



■ 260 North San Antonio Road., Suite B ■ Santa Barbara, CA ■ 93110
■ Phone: 805/961-8900 ■ Fax: 805/961-8901 ■ www.sbcag.org

MEETING SUMMARY

SOUTH COAST SUBREGIONAL PLANNING COMMITTEE

February 2, 2005

2:00 PM

**SBMTD Conference Room
550 Olive Street
Santa Barbara, CA**

1. Call to Order and Roll Call

Members Present: Salud Carbajal, Supervisor, First District; Susan Rose, Supervisor, Second District; Dan Secord, Councilman, City of Santa Barbara; Donna Jordan, Councilwoman, City of Carpinteria; Marty Mariscal, Councilman, City of Santa Maria; Jonny Wallis, Councilwoman, City of Goleta.

Ex-officio Members Present: Gregg Albright, Director, Caltrans District 5.

Members Absent: Brooks Firestone, Supervisor, Third District; Russ Hicks, Mayor, City of Buellton.

Staff Members Present: Jim Kemp, Executive Director; Michael Powers, Deputy Director of Planning; Gregg Hart, Public Information Officer.

Consulting Team Present: Bob Bramen, PBQD

2. Public Comment

Vice Chair Secord asked for public comment and there was none.

3. Meeting Summary

There were no board comments on the Meeting Summary of November 3, 2004. Following a motion by Councilman Mariscal and seconded by Councilman Secord, the minutes were approved.

4. Election of Officers

Following a motion by Councilwoman Jordan, seconded by Supervisor Carbajal, Councilman Secord was unanimously elected as Chairman. Following a motion by Councilman Secord, seconded by Councilman Mariscal, Supervisor Carbajal was elected as Vice-Chair.

5. 101 In-Motion

a. Background and process for developing 8 alternative packages

Jim Kemp provided a summary of the project and the policy direction approved by the SBCAG board on October 16, 2003.

Chairman Secord asserted that the widening will not in isolation solve the congestion problem. Mr. Kemp replied that that was the origin of the inclusion of the alternative elements of the policy direction. Gregg Albright supported the need for a broad based approach. Supervisor Carbajal and Councilwoman Jordan expressed the need for additional outreach to city councils. Supervisor Rose and Chairman Secord emphasized the link between the Highway 101 operational improvements and 101 In Motion. Supervisor Rose requested exploration of the use of the Pacific Surfliner service as a commuter service and indicated with the recent storm impacts that perhaps we need to re-look at ferries. Councilwoman Wallis expressed concerns about the effects of ramp metering on local streets. Michael Powers replied that the TAG had similar concerns and Bob Bramen stated that this will be addressed.

Under public comment, Councilman Jack Hawxhurst requested that the SAC meetings be placed on the web site.

b. Preliminary technical evaluation results for alternative packages leading to consideration of eliminating selected alternative packages from further evaluation

Bob Bramen presented the 8 alternative packages and the TAG/SAC roundtable process used to develop them. He indicated that the public input suggested that the range of alternatives was appropriate. He summarized the recommend changes by the TAG and SAC including deletion of the Reversible lane option and bus use of Shoulders options. The TAG and SAC recommended that these elements be dropped from further consideration as a result of fatal flaws that were identified through the technical evaluation process. This will allow project resources to be directed to refinement and evaluation of the remaining alternatives that are more viable. It was emphasized that elements of each of the remaining alternative packages could be re-combined to come up with 3-4 new alternative packages.

After some discussion of the impacts of the reversible lane option, Councilman Mariscal moved to delete this option per the recommendations of the TAG and SAC. Councilwoman Wallis requested more information on the benefits of this option. Mr. Bramen cited improvements in peak direction level of service and if restricted to HOV an increase in people per car. Supervisor Carbajal requested more information on the impacts. Mr. Kemp replied that reversible lane would require elimination of all freeway median landscaping which would likely be unacceptable to the community. In addition, all bridge overcrossings would have to be replaced along the corridor to eliminate center support columns making the project very costly. After a call for the question, the motion to eliminate the reversible lane from further consideration passed 5 -1, with all, except Councilwoman Wallis, in favor.

Bob Bramen summarized the Bus use of shoulders option and the TAG/SAC recommendations. Chairman Secord asked if emergency vehicles and carpools can use the shoulder lane. Mr. Bramen replied that emergency vehicles can, but carpools would not be permitted in the lane. Mr. Albright expressed his concerns about safety issues. Following a motion by Councilwoman Wallis, seconded by Supervisor Carbajal the Bus Use of Shoulders option was eliminated from further study but with the concept of Bus Rapid Transit being carried forth in conjunction with the HOV and HOT options. However, with the elimination of both options the committee, as

recommended by the TAG and SAC supported retention of the complementary demand management and operational management features associated with the alternatives would be carried forward.

c. Summary of public outreach process

Gregg Hart summarized the status of the public outreach program. Councilman Secord asked for talking points on all the rejected options.

Councilwoman Jordan requested that the committee meetings be changed to the morning or 1:00 PM. Some members indicated that moving the meeting start time to 1:00 p.m. was acceptable and staff agreed to poll all of the members to determine their availability.

d. Project budget and schedule

Jim Kemp described a recent contract amendment that he approved based on contingency authority granted by the board. The amendment added additional services and tasks including expanded public outreach, development of a commuter rail analysis and adding more street intersections to the level of service analysis. The additional tasks increased the project budget by approximately \$94,000.

Mr. Kemp also summarized the effort to change the 101 IM federal earmark from project planning to project development due to delays in the approval of the new federal transportation legislation.

Mr. Kemp highlighted upcoming board workshops on February 9 and March 11.

6. Adjourn

There being no other business the meeting adjourned.