



## MINUTES

### SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

Thursday, April 15, 2004

Board of Supervisor Hearing Room  
105 East Anapamu Street, 4<sup>th</sup> Floor  
Santa Barbara, CA

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#### 1. CALL TO ORDER AND ROLL CALL

**MEMBERS PRESENT** Naomi Schwartz, Supervisor, First District (SBCAG Chair); Susan Rose, Supervisor, Second District; Joni Gray, Supervisor, Fourth District; Joe Centeno, Supervisor, Fifth District; Bill Traylor, Mayor, City of Buellton; Richard Weinberg, Mayor, City of Carpinteria; Jack Hawxhurst, Councilmember, City of Goleta; Dick DeWees, Mayor, City of Lompoc (SBCAG Vice-Chair); Dan Secord, Councilmember, City of Santa Barbara (arrived at 8:47 a.m.); Larry Lavagnino, Mayor, City of Santa Maria; David Smyser, Mayor, City of Solvang (arrived at 8:50 a.m.); Greg Albright, Caltrans District 5 Representative.

**MEMBERS ABSENT** Gail Marshall, Supervisor, Third District; Sam Arca, Mayor, City of Guadalupe.

**STAFF MEMBERS PRESENT** Jim Kemp, Executive Director; Michael Powers, Deputy Director of Planning; Stephen VanDenburgh, Deputy Director of Programs; Ruth Garcia, Transportation Planner II; Cathy Muneio, Board Clerk; Kevin E. Ready, Sr., Senior Deputy County Counsel.

Mr. Ready announced that during the latter part of May a special meeting to hold a closed session might need to be scheduled.

Chair Schwartz asked if the north county representatives might be able to participate by video hookup.

Mr. Ready stated that accommodations would be made.

#### 2. PLEDGE OF ALLEGIANCE

Chair Schwartz led the pledge of allegiance.

#### 3. RECESS TO CLOSED SESSION

No closed session was held.

#### 4. CONVENE IN OPEN SESSION

#### 5. APPROVAL OF MINUTES: MARCH 11, 2004 AND MARCH 18, 2004

Mayor Hawxhurst pointed out that an abstention vote on the Ekwill/Fowler Road item did not prevent the vote from being a unanimous vote.

Mayor Lavagnino moved to approve the minutes of the March 11, 2004 SBCAG Board workshop. The motion was seconded by Mayor DeWees and carried with Supervisor Centeno abstaining.

Mayor Lavagnino moved to approve the minutes of the March 18, 2004 SBCAG Board meeting. The motion was seconded by Supervisor Gray and carried with Supervisor Schwartz abstaining.

6. **PUBLIC COMMENT**

Scott Wenz with Cars are Basic said that at their monthly meeting CAB had voted to be more litigious and make SBCAG more responsible for its actions based on SBCAG's approval of bike paths, roundabouts and project cost increases.

7. **APPROVAL OF CONSENT CALENDAR**

The Board asked questions on several consent items.

**7A-CONGESTION MANAGEMENT PROGRAM ANNUAL CONFORMANCE ASSESSMENT**

Supervisor Rose asked whether Goleta was in the process of preparing a deficiency plan for the intersection at Fairview Ave. / Calle Real Road.

Mr. Powers stated that staff was recommending that one be completed.

Mayor Lavagnino said that the City of Santa Maria would be submitting its documents in May. He said that the department that prepares the document was so busy handling permits that the documents could not be completed on time.

**7B- JOBS-HOUSING PARTNERSHIP PROJECT**

Mayor Weinberg said he attended a meeting where he was informed that Mr. Jostes, with Interactive Planning, would be completing the remainder of the Jobs/Housing Balance contract and asked if the payment being approved was for prior work.

Mr. Powers responded that the claims were for the subcontractors that performed services under Mr. Frutchey and that it did include some bills from Interactive Planning. He said he believed the work being paid was for services already performed between January and March, 2004. He said that based on staff's preliminary discussions some of the current subcontractors would be continuing with the work under the new contract.

Supervisor Rose said the staff report was not clear and asked if Mr. Jostes had projected the costs to complete the project. Mr. Powers responded that this report did not, but staff believed there were sufficient funds to complete the project.

Supervisor Gray moved approval of the consent calendar. The motion was seconded by Mayor Weinberg and carried with Supervisor Marshall, Mayors Arca and Smyser and Councilmember Secord absent.

