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December 17, 2007

Mr. Patrick Merrill, Chief
Office of Capital Project Development,
Operations and Marketing
Rail Program, MS 74
P.O. Box 942874
Sacramento, CA. 94274-0001

Dear Mr. Merrill:

I am writing to indicate SBCAG's support for the proposed intercity rail Proposition 1B project list issued by Caltrans Division of Rail this December (attached). As you recall, the LOSSAN board that includes a representative from the SBCAG board, voted to support this project list at its December 12, 2007 meeting.

SBCAG understands that the list must provide geographic equity and reflect the needs of the three intercity rail corridors throughout the state. The list responds to the need by all agencies for new intercity rail cars and locomotives, additional track and signal improvements, and improved maintenance. All regions on the LOSSAN corridor including SBCAG will see direct benefits from the projects on this list including, the new rail cars, the run through tracks at the major Pacific Surfliner hub – L.A. Union Station, and new track and signal work for the Coast Daylight.

SBCAG urges Caltrans and the California Transportation Commission to approve the Proposition 1B intercity rail project list as submitted and to implement these projects in an expeditious manner.

Thank you for your consideration.

Sincerely,

Jim Kemp,
Executive Director

cc: Supervisor Salud Carbajal
Mayor Mary Blum

Attachment: Proposition 1B Intercity Rail Projects

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Member Agencies

Buellton ■ Carpinteria ■ Goleta ■ Guadalupe ■ Lompoc ■ Santa Barbara ■ Santa Maria ■ Solvang ■ Santa Barbara County

Proposed Intercity Rail Proposition 1B Projects
(Funding shown in millions)

Project/Description	Corridor	Funding Request
New Projects		
Procure New Rail Cars: Purchase bi-level intercity rail cars and locomotives (estimated 36 cars and 6 locomotives)	Capitol Corridor, Pacific Surfliner, San Joaquin	\$150.0
Triple Track: Construct 7 miles of triple track between Commerce/Fullerton	Pacific Surfliner, Metrolink	\$70.0
Construct New Station Track at LA Union Station: Build new track, platform and renovate canopies ¹	Pacific Surfliner, Metrolink	\$35.1
Track Project SD County - Sorrento- Miramar or San Onofre - Pulgas - Pending modeling to identify project with greatest time savings	Pacific Surfliner	\$30.0
Sacramento Maintenance Facility: Design and build storage track and maintenance facility	Capitol Corridor, San Joaquin	\$30.0
Coast Daylight: Track and signal project to allow Pacific Surfliner extension to San Francisco-Bay area.	Pacific Surfliner, Coast Daylight	\$25.0
Fresno Layover Facility: Design and build layover facility	San Joaquin	\$15.0
	Subtotal	\$355.1
High Priority Projects from 2006 STIP, Including Augmentation		
Santa Margarita Bridge and Double Track -Replace bridge with 2-track bridge and add additional double track.	Pacific Surfliner	\$16.2
Emeryville station and track improvements - Extend siding track with associated signal and other track	Capitol Corridor, San Joaquin	\$10.0
Merced Crossover -Construct crossover between mainline tracks and siding.	San Joaquin	\$5.0
Bahia Benicia Crossover - Construct crossover between two mainline tracks.	Capitol Corridor	\$4.8
SCRRA Sealed Corridor - Enhance safety of grade crossings and Railroad Right of Way	Metrolink	\$3.0
Capitalized Maintenance -Projects to improve railroad safety and greater track reliability.	Capitol Corridor, Pacific Surfliner, San Joaquin	\$3.0
Oceanside -SD signal and communication upgrade - Signal and communications system analysis and upgrade.	Pacific Surfliner, Coast Daylight	\$0.5
	Sub-total STIP projects	\$42.5
	TOTAL	\$397.6

¹ Metrolink will contribute \$3 Million for total project cost of \$38.1 Million

NOTE: Projects listed in descending order of cost

Source: Caltrans Div. of Rail, December 2007

To: SBCAG Commissioners and Director 12-18-2007

Subject: Why Don't You Listen?

For two years now you elected representatives on SBCAG have promoted much higher taxes for your constituents. Last year you proposed a measure which was three times larger than the present Measure D and this year you are proposing a measure that is twice the size of the present Measure D. Are you all totally out of touch with reality?

Many groups in the County have consistently supported a lower tax measure. Why are you not willing to consider their proposal? You have heard about it for the past two years! Why do you not adopt it?

What is it?

Any future Measure D type propositions must cover what we need to support our commuters, and that is-- widening the remaining unfunded portion of the 8.5miles of 101 to a full six lanes; widening to 4 lanes the 12 miles of 246 from Ocean St. in Lompoc to Domingos Road; widening to four lanes the 10 miles of west 166 from Santa Maria to Guadalupe. 70% of the funds from any sales tax must be used for regional road improvements and only 30% for road maintenance. A tax of 1/2% for 10 years may be acceptable to the voters. We need only the funds for major regional road improvements.

We do not need to pay a ½ billion-dollar ransom to Santa Barbara to get these road improvements.

Why are you people on SBCAG not willing to consider these ideas instead of more tax and spend proposals that you are presently considering? Do you have no regard at all for your constituents?

Concerned Taxpayers, I.N.C.

Justin M. Ruhge, Lompoc, Ca. 93436, 805-7379536

SBCAG Commissioners and Director
Subject: Unmet-Transportation-Needs?

