the \$7 million in the RTIP to let the CTC know that this project is a priority for our region.

Councilmember Jordan said that it was her understanding that SBCAG had made the widening of Hwy 101 its priority and she was interested in seeing a cost breakdown but that she wouldn't be surprised at seeing very high construction costs down the road.

Councilmember Mariscal said his concern for Santa Maria was safety. He suggested that the funding for Hwy 166 remain in the RTIP and that the environmental document cost for the Hwy 101 New Start widening project be lowered to \$6 million from \$7 million.

Mr. VanDenburgh indicated that the cost for the 101 widening environmental document is a preliminary estimate and probably at the low end of the cost. Reducing the amount from \$7 million to \$6 million could leave the project short of needed funding and might send a mixed message to the CTC about our region's priorities. He noted that even if the funding were diverted to 166 to from the Linden project that the Linden project would still be receiving about \$29 million in new funding.

Mayor DeWees said that he would like to see funding for Hwy 166 but that he would be voting to fund the Linden/Casitas Pass Interchange in order to continue towards the Hwy 101 widening.

Councilmember Hicks said that both were important issues. He said that what Mr. VanDenburgh was saying was the Linden/Casitas Pass Interchange has the opportunity to receive funding in the next two funding cycles and that they should be able to come up with a way to address issues on Hwy 166 in order to get both projects moving forward.

In response to a question by Mayor Skytt, Mr. VanDenburgh noted that Caltrans had also requested that \$7 million in state funds be provided as the state's share of the environmental work for the 101 widening.

Supervisor Centeno said he did not want to lose sight of the fact that something needs to be done along the 166 corridor.

Councilmember Mariscal moved that the funding for the environmental document for Hwy 166 be included in the RTIP, and that a component of this will be a feasibility study for a realignment of 166.

Mr. VanDenburgh indicated that studying a realignment of 166 is not within the scope of the EIR budget, but indicated that this could be considered as future work task in SBCAG's Overall Work Program next year.

Councilman Mariscal clarified his motion that a feasibility study of realigning 166 would be included rather than an environmental study of the realignment.

The motion was seconded by Mayor Hicks.

Supervisor Carbajal again raised concerns about reducing the amount of funding for the Linden/Casitas Pass project.

Mr. Vandenburg clarified that the motion would move funding from the Linden/Casitas Pass project in the FY 2010-11 and program these funds in the same year for the 166 widening EIR. This would have no effect on the schedule for completing the Linden/Casitas Pass project and would help ensure that the EIR for the 166 widening does not go stale.

In response to Mr. Krumholz, Mr. Mariscal confirmed that his motion does not require that the EIR for the 166 project include the feasibility study for realignment of 166.

The motion carried 7-5 with Supervisors Carbajal and Rose, Mayors Blum and Wallis and Councilmember Jordan opposed.

Supervisor Firestone noted that staff had indicated that there would be report by Caltrans in the future on the 101 widening PSR which would provide an explanation for the costs associated with preparing the environmental documents.

Councilmember Mariscal moved to adopt the RTIP as a whole as amended and to adopt a policy to make it a priority to fund rehab projects deleted from the STIP with RSTP funds. Councilmember Hicks seconded the motion and the motion carried unanimously.

6. CLOSED SESSION ON PENDING LITIGATION

The Board went into closed session at 1:00 p.m. to discuss pending litigation with Pierce, Estrada and Our Children's Earth vs. SBCAG.

7. RECONVENE IN OPEN SESSION

When the board reconvened to open session at 2:00 p.m. Counsel Ready stated that no reportable action was taken.

8. MEASURE D RENEWAL

Chair Centeno read the letter from Robert Bernstein of the Sierra Club into the record.

Mr. Kemp presented the staff report. He said that results from the second poll were included in the staff report. He requested that David Basmajian present the results.

Mr. Basmajian of Tramutola provided a report on the recent public opinion poll of likely voters. It was determined that there were three billion dollars worth of projects that the public would like to see completed and that the current one-half cent sales tax would not cover all of them so the Tramutola team had developed the concept of a Measure A plus B. The poll tested the feasibility of A + B. The poll shows that a renewal measure has strong potential for passage and that the ¼ cent increase proposed by Measure B, while not polling above the 2/3 threshold, has strong potential for passage especially with refinements to the ballot language and the expenditure plan and a strong support campaign. He noted that Measure B actually increases support for Measure A.

Supervisor Rose asked if there was some standard when a local campaign begins to increase the numbers.

Mr. Basmajian stated that if you have enough resources, time, money, volunteers or staff along with strong arguments and messages and a concerted effort then there was a good chance that it would pass. He said bottom line was that he thought Measure A plus B was feasible.