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

Gregg Albright presented the Caltrans report. Mr. Albright reported that Caltrans was going through the Governor's Performance Review and would be redefining performance measures and looking at cross functions between departments. He said they were completing their Staff

Reduction Plan and was pleased to announce that he did not think any additional layoffs would be necessary.

Councilmember Secord arrived at 8:47 a.m.

Mr. Albright reviewed the Construction Report with the Board. He clarified that the completion date for the Hwy 166 / Main Street project would be at the end of June.

Mayor Smyser arrived at 8:50 a.m.

Mr. Albright said there were two new projects, a re-pavement project on Hwy 246 in Solvang and on Hwy 154 near San Antonio Road.

Supervisor Gray asked if the new Caltrans Director had been hired yet.

Mr. Albright responded that they hadn't filled the vacancy to date and that Tony Harris was still acting as the Interim Director.

Supervisor Gray asked if the vacancies to the CTC Board had been filled yet.

Mr. Kemp responded that all the vacancies had been filled.

Supervisor Gray asked whether a letter should be sent to Caltrans or elsewhere to lobby for a project that she was concerned about due to deplorable pavement conditions on sections of Highway 135. Mr. Albright responded that the projects in the SHOPP were allocated funds based on statewide priorities and that the California Transportation Commission (CTC) has the final say so the letter should be addressed to the CTC.

Supervisor Gray requested that an item regarding sending a letter to the CTC be placed on the next SBCAG board agenda, and also recommended that the cities send a letter to the CTC.

Supervisor Schwartz asked for the CTC's language on what their criteria was for approving SHOPP projects and where they draw the line on projects being approved. Mr. Albright said he would provide this information to the SBCAG staff.

Mayor Weinberg asked if there was a delay on the Carpinteria/Casitas Pass interchange project since it was originally due to begin construction in 07/08, and now the report said construction would begin in 2008. Rob Miller with Caltrans said that 2007/08 was to receive funding and 2008 was when the project was scheduled to begin construction. He said they had run into flood plain issues. Mayor Weinberg requested that they try to keep this project on schedule.

Mayor Smyser thanked Caltrans and the contractor for staying on schedule and doing most work in the evenings on the State Route 246 improvements in Solvang.

Dr. Secord described the status of the 101 operational improvements project. Chair Schwartz thanked Dr. Secord for bringing the SBCAG concerns relative to Milpas/Hot Springs Operational Improvements back to the city of Santa Barbara. She said she had received correspondence from the city reiterating the 101 Operational Improvements as a priority. She requested that discussions with the Union Pacific Railroad be accelerated.

Greg Albright said they were expediting this process.

9. **FTA SECTION 5310 APPLICATIONS**

Ruth Garcia presented the staff report. She explained that as a regional planning agency SBCAG accepts the applications and ranks them according to state guidelines. They then go to the CTC for statewide ranking and funding.

Supervisor Schwartz asked why People Helping People did not apply.

Ms. Garcia responded that they had other grants that provide them with a better opportunity.

No speakers had requested to speak at this public hearing.

Mayor DeWees moved to adopt the resolution approving the ranking of applications submitted to SBCAG for the 49 U.S.C. Section 5310 capital grant program for the fiscal year 2004-2005 funding cycle. The motion was seconded by Councilmember Secord and carried unanimously.

10. **UNMET TRANSIT NEEDS**

Ruth Garcia presented the staff report.

Supervisor Schwartz acknowledged a group of young visitors from Seventh Day Adventist Elementary School who were on a career day and explained to them the role of SBCAG.

Mayor Lavagnino requested that a correction be made to Page 7 changing the SMOOTH service to SMAT service. He also noted that earlier hour services referred to on Page 14 had already been implemented.

Mayor Hawxhurst requested that a correction be made to the Transit Needs Assessment on Page 81 to change the word "*Untied*" Farmworkers Organization to "*United*" Farmworkers Organization.

Supervisor Schwartz opened the public hearing.

Jessica Sheeter with COAST stated that one of COAST's missions was to encourage alternative modes of transportation such as walking, bicycling and transit, and to bring forth the transportation needs of the young, elderly, poor and disabled. Ms. Sheeter reported that COAST had assisted SBCAG with a survey effort to see what the transportation needs were in Santa Barbara County.

Ms. Sheeter stated that at the February SBCAG Board meeting, 50 Mixteca farmworkers had attended the meeting and requested assistance in finding transportation to the fields where they work. She said that the Transit Needs Assessment had found that this was not an "unmet need" and encouraged the Board to determine a finding of "unmet need". Ms. Sheeter explained that farmworkers are an asset to the community and to agriculture, a leading industry in Santa Barbara County, and should not be considered a "limited segment" of the community. Ms. Sheeter asked for a continuation of the exploration of transportation solutions for farmworkers with stated milestones and markers for progress.

