



MINUTES

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

Thursday, October 21, 2004

Board of Supervisors 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; Bill Traylor, Mayor, City of Buellton; Donna Jordan, Councilmember, City of Carpinteria; Jack Hawxhurst, Councilmember, City of Goleta; Sam Arca, Mayor, City of Guadalupe; Dick DeWees, Mayor, City of Lompoc (SBCAG Vice-Chair); Dan Secord, Councilmember, City of Santa Barbara; Marty Mariscal, Councilmember, City of Santa Maria; David Smyser, Mayor, City of Solvang; Dave Murray, Caltrans District 5 Representative (Ex-Officio member).

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; Bob Perkins, Administrative Services Officer; Jim Damkowitch, Transportation Planner, Gregg Hart, Public Information/Government Affairs Coordinator; Cathy Muneio, Board Clerk; Bill Dillon, Deputy County Counsel.

2. PLEDGE OF ALLEGIANCE

Chair Schwartz called for the pledge of allegiance.

3. RECESS TO CLOSED SESSION

No closed session items.

4. RECONVENE IN OPEN SESSION

5. APPROVAL OF MINUTES

September 16, 2004

Supervisor Marshall moved approval of the September 16, 2004 minutes. The motion was seconded by Supervisor Rose and carried unanimously.

September 29, 2004

Councilmember Hawxhurst requested that his comment about the renaming of Measure D in discussions relative to the renewal of the one-half cent sales tax be added to the minutes.

Supervisor Centeno and Councilwoman Jordan arrive.

Councilmember Secord asked if staff had a proposal on what they would be calling the measure to renew the one-half cent sales tax.

Mr. Kemp responded that a name had not yet been identified but when a public relations program was in place staff will come up with a brand that will be easily recognizable and noted that this had been discussed at the September workshop.

Mayor DeWees moved to adopt the minutes of September 29, 2004 as amended. The motion was seconded by Supervisor Centeno and failed with Supervisor Rose, Mayor Arca, and Councilmembers Hawxhurst, Jordan and Secord abstaining, and Mayors Traylor and Smyser and Councilmember Mariscal absent.

6. PUBLIC COMMENT

Scott Wenz, Cars are Basic, expressed his concerns about Smart Growth. He noted that the EPA had put out a position statement saying that people who travel in buses or ride bicycles have a greater chance for heart attacks.

Councilmember Mariscal arrived.

7. CONSENT CALENDAR

Mayor DeWees requested that Item 7B pulled for discussion.

B. SBCAG MEDICAL INSURANCE CONTRIBUTION

Mayor DeWees asked if SBCAG paid for the entire health insurance coverage or were the employees responsible for the co-pay.

Mr. Kemp responded that the employees pay their co-pay.

Supervisor Centeno disagreed that the highest HMO plan be used as a baseline. And he requested that a review be undertaken to determine if changes need to be made to the policy.

Mr. Kemp indicated that the historical practice when SBCAG had more than one choice of health insurance plans was to provide a benefit equivalent to the highest cost HMMO plan, but this was no longer the case because there is now only one HMO plan offered.. He explained that the proposal in front of the board would continue the practice of paying the health insurance premium for the employee, but that the employee would pay for any additional costs associated with the insurance. Supervisor Schwartz asked the implications if this item were to be continued to the next meeting.

Mayor Traylor arrived.

Mr. Perkins responded that there was a requirement by CalPERS to have this resolution adopted at this meeting to insure that there wouldn't be a problem with January's coverage.

Mr. Kemp said that the SBCAG benefits had been discussed the prior year through a comprehensive study when the compensation and benefits package was compared with other agencies. He said that SBCAG's benefits package was found to be substantially lower than other comparable organizations in this market and as a result the Board had authorized an additional cash allowance to bring SBCAG up to the same standards as other like organizations.

Mayor DeWees said he had never worked with an agency that paid the health premiums for all of its employees. He said he would like to discuss this issue next year.

Councilmember Secord stated that the city of Santa Barbara pays for full health coverage for all of its employees, and said this was important in terms of replacement and retention of employees.

Mayor Smyser arrived.

Councilmember Hawxhurst said that this policy seemed reasonable to him.

A motion was made by Councilmember Hawxhurst to adopt a resolution establishing the SBCAG employer's medical insurance contribution of \$325.00 per month, effective with the January 1, 2005 premium, under the Public Employees' Medical and Hospital Care Act and to bring this back to the Board next year for further discussion. The motion was seconded by Councilmember Secord.