Larry Tramutola said he met with SBCAG staff, the public works directors and key transportation advocates and found that they were facing a significant challenge. He said that based upon the needs expressed the one-half cent sales tax would not be an adequate amount to include regional projects and the current structure of splitting the funds 70/30 percent was difficult to change. He noted that Measure D needs to be flexible enough to change in the future because the failure of Measure D could cripple projects in the county. The decision to have a Measure A plus B was due to the widely divergent ideas of the transportation needs in the county and a determination was made that the renewal of Measure D would not suffice.

He outlined the three options for the board to consider which included 1) doing nothing and waiting until the 2008 election, 2) placing a renewal of the existing Measure and 3) proceeding with the A + B option. He discussed the pros and cons of each option and indicated that the consulting team is recommending the A + B option. Mr. Tramutola said that both measures need to have balance. Mr. Tramutola said the next step would be to go out to the local communities for review to help develop a balanced expenditure plan that would have the broadest support.

Supervisor Carbajal said that the board had entrusted a professional to give their opinion and that a decision needs to be determined whether to salvage the effort or put the measure on hold until 2008 but the best choice would be to salvage the expenditure plan taking into consideration that the plan be flexible and balanced. Supervisor Carbajal said that the expenditure plan that had been presented previously had shortcomings and that we will also need to have a better public process to develop a better plan. The board needs to get Tramutola's recommendations on improving the expenditure plan.

Mr. Tramutola stated if the board decided to go with just the renewal process there would be a risk of losing the renewal measure since there were so many people saying there was not enough funding for this mode of transportation or another. A + B would provide more money to create a balanced program.

Mayor Blum said she was impressed with the polling numbers and thought it should go to the public. She also asked how flexibility could be presented.

Mr. Tramutola said that the projects have to stand alone. The voters have said they want their transportation needs solved with a combination of alternative transportation projects and road projects. Some flexibility needs to be allowed in the expenditure plan to accommodate changing needs over time without raising concerns that the flexibility would be abused.

Supervisor Firestone said he agreed that the recommendation to move forward with a public outreach process on an A + B proposal was the direction to go but that a vast majority of the public is uninformed. He is optimistic that we can pass the measures and said that he would support a motion to move forward.

Councilmember Jordan said that the choices were not that broad but would support Measures A plus B. She asked what expenditure plan would be used in the public outreach process.

Mr. Kemp said that it was important to take something out for the public to react to with a clear understanding that there be flexibility on where those projects are placed. Having an A + B plan will provide more latitude to develop a plan that has broad support. He said he proposed to meet with various groups in order to receive their input on the plan and hear what they envision. Mr. Kemp said this would also be going before the city councils and board of supervisors since they will all need to approve the expenditure plan along with some public workshops in February and March. He said that there may be a full day in April scheduled to discuss the plan with the board and would come before the SBCAG Board in April for final approval.

Councilmember Jordan said she did not understand what they would be giving their city council. Mr. Tramutola said that the city manager's plan was a good start, but that it needed to be improved. He said Measure A wasn't bad but that Measure B was not balanced.

Councilmember Hicks said that when he looked at the rebalanced plan it made him aware that Measure A was not the balanced plan and that the plan should not be weighted one way or another. He said that the subregional planning committees may be the place to receive public input.

Supervisor Rose said she supported the direction that this was going and asked that regionalism be made part of the dialogue.

Mr. Tramutola said that at some point they would be discussing specific projects but that a regional plan is only possible if people are willing to compromise.

Supervisor Rose said not to deny points but to discuss the bigger picture.

Mayor DeWees asked if there was enough time to still place this on the November 2006 ballot.

Mr. Tramutola responded that progress was being made and impressed with the boards' desire to do the right thing, but that it could be slow when dealing with interest groups. He thinks that there is ample time to develop a winning measure, but that this is dependent on the willingness of everyone to compromise.

Barry Siegel said he would like to present a different approach based on his observations. He said there seems to be strong support for local government transportation funding and some controversy about regional projects, particularly commuter rail and freeway widening on the South Coast. He said consideration should be given to combining local funding with near term non-controversial regional projects into a single negotiation package and full service commuter rail and widening 101 should be delayed in order to see how the alternative modes of transportation deal with congestion and that they have broad public support. Mr. Siegel said this type of approach would provide a structure for negotiation and hopefully agreement about the funding levels for this projects and services that needs to be resolved in Measure D is renewed. It would also reduce current traffic congestion and provide the information need to decide on the desirability, design and operation of projects to reduce future traffic congestion such as full service commuter rail and widening 101 as well as providing the board the flexibility needed for unexpected changes in the future.