Joe Rye, Manager of the SMAT system for Santa Maria, expressed the concern that the staff report still stated that there was an unmet need for earlier service and explained that it had already been implemented on April 1st. In regard to Mayor Lavagnino's request for the change on page 7 of the Assessment to state SMAT not SMOOTH, Mr. Rye explained that SMAT provides ADA service and that SMOOTH is the CTSA. He also announced that Sunday transit service would be starting on April 18<sup>th</sup>.

Alex Pujo with COAST provided a power point presentation to the Board. He stated that there were between 15,000 and 28,000 Mixtecas in the county and that there were similar farmworker transportation issues in both the North County and South Coast. He asked the board to find the need for these farmworkers as reasonable to meet.

Barry Stotts thanked Ruth Garcia and Michael Powers for their hard work.

Supervisor Schwartz closed the public hearing.

Ms. Garcia gave an overview of the work that has been done regarding farmworker transportation and referred to the Policy Consideration section within the Assessment. Ms. Garcia referred to the portion in the Transit Needs Assessment that outlined input received from the farmworker community. She stated that following SBCAG guidelines, it was determined that farmworker transportation was found not to be an "unmet need" based on SBCAG's criteria. She stated however, that there were various options being analyzed, as described in the Policy Consideration section of the Transit Needs Assessment, such as a mixed use system of transit and vanpools, and funding through public/private partnerships and fares from the farmworkers.

Mayor Lavagnino stated that the issue is very complicated and that there are several barriers to providing service such as maintaining the fare box ratio for fixed transit service and meeting scheduling, routing and timing issues that are a part of the unique nature of the service demand.

Joe Rye discussed logistical barriers such as dispersion of the fields throughout the Santa Maria Valley, fluctuating schedules, and movement of the workers through the fields in which pick up locations would be constantly changing.

Supervisor Schwartz said she supported staff's decision due to problems such as the cost of liability insurance and also the necessity to maintain a 20% fare box ratio.

Supervisor Centeno said there was no question that there was a great demand for transportation for the farmworkers. He noted however, that one of the difficulties of providing transportation was that the fields are dispersed over a large area and far removed from highways.

Supervisor Schwartz asked if the meetings would continue to discuss the issue.

Supervisor Centeno said he would like to have seen the farm owners attend these meetings but there was reluctance on the owners' part to provide transportation due to costs and liability issues if owners are involved in providing farmworker transportation. There is also concern regarding a recent court case in which owners had to pay wages from the time the farmworker boarded their transportation service.

Mayor Lavagnino asked about the program that was operating in the San Joaquin Valley. Ms. Garcia stated that there was a farm labor transportation program funded through federal and state grants of \$8 million that was implemented by Caltrans. She said that vanpools were the most successful means of providing transportation, however, for cost effectiveness, the number of passengers required in the vanpool requires the vanpools to operate under strict state and federal guidelines, which makes service infeasible without the availability of large grant funding.

Councilmember Secord stated what he was hearing that there was a need that was not being met.

Mr. Ready explained that the SBCAG Board is a legislative body that decides what the criteria are for making a finding of "unmet need" and "reasonable to meet". Mr. Ready explained that staff applied the criteria as established by SBCAG and within that context the finding was that this was not an "unmet need". Mr. Ready further explained that due to the recent court finding, farm owners have the perspective that they will be required to pay wages at the point of embarkation if they provide transportation services to their workers.

Supervisor Schwartz thanked COAST, the Board and staff for participating in these efforts. She said that different jurisdictions have programs for traffic mitigation funds that contribute to identified traffic needs, but in the case of agriculture there wasn't such a program. Supervisor Schwartz said that if a program could be mutually agreed upon where the employer would provide only financial assistance through a "mitigation fee" and not pay for the actual service, they would not come up against insurance and liability barriers. She requested that staff consider this option in continuing discussions and asked for COAST to be involved in on-going discussions.

Mayor Traylor said that SBCAG would be exposing itself to a larger problem in trying to provide transportation to a narrow segment of the population.

Mr. Kemp stated that there were all sorts of transportation needs that exist, and based on the narrow definition of an unmet transit need, the farmworkers need does not meet that definition. He said there would be a number of hurdles and challenges that would make it difficult to meet the fare box ratio. He said that SBCAG could work with others outside of the TDA process to respond to this need.