1-8-2008

There was a time in the distant past when bus systems and rail systems were privately owned and could operate at a profit. The cost of labor, equipment and right-of-way has driven most of these out of business. The privately owned Greyhound Bus service has to operate on a for-profit basis. For this reason it recently dropped a number of county bus stops, one of which was Lompoc, because they did not generate enough revenue. AMTRAK rail is heavily subsidized by the taxpayers. So the transportation that we see around us is public transportation and socialism at work.

Santa Barbara County has MTD, COLT, SMAT, BREEZE, SMOOTH, AMTRAK, COASTAL EXPRESS bus systems that are all social transportation services in that they do not pay for themselves.

To pay for them, money is taken from our gas taxes that are paid for by car drivers and given to the state and federal government. They then give the taxes back to local state, county and city governments as transportation funds to subsidize people who do not have cars or cannot get licenses for cars because they are illegal aliens.

The government only requires that the bus riders pay 20% of the cost of the ride. The remaining 80% is financed by the federal gas taxes and other Measure D type sales tax, state sales tax and general funds.

Two examples of this process at work are the north county BREEZE and COLT bus systems.

The BREEZE bus experiment was started on "a trial basis" between Lompoc and Santa Maria, as a result of a threat of a law suit by social activists who claimed "An Unmet- Transportation Need."

The BREEZE costs the taxpayers \$285, 836 per year to operate, while \$65,976 is collected from the riders of this system every year or about 23% of the cost. The busses make 16 trips per day and have 23 seats or 368 seats per day. The busses operate five days a week or 20 days per month so there are 7,360 seats per month. There are 4042 passengers per month or about a 50% use of the BREEZE bus per month. We taxpayers are, in fact, paying \$54.33 per passenger. Is this a good financial investment of our tax dollars? Not that anyone can see. But our elected representatives think so.

The Lompoc City COLT bus system which is 80% empty is also subsidized by our taxes to the tune of 80%. The COLT has six routes with 4,440 seats per day. The average ridership is 1,088 per day or about 25% usage. The system is costing Lompoc

\$2,538,000 per year. The fare box is about 12% of cost or \$304,560. The ridership for the past year was about 322,000 or about \$7.80 per person. The difference in farebox revenues and the required 20% is made up by Measure D funds and other state taxes.

About the same rider-cost situations are present at the Santa Barbara MTD and the Santa Maria SMAT bus systems. Bus systems are not profitable ventures. They are only sustainable by very large tax subsidies. A survey of all the busses

in the county by this writer shows that they are empty from 50 to 80 percent of the time.

The only busses that are well used in the county are the Sheriff's prisoner bus to the North County courts, the Chumash Casino bus, and the Clean Air Express busses.

On the positive side it should be mentioned that all the bus systems in the county are well staffed with drivers, with good equipment and plans and routes and are available to serve the population. The big problem is not enough people are using them. For this reason no more funds should be spent on more transportation until there is more demand for it..

Is enough money being spent on county transportation? We believe that it is.

The people who manage our road funds are the county supervisors and the city councilpersons on SBCAG. They need to hear from us taxpayers about the way they are proposing to use our tax dollars for the renewed Measure D proposals. Their present discussions on a new Measure D gives \$455 million to Santa Barbara for busses, a new rail system to Ventura and more bicycle paths in the South County. Let's tell them not to waste more funds on transportation that will not be used

Cars are basic to our economy and transportation needs. We need to put any future funds into major road improvements for cars. This is our most urgent "unmet-transportation-need." Cars pay for busses and even busses need good roads on which to travel, even if unused.

Concerned Taxpayers, I.N.C.

Justin M. Ruhge, Lompoc, jaruhge@Hotmail.com

January 9, 2008

Mr. Rich Krumholz, Director
California Department of Transportation, District 5
50 Higuera Street
San Luis Obispo, CA 93401-5415

Dear Rich

I am writing to convey the concern of the SBCAG board regarding the state's limited financial participation in the Route 154 Group 2 Operational Improvements project.

As you know, SBCAG has invested a substantial amount of local Measure D sales tax revenues in improvements to the state highway system in Santa Barbara County. Most of these improvement projects have been completed with little or no state funding. Although SBCAG's improvements to highways 1, 101, 154, and 166 provide benefits to the residents of Santa Barbara County who are paying Measure D sales taxes, these highways and the Measure D funded improvements also serve interregional travelers and provide benefits for the entire state.

SBCAG plans to construct a second set of operational and safety improvements on Highway 154. These improvements are a follow-on to the successful Measure D funded Group 1 operational improvements completed in 1997. The Group 2 project is planned for contract award in April 2008. The construction cost of the project is estimated to be \$6.7 million. All of the construction costs along with the right of way and project development costs are being funded using Measure D revenues.

In addition to the project costs cited above, SBCAG is required to pay for enhanced enforcement services provided by the California Highway Patrol during construction. SBCAG understands the need to provide enhanced enforcement to protect the safety of workers and the traveling public and has authorized an agreement with the CHP for \$80,000 to provide these services. The board requested, however, that I inquire why the state is not willing to fund these services. The board believes that this small amount of financial participation is reasonable given the substantial investments that SBCAG is making in the state highway system using local tax revenues.

Please feel free to contact me if you have any questions.

Sincerely,

Jim Kemp
Executive Director