Mayor DeWees said he would like to compare benefits between the private and public sectors.

Mr. Kemp stated it was difficult to compare the two and that SBCAG would be working to ensure that their benefits were comparable to like organizations since it was difficult to retain employees due to the high cost of living in Santa Barbara.

Councilmember Secord stated that the City of Santa Barbara left CalPERS due to the high cost of premiums. He suggested SBCAG might want to look at other insurance carriers.

Councilmember Jordan said that it may be difficult to compare private sectors benefits with public sector benefits since the private sector had a lot of hidden compensations.

The motion was called and carried with Supervisor Centeno and Mayor Traylor opposed.

Councilmember Mariscal requested Item 7D be pulled for discussion.

D. REGIONAL TRAVEL MODEL

Councilmember Mariscal said that the travel model was late and over the budget and therefore certain projects were not included in the 2004 FTIP. He said keep in mind that numbers do change in the course of a budget year when considering Item 10.

Councilmember Secord stated that the City of Santa Barbara didn't think the model was a useful tool.

Supervisor Schwartz asked if this discussion had been brought before TTAC.

Mr. Kemp said that he had not heard that there was any indication from the City of Santa Barbara that the model didn't work. He said that TTAC had reviewed this model several times and that the model was approved for the intended regional applications.

Mr. Powers stated that the model would be subject to ongoing refinement to address concerns of local jurisdictions.

Mr. Kemp clarified that the additional budget amount was not a result of going over the budget but requesting that the consultant add new capabilities to the model to allow it to do traffic comparisons and allow the capability to look at alternatives that could reduce traffic congestion.

Councilmember Mariscal moved to approve the remaining consent calendar. The motion was seconded by Mayor DeWees and carried unanimously.

8. CALTRANS DISTRICT DIRECTOR'S REPORT

Dave Murray said that the District Director's Report stood with a change to Page 5 that the Hwy 135 project was now complete.

Mayor DeWees said he received a letter from a constituent who commuted to Goleta and was concerned about mudslides due to fire damage.

Mr. Murray said it was a concern with Caltrans also and that he would provide a response to that concern.

Supervisor Centeno asked who was responsible for road maintenance on Route 166 through Cuyama. He said he had spent the day there yesterday with constituents who expressed concern about the speed limit in front of the high school and had said they would like to see the speed limit reduced to 50 mph. He said he had heard that they were thinking of putting a left turn lane in that section and asked if that was correct.

Mr. Murray said he was not sure and he would respond at the next board meeting.

Supervisor Schwartz expressed concern about work being done on Hwy 101 between Milpas and Carpinteria was causing traffic to take side streets and that a concern was expressed to her office that there wasn't an evacuation plan in place when roads become clogged due to road work. She said public works was working on this issue and a plan needs to be put in place for coordinating projects between various agencies.

Mayor Smyser said the Economic Forecast showed people would stop moving to Ventura and commuting to Santa Barbara and would shift to the north going south which would cause a bottleneck in Goleta.

Councilmember Jordan said there was continuing concern about the lack of information the public received about traffic conditions. She said she knew there were plans for the ITS system in the future but asked if there were any interim plans to keep the public informed.

Mr. Murray said this question would be answered during Item 13.

Councilmember Jordan asked where funds to resurface Hwy 225 would be coming from and asked why these funds weren't being used for the Hwy 101 corridor since this was a high priority project.

Mr. Murray explained that the funding was coming from the SHOPP program and that these funds were used for maintaining roads and not capital improvements.

9. SOUTH COAST TRANSIT PRIORITIES PROJECT

Mr. Kemp presented the staff report. He said that this item was a request by MTD to change the scope of work for this project to replace 25 existing buses with a mix of electric shuttles and clean diesel buses and to expand service to the Santa Ynez Valley. He said that the changed project was rescored along with the projects that were submitted at that time and that this project still scored above the funding level. Mr. Kemp said that the Board of Supervisors had reviewed the project at their October 5th meeting and unanimously agreed to support this project. Mr. Kemp said that additional funding would need to be provided after the three year period and Ms. Fisher was in attendance to discuss the funding partnerships. Mr. Kemp said that staff was recommending approval of the project as requested in the staff report.

Councilmember Secord asked whether there was duplication in service between the MTD and Clean Air Express. He also said he would like to hear how MTD would fund this service after the three year period.

Councilmember Hawxhurst said that as a result of meeting federal air quality standards, CMAQ funds would be lost in the future and questions where funding would come from in the future. He asked what would have happened if the project had fallen below the funding level and asked if other projects would have been funded instead.