Supervisor Gray clarified that the farmworkers do have a transportation need, but that it was not an "unmet transit need" by SBCAG's definition because it would only apply to a specific group of people.

Supervisor Schwartz asked that Supervisor Centeno and Mayor Lavagnino meet again to continue discussions with the farmworkers and asked for a time estimate when they would be able to report back to the Board.

Supervisor Centeno said they would look at exploring all the alternatives and would report back to the Board. Supervisor Centeno clarified that the farmworkers realize that they would need to pay a portion of the costs for transit.

Mayor Hawxhurst asked about a definition of "transit dependency indicators" listed on page 4 of the Assessment. Mr. Powers responded that they were factors used by transportation

professionals and were considered an industry standard, and that the text provided a definition of the factors.

Mayor DeWees expressed concerns about double counting in the table on Page 46. Mr. Powers explained that the 2000 Census enabled more mixed race categories that accounted for the apparent double counting.

Mayor Lavagnino suggested that farmworker transportation service funding come from a public/private partnership and that the three strategies outlined in the Assessment (Page 48) could be used as a guideline for further discussions. He suggested that staff, along with Supervisor Centeno, a COAST representative and himself look at the options to see what could be accomplished on a small scale and report back in 3 months.

Mr. Powers expressed his appreciation to the members of the SBCAG North County, South Coast, and Countywide Transit Advisory Committees and he also asked the Board to recognize the good work by the staff member Ruth Garcia on the Transit Needs Assessment.

Mayor Lavagnino expressed thanks to Alex Pujo for acting as a translator and Ruth Garcia for the good job on the Transit Needs Assessment.

Supervisor Gray said that the unmet needs process was very organized, a lot smoother than in years past, and thanked everyone involved in the process.

A motion was made by Mayor Lavagnino, seconded by Councilmember Secord and unanimously carried to approve the 2004 Transit Needs Assessment Report and adopt by resolution findings of the Unmet Transit Needs for FY 2004-05.

11. **INTERCOMMUNITY TRANSIT SERVICE**

Mr. Powers summarized the staff report and introduced Sam Corbett, consultant with Urbitran, to provide an overview of the Lompoc-VAFB-Santa Maria Transit Service Plan. Using overheads, Mr. Corbett provided an overview of the service plan.

Mayor Lavagnino said he thought that a 20% fare box ratio was a necessity and questioned why they were projecting a 6-9% fare box ratio.

Mr. Corbett replied that the 6-9% was the revenues, and explained that the fare box ratio excludes capital expenses.

Mayor Lavagnino said that he believed leasing the buses would be a better choice than purchasing them since this was a pilot project.

Mr. Corbett said he recommended leasing low-floor vehicles and stated that there would need to be adjustments to the budget due to the recent increases in fuel costs.

Chair Schwartz stated that the purpose of placing this item on the agenda was to receive public testimony and to entertain board questions and comments. She said that this item would come back to the Board with a recommendation in May. Mr. Powers said that a final plan would be presented in May and in the following month or two a request to approve a CMAQ application would be coming before the Board.

Mayor Smyser recommended the leasing option due to a lower cost and quicker bus delivery.

Councilmember Secord said he was also supportive of the leasing program.

Chair Schwartz asked if there was any public comment.

Barry Stotts said that the low-floor bus was a good choice for loading and unloading of people, wheelchairs, and strollers quickly. He said that Vandenberg would be a large part of the ridership. He said that coordination with COLT and SMAT would be very important.

Alex Pujo referred to Page 49 relative to fare box recovery. He noted this was a high rate of fare return to the transit system because it would be stopping at Vandenberg Air Force Base and that the objective was to receive a 15 percent fare box ratio at the end of the third year.

Michael Powers stated that he was recommending a 20 percent fare box ratio because the service serves urban areas. He said he understood that the board direction was to ensure that there was a well-performing service at the end of the three year pilot program.

Supervisor Schwartz asked about the future of CMAQ as a program and the availability of funds through that program.

Mr. Kemp said the future of CMAQ funding for Santa Barbara County was not very good under the current TEA 21 regulations by virtue of the fact that Santa Barbara County has been converted to a maintenance area in which CMAQ funding could be lost. He said staff was working with other MPO's affected by this issue to try and get that changed as the new TEA reauthorization legislation makes it way through Congress.

Supervisor Schwartz noted that currently there is no language in the bill to remedy this and requested that the board be kept apprised of any developments in this area.

