



MINUTES

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS BOARD WORKSHOP

Wednesday, September 29, 2004

Marriott Rancho Santa Barbara
Del Mar Room
555 McMurray Road
Buellton, CA

1. CALL TO ORDER AND ROLL CALL

Members Present: Naomi Schwartz, Supervisor, First District (SBCAG Chair); Gail Marshall, Supervisor, Third District; Joni Gray, Supervisor, Fourth District; Joe Centeno, Supervisor, Fifth District; Richard Weinberg, Mayor, City of Carpinteria; Jack Hawxhurst, Councilmember, City of Goleta; Dick DeWees, Mayor, City of Lompoc (SBCAG Vice-Chair); Iya Falcone, Councilmember, City of Santa Barbara; Marty Mariscal, Councilmember, City of Santa Maria; David Smyser, Mayor, City of Solvang; Gregg Albright, Ex-officio Member, District 5 Representative .

Members Absent: Susan Rose, Supervisor, Second District; Bill Traylor, Mayor, City of Buellton; 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; Gregg Hart, Public Information/Government Affairs Coordinator; Karin Hodin, Transportation Planner; Cathy Muneio, Board Clerk/Executive Secretary; Kevin E. Ready, Sr., Senior Deputy County Counsel, Fred Luna, Fluor Enterprises.

2. PUBLIC COMMENT

There were no comments.

3. MEASURE D PROGRAM

Supervisor Schwartz said it was important for everyone to be on the same page as to what the goal of the Measure D discussion was to get voter support to renew this measure before it expires in 2009.

Supervisor Schwartz welcomed First District Supervisor Elect, Salud Carbajal.

Mr. Kemp explained that Third District Supervisor Elect, Brooks Firestone, was invited to the workshop but was not able to attend.

Mr. Kemp said Measure D and the 101 Operational Improvements would be the topics for discussion. He said that background would be provided on the status of Measure D.

He asked for introductions from staff, the board, Caltrans and the public works directors who were seated at the table.

Mr. Kemp said it was important to communicate what Measure D had accomplished and what the message should be to the public. Mr. Kemp said that since Measure D would be ending in five years he would be covering some next steps from this point forward, concentrating particularly on public outreach efforts regarding the existing sales tax measure.

Mr. Kemp said that there may have been a misinterpretation by the voters that the 101 widening was fully funded by Measure D but he said that there was never enough funding to cover the total cost of the widening project. Measure D set aside \$15 million for this project which represented only 10% of the total project cost. Measure D funds were intended to leverage the rest of the funds which would need to come from state and federal sources.

Supervisor Gray asked if the ballot measure stated that \$15 million would be spent on the Hwy 101 south of San Ysidro.

Mr. Kemp responded that the summary ballot language said that funds would be used for widening Hwy 101 and interchange improvements.

Phil Demery said that for people who didn't understand the costs of capacity improvements they may have misunderstood that the \$15 million would not pay for the entire project.

Mr. Kemp reported that in October of last year the SBCAG Board approved the use of a portion of the Measure D funds allocated for the 101 widening for the operational improvements projects. He said that the operational improvements were compatible with the 101 widening and should be seen as the first phase of improvements that will be implemented through the 101 in Motion project.

Mr. Kemp presented a summary of Measure D, its history and benefits. Mr. Kemp said that 70 percent of Measure D funds are passed down to the local jurisdictions based on population. The funds are used for projects chosen by the cities and the county. Regional Projects receive about 29.5% and specialized transit receives .5% of the funds.

Councilmember Mariscal requested a breakdown of the vote between voters in the North County and voters in the South County on the passage of Measure D.

Gregg Hart said Measure D did not pass in the North County precincts.

Councilmember Mariscal asked if the main selling point was adding six lanes to the south county line.

Mr. Hart stated that one of the reasons it passed was that Measure E was on the ballot for the City of Santa Barbara, a measure to limit growth in commercial development, and that this was a growth control measure that brought out more voters.

Mr. Kemp said he wanted to discuss where SBCAG stood today relative to Measure D funds. He stated that \$221 million had been allocated to local agencies to date and that he expected that a total of \$322 million would be allocated in total by the time Measure D expires.

Supervisor Gray asked if any of the \$221 million had gone towards the 101 widening.