Mr. Kemp said that there was an unprogrammed balance of regional CMAQ funds and the project would be funded with those funds and would be unaffected by future loss. He stated that if the project had fallen below the funding level it would be a decision by the SBCAG Board whether to continue funding this project.

Ms. Fisher, General Manager with MTD, thanked SBCAG staff for the rescoring effort. She said that MTD would not be looking for additional assistance from Carpinteria and that capital assistance was coming from the City of Santa Barbara for vehicles for the Mesa and the County of Santa Barbara for the electric vehicles, and that MTD was expecting a good fare box ratio. She said with regard to the Santa Ynez project MTD would not need any funding assistance. She said that fuel increases and workers compensation costs had changed MTD's financial picture that didn't allow MTD to pay operating costs at this time.

Supervisor Centeno said he would like to see some very definitive performance measures.

Ms. Fisher said that MTD uses performance measures that look at ridership per mile, per hour and community service. She said she would be happy to provide the Board with a list of currently used operating performance measures.

Supervisor Centeno said he would like to see performance measures structured for the South Coast Transit Priorities project.

Supervisor Schwartz requested this be provided to SBCAG at its next board meeting.

Mr. Kemp said he would like MTD to work with SBCAG to develop progressive performance measures since the service will become more successful over time.

Councilmember Secord asked what the relationship would be between the Clean Air Express and MTD.

Ms. Fisher stated that MTD would be providing service from Solvang and Buellton and Mr. Kemp stated that the majority of CAE customers come from Santa Maria and Lompoc and there is only one stop by CAE in Buellton.

Mayor Smyser reiterated that Solvang and Buellton previously commented that they did not have the funding to proceed forward with local support for this project and would not have it three years from now. He said he agreed with Supervisor Centeno that the cities of Buellton and Solvang should be involved in developing the project and setting performance measures.

Ms. Fisher said she would work closely with both communities and thanked the SBCAG board on behalf of its present and future passengers for their efforts. She said she thought this project would help resolve certain traffic concerns.

Ms. Fisher stated that only the new services would receive CMAQ funding and that the portion of a route that currently exists would be funded by MTD. Ms. Fisher said that \$812,740 of the CMAQ funds not needed for the SCTP project will go back into SBCAG's regional balance and be made available for other projects in the community.

Councilmember Mariscal asked if that funding could be available to MTD if it placed it in a reserve account for future years when they might need it.

Councilmember Secord asked where the funding would come from if Solvang and Buellton did not help.

Ms. Fisher said she expects that the fare box ratio will rise to between 60 and 70 percent and that MTD's share would be minimal. She said MTD would have to budget for this service in year four.

Councilmember Secord asked if any other service would suffer if MTD were to help fund this project.

Ms. Fisher said that no funding would be taken from the current services and other options would be explored such as the sale of the as the MTD property.

Mayor Arca asked if the CAE didn't stop in Buellton any longer what amount would be lost.

Mr. Kemp said they would have to wait and see who would continue to ride the CAE.

Chair Schwartz asked for public comment.

David Fortson with SBCAN said that they supported the amendments to the South Coast Transit Priorities project and agreed that MTD should provide reports to the SBCAG board. He said that the guidance by Sherrie Fisher has worked to change the reputation of MTD. He said that replacing their buses for cleaner buses and the fact that MTD works well with SBCAG staff and the county has helped. He said that the agendas are posted regularly by the agency and that MTD has been very open and cooperative. Mr. Fortson recommended that SBCAG needs to make sure that Measure D has a strong public campaign.

Supervisor Schwartz raised the idea of bio-diesel fuel for MTD buses. She said that it was a bit more expensive but that there would be federal credit available beginning in January. She requested information be provided regarding bio-diesel fuel.

Ms. Fisher said Carpinteria had some concerns about bio-diesel fuel but that they were going as far as possible with the bio-diesel platform and said that MTD would be looking at other alternatives such as purchasing hybrid diesel buses.

Councilmember Hawxhurst recommended comparing dollar prices for oil, diesel, etc.

Councilmember Secord moved to:

- A. Approve a Federal Transportation Improvement Program (FTIP) amendment to change the scope of the South Coast Transit Priorities Project to allow MTD to purchase diesel and electric buses and fund three years worth of transit operations using \$7,252,260 in CMAQ funding.
- B. Approve \$331,200 in CMAQ funding from the SCTP project to fund three years of operating costs for the Santa Ynez Regional Transit Service project and require MTD to provide annual reports to the SBCAG Board on ridership levels, farebox recovery rate, and service or fare refinements.
- C. Return the remaining \$812,740 in CMAQ funds from the SCTP project to the unprogrammed regional balance of CMAQ funds to be made available for programming in the next FTIP funding cycles.