Mr. Kemp said that CMAQ funding would continue though the next year and that there were older apportionments that could be available for this service. If, after three years, the pilot program becomes a permanent program, then other sources of funding will need to be found.

Mr. Kemp said he wanted to comment on leasing vs. purchasing. He said staff concurred, but said that a third scenario would be to lease the vehicles for the first two years then purchase the vehicles in the third year using CMAQ funds to allow the service to continue if it proves to be feasible.

Mayor DeWees asked if a lease with a purchase option was a possibility. Mr. Kemp said he believed so but that ordering a new vehicle might slow the delivery time.

Mayor DeWees said it looked like there would be a need for bus transfers based upon the stops noted in the staff report.

Mr. Powers said that staff did receive public input during workshops and would be considering a few additional stops, including Hancock College.

Supervisor Gray noted that the Clark and 135 park and ride was a long distance from where it would allow people taking these buses to walk.

Mr. Pujo said that fare box ratios change with time. SMAT was running the service and requesting a 20 percent fare box ratio, although not requiring it of Santa Maria.

12. **HIGHWAY 101 OPERATIONAL IMPROVEMENTS**

Stephen VanDenburgh presented the staff report.

Supervisor Schwartz asked that SBCAG be explicit on where the county staff will be involved. She also asked about unfunded add-ons and how to fund them.

Mr. VanDenburgh said the project team was discussing whether to plan to construct add-ons as part of a larger project, or leave the add-ons to be constructed at a later time through a different process. In either case, additional funding would be required to complete the add-ons.

Mayor Weinberg said he did not want to see the 101 Operational Improvements delayed due to this process. He said that there have been other projects completed in phases and the main goal was to start relieving congestion.

Rob Dayton with the City of Santa Barbara expressed enthusiasm and support for the project and noted that all of the city commissions have been supportive of this project. He also noted that he has taken this before the Montecito Association and had met with Caltrans and SBCAG, all of whom are anxious to move ahead with this project.

Mayor Smyser asked why the funds for the 101 in Motion Project couldn't be used for the public relations portion of the Operational Improvements since they were tied together.

Mr. Kemp said that the public outreach efforts for the 101 in Motion project are primarily to help choose congestion relief projects for the 101 corridor while the public outreach work on the 101 Operational Improvement project is to help determine the design features of the project that has already been approved and funded. He noted that staff will ensure that people are aware of the planned operational improvements through the 101 in Motion project public outreach efforts, but that it would be inappropriate and confusing to seek input on specific design issues for the operational improvements.

Mayor Smyser stated that he thought that public input funding for the operational improvements would be coming from the 101 in Motion funding.

Councilmember Secord said that the 101 Operational Improvements have been planned since 1997. He noted that the 101 in Motion is a different project and requires a separate public outreach process.

Mayor Smyser said he felt it was a shame that some of the \$600,000 couldn't be applied to public input for the Operational Improvements.

Supervisor Schwartz said that the 101 in Motion Project will already have given us its deliverables and will be looking at everything from transit to rail. The 101 in Motion project will extend from Winchester Canyon to the Ventura County line whereas the operational

improvements only extend from Milpas to Hot Springs. She said that what was still needed for the Operational Improvement was a Public Participation Work Plan. Mr. Kemp said that public outreach on the operational improvements was for a specific project and that they are in the process of receiving public input on the design particulars. He noted that the 101 In Motion project is a bigger picture study and if they are combined they'll never get to the bigger projects.

Supervisor Rose said that this was very confusing to the public and that the public does not understand the difference between the two. She said that this contract would include public outreach with details on the extent of grading, types of plantings, signal buttons at crosswalks, etc.

Mayor DeWees asked if the Operational Improvement projects work would conflict with the highway improvements coming out of 101 in Motion.

Mr. VanDenburgh said that the Operational Improvements would not preclude future widening of Highway 101.

Mr. Kemp said that staff recommendation would allow Caltrans to focus on the mainline improvements and allow SBCAG to step in with resources that will be required for off-system improvements.

Mr. Albright said using the best tool at the right time was an innovative approach and that with Caltrans having such limited resources he was encouraged by this.

Councilmember Secord moved to authorize the Chair to execute a contract with Moffatt & Nichol Engineers (MN), at a cost not-to-exceed \$440,000, to assist Caltrans in expediting final design of the US 101/Milpas to Cabrillo-Hot Springs project and to authorize the Executive Director to Execute a Memorandum of Understanding with Caltrans to establish the responsibilities for sharing work in the final design phase. The motion was seconded by Supervisor Rose and carried 10-1 with Mayor Smyser opposed.