Marlene Demery provided the history of the original Measure D. She said it was mischaracterized as a road measure and was really about a local control measure. She said the local agencies did put most Measure D funds towards road improvements because they were in bad shape. At the time she said all roads were being maintained by other types of

funding. She said she was in support of local control and thought that the 65/35 looked like a good split. She said she did not like the Measure A plan and was initially adamantly opposed to the original plan but has come around since then. Ms. Demery said that people in the north county do want to see 101 widened and the key was to listen to the poll. She said that one of the challenges in government is being sure that we represent the voters that do not attend the meetings. She urged the board to listen to the poll and said that Measure B support Measure A.

Iva Inbar representing a Coalition for a Fair Measure D said they supported the ideas she was hearing but the public process was missing. She said they currently could not support Measures A or B as they currently stand since she did not think they were balanced. She urged the board to be willing to change the plan based on public input.

Sherrie Fisher, General Manager for SBMTD, said that the three-quarter cent sales tax was necessary and that the measures need to be balanced and easily understood. She requested that there be a dedicated amount for transit.

Robert Bernstein representing the Sierra Club said that road projects should be funded from fuel taxes. He said what was missing from the discussion was where the money will go not where will it come from. He said that Measure D was a thirty million dollar subsidy to encourage people to drive and that all money for that should come from gas taxes. He said that the fuel tax needs to go back on the ballot to pay for road improvements.

Counsel Ready said the only discretionary tax that SBCAG has for transportation in current statute is through the local sales tax.

Alexandra Castagna, a bus rider, requested that additional funding be spent on transit. She said that she has rode the bus for over seven years and the buses are frequently late and she said it created a safety issue.

A letter from Patricia Dandol requested more public transportation. She said she has had to take a cab that takes twenty-two percent of her income.

Miguel Ramirez with Pueblo said he supported Measures A and B if equal money is spent on transit.

Marc Chytilo said his coalition was prepared to support Measure D if there was a balanced equitable expenditure plan included and without a balance he would oppose the measure. He said that in the case of an additional measure, twenty-five to twenty-nine percent of the public would oppose any additional tax. He said he was concerned that Mr. Tramutola was giving a rose colored version of what the result could be. Marin's ballot measure failed three times and then passed. The winning formula dedicated 55 percent to transit and 11 percent to the Safe Routes to School Program. He explained why he thought Measure D should support more transit. He recommended that there be more than a few workshops to receive public input.

Sean Tallent, representing Santa Barbara City College said he was one of 17,000 students. He said that he deals with transportation issues at the college. He requested that the board look at the picture regionally and requested that this be opened up to the entire community.

Kallon Kelly representing Citizen's Planning Association requested that there be flexibility in the plan. He said he acknowledged that no one was happy with the expenditure plan when they

find out there are getting shortchanged with Measure B. He recommended changing the time frame for the length of the measure to five years for planning purposes.

Dennis Story, Chair of Coastal Rail Now said he had recently written an article that said Santa Barbara County was not using enough of its resources to fund transit regionally. He said he noticed that the widening project was mentioned but commuter rail was nowhere in site and urged the board to have the rail completed prior to the widening of Hwy 101.

Scott Wenz with Cars are Basic said that he has been against Measure D because it will cost taxpayers more money and the process is flawed. He said it doesn't take into consideration what the public really wants.

Lee Moldaver recommended Measures A plus B and said the federal definition of transportation was the safe movement of people and goods over distance and time and takes into consideration all types of transportation modes. He was in support of keeping the funds local. Mr. Moldaver volunteered to work with SBCAG and the consultants on an improved Measure A plus B and the idea of a ten year re-opener clause.

Harley Augustino representing Pueblo said he would like to support Measure D but found that the existing measure only provided eight percent of the funding to alternative transportation. He said that investing in public transit reduces the need for roads, and requested that the board consider using the same formula as the Marin proposal and that placing two measures on the ballot would only work if they were balanced.

Alex Pujo presented a slide on the propositions throughout the state that showed which measures had passed and how the funds for each county's expenditure plan were allocated. He noted that Santa Barbara County's expenditure plan is quite different from other successful measures.

George Salinas said he supported the comments made by Mr. Augustino and requested that the board provide better transit for senior citizens and make transit a more attractive mode of transportation.

Supervisor Centeno closed the public hearing.

Mayor DeWees said that SBCAG had already spent nearly two million dollars on a 101 in Motion study that included public workshops. Measure D has been discussed at every meeting and the board has a pretty good idea of what the public considers important, but the public and members of the board want to have everything which is not feasible. SBCAG is now considering an additional measure that would increase taxes by one-quarter cent and that doesn't seem right. He said the two measures would most likely confuse the voters and fail. He suggested that the board consider renewing the existing measure as is..

Councilmember Skytt echoed Mayor DeWees' comments. He said this was discussed at the city of Solvang the prior week and the consensus was to keep the 70/30 or 65/35 split. He said that the state has taken a large amount of funding from the city and if they don't receive Measure D funds the streets would be in poor shape. He said that the smaller communities have a different concept than the larger cities and it was up to each individual jurisdiction to decide on funding for transit. Councilmember Skytt said that not only does the south coast suffer from the congestion on Hwy 101 from Santa Barbara to the Ventura County line but the

north county suffers from it also. He commented that commuter rail is an interesting proposition but would most likely not help the people in the north county.