Mr. Kemp replied that none of the 70% of the local agencies funds went towards the 101 widening. He said most of the funds are used for street maintenance, bicycle programs, etc. He said that Goleta incorporated in 2002 and that most of their local funds were being put into street maintenance.

Mr. Demery said that he wanted to provide additional background and history on Measure D. He said that \$.18 per gallon was the amount Californians pay in state gas tax. Some of it goes to STIP, some to Caltrans, and some is directly sent to the cities and county and is used for street and road pothole patching and sealing programs. Three and one-half cents per gallon is distributed to the county no matter what the price of the gas is. He stated that much of the road infrastructure was constructed in the 1960's when automobiles used more fuel which brought in more money. However he said, with more fuel efficient vehicles the amount of funding per gallon remains the same so the roads have worsened due to the lack of preventative maintenance funding. He said that Santa Barbara County was one of eighteen self help counties that have a local sales tax for transportation. Mr. Demery stated that Measure D does many wonderful things, including helping local agencies compete for federal grants. He said what galvanized the group of Measure D supporters originally was there were severe road maintenance issues and it was decided a one cent sales tax would be necessary instead of one-half cent sales tax, but the group decided that it probably would not get support so lowered it back to one-half cent. When it came to widening Hwy 101 the public works directors did not support widening at that time as they felt it was a controversial project. Mr. Demery said that the Executive Director at that time, Jerry Lorden came up with an amount of \$15 million dollars for the 101 widening.

Phil Demery explained that road improvements are much more expensive today. For example, handicapped access sidewalk ramps have to be installed whenever a road improvement is completed. Preventative maintenance is important to the roads because if they are not maintained they have to be torn out and replaced which is much more expensive.

Marlene Demery said that in the city of Solvang they have been able to maintain 70 percent of their roads with Measure D funds.

Phil Demery stated the unincorporated portion of the county has 960 lane miles. He said before Measure D the roads had to last 20 years and then they would have to be reconstructed since they didn't have the funds to do preventative maintenance on the roads. He said by all of the jurisdictions receiving Measure D funds also have the ability to use Measure D dollars in an emergency to fix the roads and get reimbursed from FEMA at a later date. He said he didn't think that any of the jurisdictions receiving Measure D funds had to borrow from their general fund.

Mr. Kemp said that the road conditions of counties who aren't self help counties are much worse. For example, Ventura County roads in the unincorporated area are on an eighty-six year road maintenance cycle, making their roads in much worse shape.

Supervisor Schwartz stated that Ventura County was going out for a one-half cent sales tax measure on the ballot this November.

Mr. Kemp said that in addition to spending monies for street improvements funds were passed through by the local agencies to the MTD to provide for transit service.

Ms. Fisher, General Manager with the MTD, said Measure D was important to MTD and it was extremely important to renew Measure D to help address transit needs.

Mr. Kemp said that 0.5 percent of Measure D funds go towards paratransit services provided by Easy Lift, COLT, SMAT and Santa Ynez Valley Transit. He said he had attended a celebration of the Easy Lift 25th anniversary and that Dr. Secord had promoted the fact that Measure D funds help provide these types of services.

Mr. Kemp explained that 29.5 percent of Measure D funds are for regional projects in which SBCAG was responsible for completing 15 projects specifically identified in the Measure D expenditure plan. He said 14 of the original 15 projects have been completed. The one project that has yet to be completed is the Hwy 101 widening project but informed the Board that the other projects were delivered ahead of schedule and noted that Fluor Daniel, Inc. assisted in the completion of these projects. Fluor also helped in developing the bond financing strategy which involved the issuance of \$50 million dollars in bonds and helped to accelerate the completion of the projects well ahead of time.

Supervisor Gray asked where the list of the 15 projects came from.

Mr. Kemp replied that SBCAG initially developed and approved the expenditure plan which identified the 15 projects and this was then forwarded on to the cities and county for their approval.

Supervisor Schwartz added that all of the public works directors had reviewed this program.

Gregg Hart said that \$.70 of every \$1.00 raised by Measure D has gone to the local agencies. He said that talk about the Measure seemed to be backwards and the conversation needed to be turned around to focus on its success.

Councilmember Falcone requested a list of what those projects were. She said it would appear that 95% of the projects were successful with just 3-5% of the funds being used for the 101 operational improvements. She said it would help her and the public to see what some of the projects looked like. Mr. Kemp replied that this would be addressed later in the presentation.

