

From: [CarsAreBasic](#)
To: [Terry Contreras](#); [Marjie Kirn](#); dwilliams@countyofsb.org
Subject: Daylight Savings
Date: Friday, September 2, 2022 7:55:06 AM

TO: SBCAG - Ms. Contreras, Director Kirn, Chair Williams

Cars Are Basic, Inc. has called for shortening of Daylight Saving for a number of years.

Past comments are supported by traffic accident data proves the point that adjustment to dark mornings in the late winter and again late fall is dangerous.

Human Biological science has proven the existence of bio-rhythms associated with sun exposure. By forcing the driving public to artificially conform through government regulation is inconsistent with fact.

There is also the issue of children. The younger the child the more difficult it is to adjust to the time changes. A more gentler move to and from will benefit these students.

Based upon the above CAB requests that SBCAG place on the agenda a Resolution calling upon Sacramento to shorten Daylight Saving by 2 months - one month in the spring and one in the fall. We then ask, when approved the resolution is forwarded to the State Senate, State Assembly, and the Governor's Office.

Respectfully,

(Electronic Signature)

Scott Wenz, President CAB

Thursday, September 1, 2022

Memo To; SBCAG Board of Directors

From: Joe Armendariz

Re: Emergency Financial Compensation/Relief

Chair Williams, and Members of the Board,

As you may recall, a couple of weeks ago, at your last SBCAG meeting, I spoke about the issue of emergency relief for Santa Claus Lane merchants. It continues to be my hope that your Board will direct SBCAG staff to do the necessary research into what funds might be available to mitigate what is an extremely difficult financial situation occurring for the merchants and property owners on Santa Claus Lane. Despite the absolute best intentions, what has happened here is a “takings” in my view.

Most of you know, local agencies closed down the 101 South off-ramp, which feeds Santa Claus Lane, a commercial retail corridor with already limited access. The severely impacted merchants on this corridor rely on this stretch of highway 101 to provide vehicular access. Indeed, the merchants rely on a smooth, accessible circulation system to help sustain their financial livelihood. Without such, free access to this commercial retail area becomes prohibitively taxing for these businesses and their patrons.

Moreover, the County’s streetscape improvements on SCL, separate from but in addition to the highway construction, have made it nearly, if not totally impossible, for the half dozen or so merchants on SCL to survive the duration of these projects. The ongoing circulation disruption, from both projects, has caused extreme difficulty for freeway commuters, local shoppers, and the businesses’ existing customers to access the area. Keep in mind that there is ONLY one way to enter this commercial retail zone and only two ways to exit the area. And very soon, the second way to exit the area, which is via the 101 southbound on-ramp, will also soon be closed for several months. It isn’t hyperbole to say many, if not most, of these businesses, will likely not survive.

I want to be clear and restate what I’ve already said in other venues and in other County/SBCAG-led meetings; my clients are not accusing or suggesting any malice by the County, SBCAG, Caltrans, or any other public entity. It is instead what I can best describe as simply a careless oversight. As a former board member of SBCAG, including three years on the Executive Committee and one year as Chair, I include myself in my characterization of the SBCAG board committing a careless oversight. Some of you, namely certain members of the Board of Supervisors, also agree that what has already happened and is continuing to happen is unfair, wrong, and worthy of some sort of financial remedy and emergency relief.

It is not lost on my clients that the highway construction project will ultimately and significantly improve capacity on the 101. And as for the County’s “Beach Access and Streetscape Improvements” plan, it is unequivocally the case that the project will improve circulation, reduce traffic speeds, increase and improve parking capacity, while also providing safer access to the beach with the construction of an at-grade railroad crossing. And all of these improvements will accrue to the benefit of the SCL merchants, as well as the residents of the County, and the Carpinteria Valley perhaps especially. They are excellent and much-needed improvements for the area. That is not what is at issue here; the issue is why are these merchants being forced to

sacrifice their economic livelihood to help bring these much needed regional public works projects to completion.

In other words, it seems obvious to us that some sort of financial relief or assistance is merited. And it also begs the question; why weren't these inevitable disruptions anticipated during the project scoping, and why weren't dollars included in the funding schemes to pay for these projects? These questions need to be asked and answered not to blame anyone, but, rather, to ensure these oversights aren't repeated in the future.

In the case of my clients, Pat and Maire Radis, owners of a commercial building at 3823 SCL, they've lost over \$200,000 in rents due to numerous tenants being forced to close and relocate. Their commercial property is effectively unmarketable as a viable retail space here on the South Coast, which is the principle allowed use for their building under the County's existing zoning scheme.

So, to reiterate, I am requesting your Board direct SBCAG staff to undertake the necessary research into identifying which local, state, or even federal dollars are available for programming to help make these merchants whole in full or in part.

Sincerely,

Joe Armendariz



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