Chair Schwartz asked that the public outreach task order be brought back to the board when the scope of services is negotiated so the board could see the services to be provided.

Chair Schwartz said that she would proceed to Item 14 and return to Item 13 following that item.

14. **LOS ANGELES – SAN DIEGO – SAN LUIS OBISPO RAIL CORRIDOR AGENCY (LOSSAN)**  
Supervisor Gray introduced Linda Culp, Senior Transportation Planner for SANDAG and a member of LOSSAN Technical Advisory Group.

Using overheads, Ms. Culp gave a briefing on the LOSSAN corridor and the role of the LOSSAN Rail Corridor Agency.

Mayor Weinberg asked if any consideration could be given to having the new Pacific Surfliner train come through Ventura and Oxnard during commute times.

Mr. Powers responded that staff asked the State and Amtrak to consider an earlier start time out of Los Angeles but their analysis indicated an early train would not justify the new service and would not receive enough funding. He said staff would continue working on this issue.

Supervisor Gray said that track capacity was limited and single tracking was one of the biggest obstacles for expanding service. She also added that while there was progress in making improvements and adding service, it was slow.

Supervisor Rose asked if there was enough physical space to add another track. Ms. Culp responded that there are right of way issues.

Supervisor Rose noted that delays are longer the further up the coast you go.

Supervisor Gray said that the Union Pacific owns the track and that they are a very difficult obstacle. She noted that she was encouraged by the continued support and thanked Ms. Culp for her presentation.

13. **101 IN MOTION PROJECT**

Mr. Kemp and Mr. Epperson presented this item.

Kent Epperson said that telework and flexible work schedules could augment the 101 in Motion project. He said that Traffic Solutions received CMAQ funding for this project and that this project could be implemented as an early action project to provide congestion relief. He explained that telework includes working remotely at home or at a satellite facility and that flexible work schedules is the shifting of work hours. Mr. Epperson said that they had considered doing this study in-house but since there were so many issues and concerns that needed expertise it was decided to contract it out. He said that the firm they were recommending took a bottom line business approach.

Supervisor Schwartz said that the County of Santa Barbara has over 4,000 employees. She stated that in 1998 she introduced a program such as this and that there has been some progress. She said that they developed a telecommuting policy and a workstation capability and noted there were about 350 employees accessing their work stations from outside. She explained that the County has never had the funding to continue to progress in this area. She would like to see the County of Santa Barbara participate in the pilot program.

Councilmember Hawxhurst said he didn't understand why this item was under the 101 in Motion project.

Mr. Kemp responded that one of the purposes of the 101 In Motion project is to implement early action items that can reduce traffic on Hwy 101. The telework pilot program is an early action item that will target employees traveling that corridor in order to reduce demand on Hwy 101.

Councilmember Secord moved to authorize the Chair to execute a contract with Telecommuting Advantage Group, at a not to exceed cost of \$95,000, to implement a two-year countywide Telework and Flexible Work Schedules Pilot Program. The motion was seconded by Mayor DeWees and carried unanimously.

15. **SANTA BARBARA METROPOLITAN TRANSIT DISTRICT**

Sherrie Fisher gave a status report on the South Coast Transit Priorities project. She also mentioned that the MTD is watching the rail schedule to try to coordinate bus transport from the station.

Ms. Fisher mentioned the preliminary discussions with the city of Santa Barbara over the new Regional Transportation Center that would replace the existing bus transfer facility downtown.

Supervisor Schwartz mentioned the newspaper ad she had read on Seattle's hybrid buses and said it was unfortunate the California Air Resources Board doesn't allow them.

Councilmember Secord said there was a 22 ft, 22 passenger hybrid bus at the last MTD meeting. He said it looked good although the size was somewhat limited.

**COMMITTEE REPORTS**

None

**EXECUTIVE DIRECTOR'S REPORT**

Mr. Kemp reported that the TEA LU bill was passed by the House of Representatives and stated there were three projects in Santa Barbara County that have funding earmarks. One is the joint project with San Luis Obispo to widen the Hwy 101 bridge over the Santa Maria Bridge. He said that the environmental document was complete, the project has been funded and work is just getting underway. The second was \$2.5 million dollars funding for a county project to widen Hollister Ave between San Antonio Road and Hwy 154. The third project provided funding for county road rehabilitation.

**ADJOURNMENT**

The meeting was adjourned at 11:50a.m.