Gregg Albright said that there is progress being made in the 101 corridor and that this project doesn't need to be seen as a failure.

Councilmember Hawxhurst said that if we talk in terms of the dollars attributed to projects it would appear that with matching funds and the Measure D return has resulted in a 120 percent return on investment and it is a way of showing people how effective it has been. He said that we are currently expending 3-5 percent on the operational improvements. He said we are shortchanging ourselves by talking only in a project context rather than a cost-effectiveness context.

Mayor Weinberg said that \$15 million was allocated for Hwy 101 and wondered how much had been used towards that project.

Mr. Kemp responded about \$12 million has been allocated by the board for the operational improvement projects.

Mr. Albright said that the operational improvements are an investment in the first components of a larger project.

Mr. Kemp went through each of the 14 operational improvements that had been completed. He said that people have forgotten what these projects were. He noted that in addition to the 14 completed projects, the board had expanded the expenditure plan to include the operational improvements and to expand the Coastal Express transit service. These additional projects are under development.

Councilmember Falcone said she remembered all of the projects brought up and thought of the lives that were saved.

Mr. Kemp said that this was part of the Measure D story. Signs were up during construction but came down once the projects were completed so many people don't remember these projects anymore.

Gregg Hart said in addition there were a large number of benefits that weren't visible. Measure D is local dollars are flexible and can be spent according to local transportation needs and priorities. He said these dollars are more dependable than any other funding source and they grow with the economy unlike gas tax revenues. The bottom line is Measure D is a success and he said if that couldn't be agreed to among those here in the room then staff couldn't go out and talk about it to the public. He said even if we agree Measure D is a success, according to a prior poll 66% of the public didn't have an opinion about Measure D and are unaware of its benefits. Mr. Hart said that County completed a public opinion poll and concluded the same thing. The vast majority of respondents believe that the gas tax dollars pay for road maintenance when it is Measure D funds.

Rick Sweet said that Santa Maria annually receives \$2 million in Measure D funds and only \$700,000 from the gas tax.

Gregg Hart said the challenge was to tell the story to the public. He said that many other self help counties spend a lot of money on public information efforts such as annual and quarterly reports.

Mr. Hart said SBCAG staff had met with the public works directors to discuss getting the information out to the public to raise their level of awareness and requested help from SBCAG representatives to discuss this with their individual jurisdictions.

Supervisor Gray asked if Measure D dollars could be allocated for public information.

Supervisor Schwartz said that Measure D dollars could not be spent to advocate for a ballot measure. She also noted that interest is received on these funds, which adds to the pot.

Gregg Hart said that the local agencies could put bill stuffers into the utility bills to provide information on Measure D. He also said that SBCAG was giving regular presentations on public to community groups on Measure D and that this could be expanded to the city councils and government access television. Some of the signs at the local projects should be bigger to show Measure D was the funding source.

Gregg Albright said that informing the public about the increase in quality of life is a good way to present information. He also recommended keeping the message simple and to emphasize the

state and federal funding crisis. He said that Santa Barbara County has the ability to manage the storm even though at the state level we are not receiving the funds needed. Mr. Albright said it should be emphasized that if we don't help ourselves the state is not going to help. He also recommended informing the public on safety, economics and sustainability issues relative to Measure D.

Mayor Smyser said he represented one of the families who had a member that was killed in a traffic accident at Hwy 154 and 101 intersection prior to the new interchange project. He said that when you discuss quality of life and safety issues it would be wise to hear some testimonials about how the projects have improved life. He said we need to consider those people who are sitting on Hwy 101 angry that they can't get through the bottleneck. He said that a message is needed that recognizes all of the Measure D accomplishments and at the same time that message may sound hollow to that person stuck in traffic if we don't connect that help is on the way. He said that he didn't think there was a good connection in peoples' minds relative to Measure D. He said that the message should be sent that we will have the ability to help ourselves to relieve the congestion without having to wait for the state and federal government to get around to helping us. He said that he hoped everyone in the room understood Proposition 1A, which is going to protect county and city governments from the state raiding their funds. He said that there were flyers available on Proposition 1A.

Supervisor Centeno said that he thought that an important message should be sent is that a ballot measure reauthorize Measure D is an extension of an existing tax and not a tax increase. He said that if people realize that they may vote in favor of it. He said that the movers and shakers and people who have credibility in the community should sell Measure D for SBCAG. He said that this measure previously failed in the north county and suggested a different strategy be used to sell this measure in that area.