The motion was seconded by Supervisor Marshall and with a roll call vote the motion carried unanimously.

Supervisor Marshall acknowledged that the MTD Board had come a long way with the appointment of Ms. Fisher to re-establish their credibility.

10. MEASURE D ALLOCATIONS

Mr. Powers summarized the staff report.

Bruce Nybo, TTAC Chair, said that the TTAC members had recognized the inequity of the process and that he considered Option 4 an equitable fix. TTAC members had unanimously supported the reauthorization of Measure D. Mr. Nybo said that the County had received more than their fair share of Measure D funds in the past and would have been adversely affected in previous years if Option 4 would have been used. He requested that the Board support Option 4.

Councilmember Secord asked if these inequities were continuous.

Steve Wagner, City of Goleta, recommended estimating the allocations to each jurisdiction and to make an adjustment when the current population figures come out.

Mayor DeWees took over as Chair.

In answer to Councilmember Secord's question Mr. Nybo said that this was a loss to the growing communities every year.

Councilmember Mariscal said that this was a concern for Santa Maria. He stated that the cities approve projects in their communities and develop an estimation of the amount of Measure D funds they might receive. He asked what would happen if Santa Maria approved in excess of their Measure D allocation at that time.

Mr. Kemp said that they would receive their allocation and said the city would provide for the excess funds in the event of a Measure D shortfall.

Councilmember Mariscal explained that the preliminary budget comes out in February, an amended budget in May and the adoption of the budget takes place in June for Santa Maria. He stated that modifying numbers throughout the fiscal year is not an unusual occurrence. He asked what it cost per linear mile to chip seal roads.

Mr. Nybo responded \$456,000.

Councilmember Mariscal said that they could have used the additional Measure D allocation on maintaining roads in Santa Maria.

Supervisor Marshall said that they were looking at 70 percent of Measure D funds. She asked if the board was looking at 30 percent along with the 70 percent where the projects occurred and how that would enter into the fairness.

Councilmember Secord said he was in favor of Option 4.

Mayor Smyser stated that Lompoc, Solvang and the County would take a hit if Option 4 was adopted. He said Solvang would have a minimal change and he didn't see putting the change off because certain cities with dramatic population changes were not receiving their correct allocations. He said he understood the County's concerns because of the miles of roads they have but that the allocation was based on population figures. Mayor Smyser said if they were looking at changing the entire system then he would be opposed but he was in favor of changing the allocations based on population figures.

Supervisor Schwartz said that transportation planning needs to be done in advance. She suggested that at the next SBCAG workshop there should be a discussion on revising the formula as well as providing for a catch up and said she would not support Option 4 at this time but would support the TTAC recommendation.

Supervisor Rose asked how the decision to base the allocation on population came about.

Mr. Kemp responded that the formula went back prior to the passage of Measure D when the original expenditure plan was being developed. He said they had looked at various options and it was difficult to derive a way to distribute these funds that each jurisdiction considered fair since there are different ways to measure equity. He said that under the formula that was adopted, each city and the county got a base allocation of \$50,000 and the remaining balance was divided among the jurisdictions by population. He said they had been doing it this way for fifteen years and all options presented to the board were consistent with the ordinance.

Mayor DeWees said he agreed with Mayor Smyser.

Mayor Smyser and Supervisor Rose stated it was not clear what action could be taken on this item due to the wording on the agenda.

Bill Dillon, County Counsel, said that it was properly agendized but somewhat generally stated.

Councilmember Mariscal moved that the Board adopt Option 4 (using the differences in prior year estimated and actual population counts by DOF to adjust the next years apportionment of revenues) and direct staff to utilize it to allocate Measure D funds. The motion was seconded by Councilmember Secord and carried with Supervisors Marshall, Rose, Schwartz and Councilmember Jordan opposed.

11. BOARD ORGANIZATION SUBCOMMITTEE

Mr. Kemp explained that this item was on the agenda as the result of the Board workshop in order to discuss managing agendas and meeting times. He stated that since the board meetings only occurred once a month it was a challenge getting through the very complex issues and most likely would continue to be a challenge.

Supervisor Schwartz said that Mr. Kemp was describing reviewing the organization structure and facilitating project delivery and possibly the addition of maximizing funding opportunities.