Councilmember Hicks asked for direction.

Mr. Tramutola said that they should move forward with a Measure A plus B and take it out to the community to receive comments. He said that as long as the public takes into consideration their own jurisdictions would not work and the plan shouldn't have only transit or roads.

Mayor Wallis said she was very interested in moving ahead with the public participation and that the information received from these types of meetings was important information. She noted that the whole county is made up of the stakeholders and the input received from the board should also be considered. The local jurisdictions have roads that need to be repaired and that the plan needs to be a balance at various levels.

Supervisor Rose said she agreed with Mayor Wallis and if the board decided to move ahead with Measures A plus B there should be additional dialogue and input. She stated that two meetings ago Mayor Wallis and Supervisor Firestone requested feedback on the cost per car and capacity for Hwy 101 and said she didn't know if it was discussed the prior meeting for which she was unable to attend.

The information was provided to the Board. She read a statement that stated commuter rail in the short term as well as a long term would provide congestion management relief.

Supervisor Centeno said he needed to leave the meeting early but wanted the public to know that there was a perception that the SBCAG executive committee was holding meetings behind closed doors but the fact of the matter was that the committee was put together for agenda management. He said that he had decided that the board would no longer continue holding executive committee meetings and that he would be having a monthly agenda management meeting that would include the vice chair and previous chair along with the executive director.

Supervisor Centeno said that he had been accused of saying that the bus service in Santa Maria was fine. He said it was fine but as needs arose changes to the service should be made. He said that this is a very transparent process and if the public is not happy then they need to be heard. He said that he had to leave but commented that he would like to see this move forward and get it on the ballot. He supported the staff recommendations.

Supervisor Carbajal moved to approve the staff recommendations which includes continuing to work with Tramutola Consultants to develop an A+B expenditure plan for the November 2006 election and authorize staff and consultants to initiate a public input process including conducting public workshops and making presentations to interest groups, city councils, and the board of supervisors, and direct staff to return to the Board in April with recommendations for modifying the A+B option to maximize voter and policy maker support. Supervisor Rose seconded the motion.

Councilmember Mariscal requested the opportunity to comment after the vote was taken.

Chair Centeno said that would be fine.

A roll call vote was taken and the motion carried unanimously.

Chair Centeno left the meeting and Vice-Chair Wallis took over.

Councilmember Mariscal said that the city of Santa Maria held a public forum asking people if they thought their Measure D funds were being used well. He said the majority of the people were very happy with how they were being used and there were a few who requested that transit issues be addressed which he told them that this issue would be addressed. Councilmember Mariscal was concerned about the newspaper articles and public speakers on this item had taken a report out of context which purported that regionally planning in Santa Barbara County has suffered due to the structure of its expenditure plan. He noted that Imperial and Madera Counties used more funds for local control than Santa Barbara County.

The Board took a five minute break.

Supervisors Rose and Firestone left the meeting.

9. UNMET TRANSIT NEEDS DEFINITIONS

Mr. Powers presented the staff report.

Supervisor Carbajal requested that Mr. Powers go over the SBCTAC recommendations.

Mr. Powers went over the changes.

Supervisor Carbajal said that it was his understanding that number five precludes a project from moving forward that incorporates other funding.

Mr. Ready responded that Mr. Chytilo's position is that you have to consider the other program funding when deciding whether it is reasonable to meet. Staff's position is that you can consider that as a board but you don't want to have that put in the definition or you would have to consider every kind of funding and that is not what we are doing.

Mayor DeWees moved to adopt the resolution with the recommended changes made by the executive committee. Councilmember Skytt seconded the motion and the motion carried unanimously.

10. COMMITTEE APPOINTMENTS

This item was continued to the February meeting.

12. CONSENT CALENDAR

Mayor DeWees moved approval of the consent calendar. The motion was seconded by Councilmember Mariscal and carried unanimously.

COMMITTEE REPORTS

Mr. Powers mentioned the handout on a congratulatory session for state legislative members to support passenger rail around the state in case someone wanted to attend this event.

EXECUTIVE DIRECTOR'S REPORT

Mr. Kemp said there was good news in the state budget to restore Proposition 42 funding. In addition, he noted that the Governor's Strategic Growth Plan included a large amount of general obligation bonds and that the plan included eighty million dollars set aside for widening Hwy 101.

CALTRANS DISTRICT DIRECTOR'S REPORT

Pat Mickelson reported that work has started on the 101/Ortega Hill project on landscaping removal but that there would be a pause during the rainy season.

The meeting was adjourned to February 16, 2006.