Paul Karp said that one not so small component was the maintenance of effort obligation as part of the requirements for receiving Measure D funds. He said the city of Santa Maria must annually allocate \$1.3 million in general funds to road maintenance before they can spend Measure D funds. He said if you don't have extra sources of funding how can there be a maintenance effort. Measure D also protects funding for public infrastructure that might go by the wayside during emergencies.

Supervisor Schwartz said that a 2/3 vote would be needed to pass an extension of Measure D and that there is a great reluctance in the north county to raise any taxes. She said that it couldn't be ignored that in addition to local representatives delivering a tailored message there needs to be an additional effort that focuses on north county voters. She said that she hoped that the north county representatives could get together and discuss a successful strategy to pass the extension of Measure D in the north county.

Councilmember Hawxhurst said that the upside was being addressed but another way to go was putting the issue in the context of seeing Measure D go away and emphasizing how shaky it was to receive state and federal funding and possibly local funding. He said he was concerned about sending out the message that Measure D is a one-half cent sales tax. He said that the north county vote is needed.

Salud Carbajal, Supervisor Elect, requested that the term "program" be used instead of "campaign".

Mr. Kemp described the appropriate use of spending Measure D funds in a renewal effort. He said that the conversation has shifted to extension in the renewal effort. He said it was appropriate to step up efforts to promote the success of Measure D first.

Mr. Kemp explained that Measure D funds could be used to educate the public and provide information on how tax dollars are spent, and to discuss how important it is to do preventative maintenance on existing infrastructure.

Supervisor Gray asked if fiscal partnerships could be accepted in the education effort.

Mr. Kemp replied that the renewal effort discussion would need to have a private sector entity be the "Friends of Measure D" to provide leadership and fund any type of campaign.

Supervisor Schwartz said that people keep referring to Measure D but that an extension of Measure D would not be called Measure D. She recommended a very basic symbol that would be recognizable throughout the public education process.

Mr. Kemp said that what can't be done is to spend Measure D dollars on the election effort and you can't tell the voters how to vote using public funds.

Supervisor Schwartz said there needs to be consideration in developing the spokesperson constituency groups.

Mr. Demery stated that the County sends out customer satisfaction surveys to find out current public awareness and what they think of their services. What they have found is that most people aren't any more aware today than they were six years ago. He said that we will have to be a little more innovative. He said another type of survey that they do is random surveys. The last one that was done was over a year ago throughout the county and in leading them through and educating and informing them on what Measure D was they were then asked if they were willing to extend Measure D. Eighty-six percent responded affirmatively. They were asked if they were willing to vote for additional Measure D funding and thirty-six percent responded that they would. He said that you have to educate the public.

Councilmember Falcone stated that education takes money.

Kevin Ready, County Counsel, said that one of the reasons the north county did not vote for Measure D was the description of what Measure D would pay for on the ballot. He said that fifteen regional projects were whittled down to four bullet points. He said that the ballot measure needs to be germane to all people looking at it. Mr. Ready said for both political and legal reasons that they might want to focus current public information on Measure D but call it the Santa Barbara Local Transportation Program. He said that for legal and political reasons you should separate the entity advocating passage of the ballot measure, and get the constituent members of the various transit, public works, and industrial groups in this group to avoid legal problems.

Supervisor Schwartz said another reason that the north county did not vote for Measure D was due to the fact that one of the local officials did not support Measure D and she said it was critical that everyone be on the same page throughout the county and speak to the successes of Measure D.

Councilmember Mariscal said he was not aware of any councilmember that would not support this program at this time and he would support getting the word out to his constituents on the important benefits of Measure D.

Mr. Albright encouraged the Board to meet with Caltrans to see how they could provide information. He said that the self help counties were an enormous benefit for mobility.

Mayor Smyser advised not to underestimate how difficult it is to divorce information today from support in the future. He said if a good job is done in supplying information, particularly testimonials, he said he didn't think SBCAG would need to do as much on a campaign for support.

Mayor DeWees said that SBCAG would have the support of the Lompoc city council and staff.

Supervisor Schwartz asked for any thoughts on finding time to monitor the progress of the renewal effort, such as additional workshops or longer meetings.