Supervisor Centeno said that Supervisor Gray had asked him to suggest she be appointed to the subcommittee, and in he suggested that a representative of the public works directors participate.

Supervisor Schwartz asked what the legal ramifications were of this subcommittee. She said Supervisor Centeno had suggested a representative from TTAC to be a member.

Mr. Dillon stated whether or not you add a member from TTAC this would be considered a standing committee. This committee would need to have an agenda and follow the Brown Act.

Supervisor Schwartz asked how Mr. Kemp felt about adding a representative from TTAC.

Mr. Kemp said that the committee was comprised of elected board members and that public works directors were not elected officials. He noted that TTAC is a standing committee that advises the board on agenda items and that public works directors are represented on this committee.

Mr. Kemp said there were several board members that had volunteered for this committee as a result of the Board workshop. He said they were Councilmember Mariscal, Mayor Weinberg and a board member had suggested Supervisor Rose.

Mayor Smyser nominated Mayor DeWees to be on this committee. He said that the folks going off the board may have a lot to offer and one of the concerns he had with SBCAG was that there was so much board rotation on and off the board.

Mr. Kemp restated the board's direction that the subcommittee would consist of Supervisors Gray and Rose, Mayors DeWees and Weinberg and Councilmember Mariscal as the members.

12. AMTRAK INTERCITY PASSENGER RAIL SERVICE

Mr. Kemp introduced Bill Bronte, Chief of the Office of Rail and Capital Projects, Development and Marketing for Caltrans.

Mr. Bronte said that Amtrak had been negotiating a fifth trip Pacific Surfliner train from Los Angeles to Santa Barbara which would extend to San Luis Obispo and was pleased to announce there was now an agreement in place and that the Board would be invited to the

inaugural ceremonies. He stated that the schedule was not a commuter friendly schedule. The departure time from Union Station would be 7:30 a.m., arriving in Santa Barbara at 10:10 a.m. and San Luis Obispo at 12:45 p.m. He said it would leave the San Luis Obispo station southbound at 1:30 p.m., arrive in Santa Barbara at 4:00 p.m. and arrive at Union Station at 7:00 p.m.

Supervisor Schwartz asked how they had developed the ridership schedule.

Mr. Bronte responded that this was done back in January. They had looked at 6:30 a.m. to 8:00 a.m. departure times from LA and 6:30 a.m. was the weakest ridership estimates and this impacted cost recovery. The most effective time according to Amtrak's projections was 7:30 a.m. He said Metrolink had accepted a proposal from Caltrans and allowed Caltrans to take that time slot.

Supervisor Schwartz asked what the percent of ridership would be from Ventura County.

Mr. Bronte responded that they were not anticipating a large amount of riders from Ventura and that the bulk of passengers were from the Los Angeles – Burbank area.

Supervisor Schwartz asked if he saw this as a commuter train.

Mr. Bronte said that due to the times this was not a commuter friendly train. He said they looked at the spots that would give the best funding abilities and have the highest revenue producing ridership.

Mayor Smyser asked what it would cost to ride the train.

Mr. Bronte responded about \$37-40 roundtrip from LA to Santa Barbara. He said that Amtrak's rights to operate the train came about as a Union Pacific failure to deliver on a project promised to Caltrans. As a counter proposal Amtrak asked for an additional slot to operate service and came up with an agreement to Metrolink. They said if Amtrak did something going north they would have to do something for Metrolink going south to avoid conflicts with in bound LA commuter trains. Amtrak had a change in funding methodology which generated some costs savings. He said that Amtrak had some spare equipment that they were in the process of renovating. They did a strategic business plan on the southern part of the corridor and started the environmental process. He said they would work with the community to identify potential capital projects, the constraints by the community and environmental issues.

Councilmember Secord applauded the plan and said that train advocates think rail solutions were critical. He said he would like to read the train document when completed. Councilmember Secord asked if it were possible to let trains sit overnight in Ventura instead of Goleta so that it could be used for a commuter train.

Mr. Bronte said this would need to be discussed with Union Pacific and impact costs.

Councilmember Marsical said he was pleased to hear they would be including the northern corridor.

Supervisor Schwartz asked what extent the Traffic Solutions division could work with employers to take advantage of the new rail.

Mr. Kemp said that Traffic Solutions already provides information to commuters about the options to use the train.

Supervisor Schwartz said she hoped that Traffic Solutions was working with employers to consider allowing employees to compress their days to take advantage of the train.

