

MINUTES

TECHNICAL TRANSPORTATION ADVISORY COMMITTEE

Thursday, March 8, 2007

10:00 AM

Wisteria Conference Room
260 N. San Antonio Road
Santa Barbara

TTAC Voting Members Present

Bruce Nybo	City of Santa Maria
Rose Hess	City of Buellton
Pat Mickelson (Vice-Chair)	Caltrans
Vijaya Jammalamadaka	SBCAPCD
Bret Stewart	County of Santa Barbara
Michael Powers	SBCAG
Kevin McCune (Chair)	City of Lompoc
Dale Lipp	City of Carpinteria
Rob Dayton	City of Santa Barbara
Tully Clifford	City of Solvang
Steve Maas	SBMTD
George Amoon	City of Goleta

Others Present

Bill Yim	SBCAG
Brittany Odermann	SBCAG
Steve VanDenburgh	SBCAG
Jim Kemp	SBCAG
Fred Luna	SBCAG (for item 5)
Richard Fernbaugh	City of Lompoc
Sam Cohen	Santa Ynez Band of Chumash Indians
Jim Richardson	City of Solvang Councilmember
Jerry Davis	Easy Lift
John Ewasiuk	City of Santa Barbara

1. CALL TO ORDER AND INTRODUCTIONS

Chair Kevin McCune called the meeting to order and initiated a round of introductions.

2. PUBLIC COMMENT

Chair Kevin McCune asked for public comments and there were none.

3. MINUTES

Following a motion by Rob Dayton, seconded by Dale Lipp, the minutes of February 1, 2007 were unanimously approved.

4. PROPOSITION 1B CORRIDOR MOBILITY IMPROVEMENT ACCOUNT APPLICATIONS

Steve VanDenburgh summarized the results of the Prop 1B CMIA meeting held by the California Transportation Commission on February 28 in Irvine. Bruce Nybo asked what SBCAG was going to do to ensure that the Santa Maria River Bridge project would be funded in the future. Steve replied that the final plans would be completed and right of way issues resolved using funding to be discussed under Item #5 on the agenda. This would position the project as “ready to go” to receive funding should a CMIA project elsewhere in the State fall out of the program. Bruce asked if SBCAG should use the County’s lobbyists to make sure that key staff and commissioners in Sacramento were aware of the project’s benefits. Steve responded that the SBCAG board has been reluctant to hire lobbyists, and that the County’s lobbyist probably was not a specialist in CTC matters, but perhaps the board could re-examine its stance on hiring lobbyists to work in Sacramento. Jim Kemp stated that he didn’t think that a lobbyist would have made a difference—the CTC seemed to have its mind set on what to fund and not fund, and they had few options if they were going to delete rural projects and fund projects in more urbanized and congested areas.

Steve thanked Caltrans for their hard work in preparing the applications for CMIA funds.

5. 2006 STIP AUGMENTATION

Steve VanDenburgh presented the item. He explained SBCAG staff’s recommendation for programming new funding resulting from the passage of Prop 1B that will be used to augment the STIP program. He also explained that SBCAG could program the unprogrammed county share balance at the same time. Together they amount to approximately \$47 million. He also indicated that amendments to the STIP could be processed at the same time. He recommended that TTAC approve the STIP augmentation for SBCAG in tables 1, 2 and 3 in the staff report.

Bruce Nybo expressed concern that the recommendation left approximately \$400,000 unprogrammed. No funding should be left on the table as an “unprogrammed balance” as the recommendation, Bruce said, because it sends the message that perhaps the funds aren’t needed and that is the wrong message. And SBCAG has not had good luck with unprogrammed balances in the past. The balances were inaccessible when needed.

Rob Dayton expressed concern that the recommendation of additional funding for the Milpas\Cabrillo-Hot Spring project did not include funding for the Cabrillo pedestrian improvements that are part of the project description for which Caltrans had received a Coastal Development Permit from the city of Santa Barbara. He asked what the cost estimate was for the latest variation of replacing the steel railroad bridge over Cabrillo

Boulevard. Fred Luna explained that it would cost approximately \$4-\$5 million and the funds in the project budget for the ped improvements had been reallocated to other parts of the project when the tunnel proved infeasible and the timing for developing a bridge replacement alternative began to lag behind the rest of the project. Fred stated that two bridge replacement alternatives appeared to be acceptable to UPRR and that they would be developed further when funding became available. Rob stated that the unprogrammed balance of approximately \$400,000 should be designated in the recommendation for continuing project development work on the two alternatives at the UPRR/Cabrillo undercrossing. Jim Kemp expressed concern about leaving no funds in an unprogrammed balance to pay for cost overruns on Highway 101 projects that were featured in the recommendation or other Measure D projects still under development. Steve VanDenburgh reminded TTAC that the 2008 STIP cycle would be beginning in the fall and that funding for local project needs, and funding for the Cabrillo undercrossing improvements, could come from that programming cycle. Rob requested that SBCAG staff make recommending and supporting funding for the improvements on Cabrillo Boulevard a 2008 STIP cycle priority.

Steve Maas expressed concern that MTD did not have an opportunity to submit transit capital projects for funding in the STIP augmentation. He urged TTAC to recommend to the board that the 2008 STIP cycle include a call for projects so that they can compete for funding

Rob Dayton made a motion to approve staff's recommendation with that qualifier that SBCAG staff explain to the board that the \$7.9 million recommended for the Milpas\Cabrillo-Hot Springs project does not include pedestrian improvements on Cabrillo Blvd. under the UPRR tracks. Bruce Nybo seconded the motion. The motion passed 11-1 with Steve Maas, MTD opposed.

6. OVERALL WORK PROGRAM

Michael Powers provided a brief review of the draft FY 2007-08 OWP focusing on the new tasks and additions in response to TTAC comments. Jerry Davis asked about the status of the Coordinated Human Services Public Transportation Plan. Michael replied that staff had just finished a survey of agencies and that a draft of the initial chapters would be ready for SBCTAC review in May. Steve Maas asked what the deadline was for comments on the OWP and Michael replied on or before the next TTAC meeting in April as TTAC will be asked to take formal approval action at that time.

7. TRAFFIC SIGNAL TIMING

Michael summarized the notice on potential impacts of changes to Daylight Savings Time on Traffic Signal Timing and take appropriate action. Dale Lipp expressed his appreciation for the notice.

8. FREEWAY SERVICE PATROL

Brittany Odermann summarized the staff report and provided additional performance measure information with regard to the Santa Barbara Freeway Service Patrol (FSP) Program. George Amoon inquired about the program limits and Brittany replied that the pilot project limits were established to address the South Coast corridor and program partners would continue to monitor the service for adjustments. Kevin McCune inquired about the FSP budget and if and when there could be an expansion of the program into congested

north county areas. Brittany replied that the current program is a 3-year pilot and program expansion is not a near-term option but could be considered in the future.

Following a motion by Bret Stewart, seconded by Dale Lipp, TTAC approved the recommendation that the Board continue the FSP program for an additional two years for an amount not to exceed \$457,005.

9. ANNOUNCEMENTS

Brittany Odermann announced that FHWA is requiring a project reference to the Regional Transportation Plan (RTP), i.e. a page number or photocopy, with each Authorization to Proceed request (E-76). This requirement applies to projects that are defined as "Regionally Significant" in the current RTP. Brittany stated that if local agencies have questions they can contact SBCAG for direction. .

Steve VanDenburgh reminded TTAC that their Measure D Program of Projects are due to SBCAG by April 15.

10. ADJOURN

There being no other business TTAC adjourned.