Supervisor Marshall said that in the past the opportunity to convey this information at Board meetings has been missed but suggested extending a Board meeting to discuss Measure D when it can be seen on public access television.

Councilmember Falcone cautioned that a sales tax has a negative connotation and recommended a name or identification as soon as possible that can be referred to by all jurisdictions.

Mr. Kemp said he understood and said that over the course of the next several months there would be a cooperative effort that would show the success of Measure D. He said that they would need to produce materials and have videos running on public access television that would connect existing Measure D to a the new ballot measure that extends Measure D.

Supervisor Schwartz said that the SBCAG can't fall behind in those efforts and that the board should be intimately involved.

Mr. Kemp said that the SBCAG Boardmembers need to present this to their local jurisdictions over the next several months. He also said representatives from other self help counties could come in and make a presentation on what worked for them in their transportation sales tax elections.

Bruce Nybo said this was an important issue and that money should be allocated as soon as possible to start promoting this.

4. SOUTH COAST ROUTE 101 IMPROVEMENT PROJECTS

Using slides, Gregg Albright reviewed the history of the 101 widening. He said that previously Caltrans had a way of doing business by providing capacity as the solution. He said that SBCAG stepped in to provide leadership and introduced interim solutions to the problem after the public rejected the original project. He said there should not be an expectation to get 100 percent congestion relief. He emphasized that Caltrans needed to come up with projects that were consistent with community values that promoted aesthetics, mode shifts and other things that were important to the community and would be consistent with community values. This was done in a collaborative process that included public input.

Supervisor Schwartz said at the same time SBCAG approved allocating STIP funds for the operational improvements, the same board reallocated \$7.5 million dollars to all the local agencies for road repairs from the Measure D project to widen 101.

Mr. Kemp said as we went through this process SBCAG hired Parsons Brinkerhoff to prepare an alternatives analysis and a citizens committee to propose projects. There were eleven projects that came to the SBCAG board. These were projects that would be consistent with widening to six lanes and were congestion related projects. Most of the projects were on the Hwy 101 mainline improvements. The first four projects that included the improvements to 101 from Milpas to Cabrillo/Hot Springs were four distinct projects that were collapsed down to one project now referred to as the 101 Operational Improvement project.

Rob Miller, Project Manager with Caltrans, said that Caltrans is the responsible agency for developing and delivering these projects. He explained the projects in more detail.

Supervisor Gray asked what good it would do to place a tunnel under the freeway at Cabrillo/Hot Springs.

Rob Miller replied that pedestrians are inhibited from crossing at the onramp in this area and would allow them to cross easier. Mr. Miller said it was not a one size fits all. He said that the projects are developed with the community involved and there are many different opinions on what should be done.

Mayor DeWees asked how the operational improvements would help relieve congestion.

Mr. Albright responded that auxiliary lanes are huge benefits to traffic flow in certain areas which in turn would improve capacity and reduce accidents. He said this was a good first phase since they were being designed to go with the 101 In Motion Project.

Jim Kemp said that the project purpose and need included improving access across the freeway. He said one of the problems is that the freeway serves as a barrier for people to get across the freeway, particularly on foot or on bikes which forces people to get in their cars. He said in order for a project to be successful it must provide travel choices.

Rob Miller said that when you look at what was originally proposed those projects might not provide what the community wanted. He also said the Coastal Zone plays an important part in decisions.

Mayor Weinberg said that in Carpinteria people get off the freeway and go through town and by doing that they are relieving congestion on the freeways.

Supervisor Gray said those that come from communities where they don't have lots of alternatives or need them want to apply that same perspective to the south county. She asked why it was different in the south county.

Gregg Hart responded that the freeway in the south county runs through the heart of the community and adding a lane in Santa Maria wouldn't be as difficult since there is less development and more right of ways within the Santa Maria 101 corridor.

Councilmember Falcone stated that the Milpas Street Interchange was a complicated intersection.

Rob Miller said that if the Milpas Street Interchange project was not done it could cause a bottleneck.

Mayor Smyser said that he was sold on the operational improvements because they are projects that anticipate the future widening of 101. He said he understands that the public needs to be involved.

Rob Miller stated that during the construction of the operational improvements all four lanes would be open most of the time except at night.

Mr. Albright said that the Ortega Hill Auxiliary Lane and bikeway project will be constructed quicker than anticipated due to the receipt of Measure D funds and will be constructed next to each other. He said that currently bikers are riding on the 101 and on the southbound lane they ride on the shoulder.

