



santa barbara county association of governments

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MEETING SUMMARY

SOUTH COAST MEASURE D POLICY DEVELOPMENT COMMITTEE

August 1, 2007

1:30 PM

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

1. CALL TO ORDER AND ROLL CALL

Chair Carbajal called the meeting to order at 1:37 p.m. and introduced meeting facilitator, Matt Dobberteen to continue the meeting.

South Coast Subregional Planning Committee Members Present: Salud Carbajal, Supervisor First District; Janet Wolf, Supervisor Second District; Marty Blum, Mayor, City of Santa Barbara; Joe Armendariz, Councilmember, City of Carpinteria; Jonny Wallis, Councilmember, City of Goleta.

Ex-Officio Members Present: Aileen Loe, Deputy Director of Planning, Caltrans District 5; Richard Weinberg, SBMTD Board of Directors

Members Absent: Brooks Firestone, Supervisor, Third District.

Advisory committee members proceeded with self-introductions. Policy Development Committee members in attendance included: Wilson Hubbell, Santa Barbara Bicycle Coalition; Mark Bradley, Coalition for Sustainable Transportation; Hamid Bahadori, Automobile Club of Southern California; Steve Cushman, Santa Barbara Chamber; Jan Evans, Santa Barbara County Taxpayers Association; Dennis Story, Coastal Rail Now; Steve Greig, Carpinteria Valley Chamber; Kristen Amyx, Goleta Valley Chamber; David Pritchett, PUEBLO; Kelly Burns, UCSB Associated Students; and Paula Perotte, 15th District PTA.

SBCAG Staff Members Present: Jim Kemp, Executive Director; Stephen VanDenburgh, Deputy Director of Programming & Project Delivery; Gregg Hart, Public Information Officer; Fred Luna, Transportation Engineer; Brittany Odermann, Transportation Planner.

2. REVIEW OF AGENDA AND MEETING OBJECTIVES

Matt Dobberteen reviewed the agenda, summarized the meeting objectives and reviewed meeting packet materials.

Member Agencies

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

3. JULY 11 MEETING REVIEW

Jim Kemp presented the meeting summary from the July 11th meeting.

Brittany Odermann reviewed the transportation funding guide handout. Committee members inquired about various funding sources and whether state proposition 1B funds were included in the table. Staff replied that the highway money was included but that they would need to confirm the inclusion of rail funding from the proposition. Committee members asked where the funding sources come from and how reliable each funding source will be in the future. Staff reiterated the following key points outlined in the handout: 1) that funds come from a myriad of sources; 2) some funds are distributed by formula and tend to be more fungible while others are received on a competitive basis; and 3) formula based funds are generally more reliable. Staff encouraged committee members to contact them directly with specific questions.

A member of the public inquired about funding for Intelligent Transportation Systems (ITS). Steve VanDenburgh stated that ITS is generally funded through the SHOPP program and is included in the highway program.

Steve VanDenburgh reviewed a handout providing information about state Proposition 1B and funding the Santa Barbara region has or will receive as a result. Committee members discussed the effect of the FY 07-08 state budget on Proposition 1B funding availability and transportation funding in general. Members discussed the state funding programmed to Highway 101 and the estimate to widen the portion from Carpinteria to Santa Barbara. Staff replied that the unfunded cost estimate stands for this portion of the widening is \$425 million.

Fred Luna reviewed a handout that provided examples of transportation measure programs around the state. In response to committee questions Mr. Luna made the following comments:

- The examples are all from countywide sales tax measures
- Each county separates their money in the expenditure plan differently and the categories used in the handouts are described generally for simplicity.
- There are counties or districts with transit-only tax measures.

Steve VanDenburgh referred committee members to a packet item containing staff responses to other committee questions for their information and review.

5. 101 IN MOTION PRESENTATION AND DISCUSSION

Item 5 was moved up to prepare presentations for item 4.

Gregg Hart summarized the 101 In Motion planning process and final adopted consensus package.

Committee members requested copies of various slides in Mr. Hart's presentation. Staff replied that all presentations will be available on the SBCAG website following the meeting.

4. MEASURE D LOCAL PROGRAM

Jerry Estrada of SBMTD gave a presentation on Measure D and transit on the South Coast. In response to several questions from the committee, Mr. Estrada provided the following information:

- Currently MTD receives 14% of South Coast local program allocations. This funding is passed through each jurisdiction at their discretion.
- MTD estimates that the projected shortfall of funding needed to sustain current levels of service is \$3 million in operating and approximately \$1.3 million in capital funds annually over the 30-year term.
- MTD has not competed in the STIP in the past because CMAQ funding was available to them. CMAQ is no longer available to the Santa Barbara region.
- MTD has thought about the prospect of creating a transit tax district and will continue to explore the legality of that option if Measure D is not renewed.
- A dedicated line item in the Measure D expenditure plan is preferred by the MTD Board and will assure South Coast voters that transit is included in the transportation investment plan.