Mr. Bronte said that Amtrak does work with employers to count the commute as part of the work day since there is the ability to work on computers or talk on cell phones from the train.

13. INTELLIGENT TRANSPORTATION SYSTEMS

Scott Eades gave a presentation on Intelligent Transportation Systems.

Supervisor Schwartz asked if Mr. Eades would be referring to SBCAG's plan and to inform them what has been accomplished to date. Mr. Eades responded that he would.

Supervisor Schwartz asked what were the plans were to complete the 101 Rehab.

Mr. Eades said that the traffic detectors were installed under the pavement using SHOPP funds but that an additional \$450,000 was needed to hook it up the District 5 offices in San Luis Obispo.

Councilmember Mariscal asked if this system could qualify for CMAQ funds. Mr. Kemp responded that CMAQ funds could only be used if the project provided an emission reduction benefit.

Supervisor Schwartz asked why Caltrans didn't put a slow traffic ahead message sign at Garden/Castillo vicinity to let drivers know what they could expect.

Mr. Eades said this was a funding issue.

Supervisor Schwartz asked about the cost to put signs up.

Mr. Eades said it cost about \$250,000 to install a changeable message sign and if it just tells motorists stale news they begin to ignore the message.

Supervisor Schwartz said she noticed there was a portable sign on Hwy 154 and asked if a sign such as this could be used in that area.

Mr. Eades said there were a limited number of signs and they need to be located in appropriate places to provide good information.

Supervisor Rose expressed frustration with having no traffic advisory radio station.

Mr. Eades said he does have information on real time incidents but that there was not a lot of information provided to the public. He said that the media has access to the Caltrans website to obtain information.

Barry Siegel said he endorsed this project. He said they should think about directing TTAC to adopt a policy that whenever streets are redone sensors should be placed at those locations.

Councilmember Hawxhurst said those signs work well for areas that have alternative choices when there is an alert but that Santa Barbara only has one choice when traveling to Ventura. He said he would prefer information that would be accessible by radio.

Councilmember Jordan asked if there was anything that could be done in the near term. She said most radio stations are informed by citizens calling in. She wondered if there might be a willing radio station with a willing organization that could be considered for the short term.

Mayor DeWees said he had some experience with broadcasting and that he did not know of any all news talk stations in this area. He said it would be difficult to get programmers to interrupt their programming to tell commuters that there is a traffic jam somewhere. Most likely they would announce this information on the half hour.

Mr. Eades said there was a radio station in San Luis Obispo that provides frequent traffic condition updates with better information than can be obtained over the web.

Supervisor Schwartz said there is a need for a specific radio station to broadcast this information in Santa Barbara.

14. 101 IN MOTION

Mr. Kemp presented the staff report. He said that the 101 in Motion schedule needs to be extended because they were six weeks behind in picking alternative packages. The public outreach budget was initially reduced but some of the other budgets have been exceeded and in order to mitigate cost overruns some of the SBCAG staff has been taking on some of the responsibilities.

As a follow up to the previous meeting Jim Damkowitch gave a presentation on "What is capacity?"

Councilmember Mariscal asked why peak spreading keeps coming up. He said that they were not doing justice to the people in the corridor.

Supervisor Schwartz said the data on delay was at least three years old.

Mr. Siegel said that there seemed to be some discrepancies between some of the charts.

Supervisor Schwartz said that she would leave figuring out the discrepancies to Jim Damkowitch and Barry Siegel.

Councilmember Hawxhurst agreed with Mr. Siegel. He said people make travel decisions based on trip time and trip cost.

Supervisor Schwartz asked that staff respond in writing to Mr. Siegel's concerns.

COMMITTEE REPORTS

The LOSSAN Board meeting report of September 2004 was received.

EXECUTIVE DIRECTOR'S REPORT

Mr. Kemp reported on Propositions 68 and 70 which are Indian gaming propositions that would have an indirect but significant impact on transportation funding with projects programmed in the STIP.

Mayor Smyser said that as the closest city to the Chumash Casino, Solvang went through the mitigation of impacts process. He said that Propositions 68 and 70 essentially lock the state into a 99 year compact. He said that for cities such as Solvang where gaming needs to be monitored and impacts will not be felt until the expansion occurs, 99 years is too long. He also said that the people that are in favor of Proposition 70 oppose Proposition 68 because they believe it will increase crime, it's too close to schools, it will increase congestion and will not benefit the communities.

Mr. Kemp reminded the Board of the Joint Meeting with SCAG on November 11th.

ADJOURNMENT

The meeting was adjourned at 12:11 p.m.