Rob Miller said that the Eucalyptus Lane onramp extension project had been completed.

Mr. VanDenburgh reported that the North Jameson Lane widening was currently under construction.

Mayor Weinberg asked when the North Jameson Lane project was complete would the freeway be able to be widened in that area.

Greg Nielsen said that there was room and the project wouldn't prohibit widening 101.

Mr. VanDenburgh reported on the status of the Coast Route Bike Path and the Evans Avenue Intersection project.

Rob Miller explained why it takes so long to deliver a project in the south coast. The various issues that have to be dealt with including the Coastal Development permits, UPRR, resource agency permits, creeks and flooding, ROW impacts and bridge structures.

Supervisor Schwartz stated that another difference between north county and south county are the stream crossings that complicates the permitting process.

Rob Miller stated another issue was that different agencies have different visions.

Mr. Albright said that they are sending money to resource agencies to increase their staffing to get them to review our project since funding is so tight.

Rob Miller said that there were six creek crossings that need to be address and re-designed.

Mr. VanDenburgh spoke about how the projects would fit with the bigger strategy of fixing 101.

Councilmember Mariscal said that this was a learning process for him and that the presentation was very educational and allowed him to view the process in a different way, such as recognizing that 101 is a barrier for local communities. He said he appreciated the explanation from Mr. Demery on how roads degrade. However, he also said that there seems to be a disconnect between the locals in the corridor and the recognition that they are part of a whole. He said he would like a true commitment to do what needs to be done to make congestion relief

the long term goal. Councilmember Mariscal suggested that a bus tour for board members be organized to look at the operational improvements in person.

Mr. Kemp said he hoped that he had presented to the Board a part of the picture and that more details on these projects would be given. He said that there is a lot more involvement from stakeholders, the community and the agencies in the south county than there is in the north county. In the north county he said they don't have the railroad, creek crossings or bridges to be torn down to deal with and these challenges add complexity and cost. He said that they would be going to each constituent group to make sure their voices are incorporated in the process and report back to the board.

Councilmember Hawxhurst said he enjoyed the newspaper articles in the presentation and requested a copy of whatever was available. Mr. Hart said he had gone to the library for these articles.

Mr. Albright said that the 101 in Motion was a critical tool for success and agreement on a strategy was the key.

Mr. Hart said they had now made four presentations to local jurisdictions to present the eight alternative packages that were developed by the SAC and TAG. He said the response was dramatically different from ten years ago when the 101 widening was first proposed.

5. SBCAG STRUCTURE AND MANAGEMENT

Mr. Kemp said that the Board had requested that the structure and management of SBCAG be placed on the board workshop agenda.

Supervisor Gray recommended appointment a subcommittee to work on SBCAG's structure and management in light of the fact that SBCAG meets just monthly. Mayor Weinberg, Councilmember Mariscal, Supervisor Gray agreed to be on the subcommittee. Supervisor Gray also suggest Supervisor Rose who was not in attendance.

Supervisor Gray said that some topics of discussion would be making the agenda more user friendly and issues of disconnect due to the time intervals between meetings. She requested approving the subcommittee be placed on the October agenda and the committee could meet after that time.

Councilmember Hawxhurst requested a site visit of the 101 Operational Improvements.

Supervisor Schwartz suggested that they might want to wait for the new Board before doing a site visit.

Mayor Smyser mentioned having a separate private committee to assist in the renewal program to focus on an effort.

Salud Carbajal said that the Board should wait until the new board is seated in January and then hold another board workshop to bring the board up to date.

Supervisor Schwartz stated that she didn't know how this type of gathering should be organized or agendized.

Mr. Ready said that this should be a voluntary effort by less than a quorum and that he advised against SBCAG forming a campaign committee.

Mayor Smyser said that at the close of this meeting he would be happy to meet with anyone interested in grass roots efforts as long as there wasn't a quorum.

Mr. Kemp said that in the effort to continue the interregional dialogue in Ventura County a joint meeting with VCTC, SCAG, SBCAG and VCOG has been scheduled for November 11th. He also reported that next week the South Coast Subregional Subcommittee would be meeting with VCOG. Mr. Kemp said he put out flyers for a Ventura County Transportation Forum for the Auto Club on October 6th.

The meeting was adjourned at 12:40 p.m.