The following city and county staff participated in a presentation of Measure D and the impact on local jurisdictions and their ability to invest in transportation: Tony Nisich, City of Santa Barbara; Steve Wagner, City of Goleta; Dale Lipp, City of Carpinteria; Scott McGolpin, Santa Barbara County. The presentation included information about how local Measure D funding is spent in each jurisdiction, how much of the transportation budget is supported by measure funding and how measure funds are used to leverage more funding. Local staff provided information regarding local pavement conditions and projections of future conditions if measure funding is unavailable. Local jurisdiction staff estimates that the total South Coast local road system value is \$1.3 billion. In response to several committee questions, local staff provided the following information:

- Pavement deterioration is caused mainly by weather. Traffic loads are secondary.
- Local programs use the Pavement Condition Index (PCI) as a measure of road conditions in the region. Measure D has allowed jurisdictions to improve their maintenance standing on the index and without that funding stream they will not be able to keep spending at the current level to meet their index goals. Public works staff said they could not identify a PCI number that all agencies could commit to maintain during the life of the program. A spending maintenance of effort requirement, such as that included in the existing measure, was preferable.
- Local program annual Program of Projects (POP) is approved locally and by SBCAG Board and maintains accountability in the local program.
- If current trends continue, STIP funding, as well as other state and federal funding, will not be available to local jurisdictions for local needs in the future.

Member of the public, Lee Moldaver, commented that current funding levels even with a renewal of Measure D are not sufficient to meet needs and asked that increased funding be considered.

The committee recessed for a ten-minute break.

6. MEASURE D 2008

Committee members discussed various approaches to consider in development of an expenditure plan for the South Coast. Members also inquired about the definition of various projects included in the Measure D 2006 renewal effort.

Committee members requested more detailed project descriptions for each of the regional projects identified in the 2006 plan.

The committee discussed using phasing for various projects to cut total project costs indicated in the 2006 renewal effort. They also made the following suggestions and points:

- Generating a project list from the known budget of \$455 million with local and regional projects on one master list would be helpful.
- Using the amount of funding local jurisdictions need to maintain the system over the 30-year term of the proposed measure to back out the local program share rather than a straight percentage approach should be considered.
- There is a need to maintain flexible local funding but there is also a need to identify specific projects in the plan to assure voters in each community of the measure's benefits.
- Projects could be identified by purpose rather than responsible jurisdiction to reduce the need for the local versus regional funding level debate.

Committee members requested project descriptions for the local program and a draft of the North County plan to understand how the shared interest projects can be accommodated.

Jim Kemp shared a summary of the North County Measure Policy Development Committee actions to date. Mr. Kemp reported that the City of Santa Maria proposed a draft investment plan that included both a list of regional projects and a local program that retains the current level of local flexible funding. The North County committee asked SBCAG staff to evaluate and refine the proposal for discussion at its next meeting. Staff offered to prepare a similar draft plan for discussion by the South Coast committee at its next meeting.

Committee members discussed funding for MTD to maintain current levels of service and funding for commuter rail that would result in a feasible pilot project.

Committee members discussed prioritizing a comprehensive list of projects based on need, cost, and benefit.

It was agreed that SBCAG staff would create a South Coast draft plan similar to the North County draft for discussion at the September 12th meeting.

7. PUBLIC COMMENT

Ralph Fertig of the Santa Barbara Bicycle Coalition announced that the fall newsletter was available to all meeting participants and highlighted the cover story about a new bicycle program in Paris and requested that the committee consider funding this type of

program on the South Coast. He requested an opportunity to present information from the bicycle coalition at the September meeting.

8. CONFIRM NEXT MEETING DATE

The committee agreed to change the next meeting date from September 5th to September 12th due to scheduling conflicts.

The next meeting will be September 12, 2007 – 1:30 p.m. at SBMTD.

There being no other business the meeting was adjourned at 4:35 PM.



*September 12, 2007
North County Measure D Renewal Policy Development Committee
Agenda Item #3B.*

Responses to questions asked at the August 1 meeting.

1. Q: Why doesn't the summary table of Proposition 1B funding under Transit Agency Improvements show estimated revenues for Guadalupe?

A: The table should have said "Santa Maria Valley" rather than SMAT. We have revised the table posted on the SBCAG website to reflect that the estimate is for the Valley. Guadalupe is included in the Valley and will receive approximately 5% of the funds for that area. The remainder of the funds go to SMOOTH for specialized transit service (5%) and SMAT (90%). So, from the Prop 1B estimate, Guadalupe would receive approximately \$330,000. We have also updated the estimated funding to be received by each area of the county based on new information we have received. The Santa Maria Valley's share of the \$26 million we expect to receive in the county is estimated to be \$6.75 million rather than \$6.6 million reported last month.