



MEETING MINUTES

CITY OF SANTA BARBARA

TRANSPORTATION AND CIRCULATION COMMITTEE (TCC)

David Gebhard Public Meeting Room
630 Garden Street, Santa Barbara, CA
Thursday, February 25, 2010 6:00 PM

CALL TO ORDER: Chair Pritchett called the meeting to order at 6:03 PM

ROLL CALL:

TCC MEMBERS

Mark Bradley
Keith Coffman-Grey
Edward France
Steve Maas
David Pritchett
David Tabor

Attendance

Excused
Present
Present (late)
Present
Present
Present

CITY STAFF PRESENT :

Browning Allen, Transportation Manager
John Ewasiuk, Principal Civil Engineer
Kim Thaler-Strange, Administrative Specialist

LIAISONS PRESENT:

Michael Self, Council Liaison
Deborah Schwartz, PC Liaison

OTHERS PRESENT:

David Damiano, MTD
Sherrie Fisher, MTD

CHANGES TO THE AGENDA: None.

PUBLIC COMMENT:

1. Ralph Fertig, Director of the Santa Barbara Bicycle Coalition, announced that Ed France, is the new Executive Director. Mr. Fertig also read an article about how, Portland, Oregon voted to spend \$600 million for their Bicycle Master Plan. This would be over 20 years and would create 700 miles of new bicycle paths. They acquired \$20 million in funding to kick start the effort.. Their goal is to make bicycle trips 25% of all trips in Portland by 2030. In Santa Barbara, 5.2% of all trips are made by bicycle..

Chair Pritchett asked where they found the money. Mr. Fertig indicated that the report did not say.

Deborah Schwartz, Planning Commission (PC) Liaison introduced herself to the Committee and shared the PC's initial comments regarding the CIP. She indicated that the PC was in communication with Public Works and that safety, and improving the deteriorating infrastructure without deferring maintenance needs is critical from the PC's perspective. She informed the Committee that they would continue to underscore those priorities. She reminded all that Mayor Schneider pointed out that any funding that might have come from the state or federal government is off the table and the City needs to look at what we can afford.

Chair Pritchett pointed out the reference to the last PC meeting, where this topic was discussed.

Michael Self, City Council Liaison introduced herself. She said that per the Finance meeting earlier that day, there will be budget cuts and, because the state's financial situation is dire, they will continue to take money from City budgets. She also stressed the need to prioritize. She asked the Committee to reconsider removal of the left turn lanes on the pedestrian refuge islands. She was specifically referring to the island at State and De La Vina Streets. She pointed out that people have come to her saying that the intersection creates confusion because the left hand turn lane has been moved, and that there are many accidents. She will be doing some research into the issue and will get back to the Committee

Mr. Pritchett asked for other public comments and, hearing none, moved on to the Consent Calendar

CONSENT CALENDAR

2. Approval of Minutes from the April 23, 2009 meeting and the Minutes from the June 11, 2009 joint meeting with the Planning Commission; where a TCC quorum was present.

Chair Pritchett commented on the thoroughness of the minutes and asked the Committee to remember if they were at those meetings so that they could vote

This was initially one motion, but Chair Pritchett asked for the motion to be split.

Motion 1: Approval of the Minutes from the April 23, 2009 meeting.

Motion made by Committee Member Maas and was seconded by Committee Member Tabor

Ayes: 3 Noes: 0 Abstain: 2 (Coffman-Grey, Blackerby) Absent: 2

Motion 2: Approval of Minutes from the June 11, 2009 joint meeting with the Planning Commission; where a TCC quorum was present.

Motion made by Steve Maas and seconded by David Tabor

Ayes: 4 Noes: 0 Abstain: 1 (Blackerby) Absent: 2

Committee Member France arrived at 6:15

REPORTS

3. MTD Annual Report

David Damiano, Manager of Transit Development & Community Relations, of MTD gave a presentation of the annual report.

MTD has 32 routes covering 52 square miles. There 107 vehicles in the fleet, 852 bus stops, over 2 million annual service miles, and over 210,000 annual service hours. In 2008 there were over 8 million passenger trips. 27,000 of those trips were weekday passengers, translating to over 22,000 cars off the road each weekday. MTD is one of the top ten in the nation per capita transit usage.

Mr. Damiano discussed the ridership trend for the past 10 years. The amount of total passengers has increased. The number of passengers per revenue hour has remained fairly stable.

He went on to describe the various routes and how they had performed in the past year. The Downtown-Waterfront shuttle has a fare buy-down with the City. This line is dependent on tourism, so ridership has leveled off from previous years. So far this year, the line is higher in it's passengers per revenue hour.

The Carrillo Commuter Lot Shuttle also has a fare buy-down; however, if you have a parking lot pass, you can ride for free. This line is dependent on how full the commuter lots are. Ridership and passengers per revenue hour fluctuates.

The Isla Vista shuttle replaced the old Route 27. This route had a 348% rider increase and uses three of the smaller hybrid buses.

The Cross-town Shuttle is one of the South Coast's Transit Priorities. It is operated with 100% battery operated vehicles. This shuttle is performing well, despite the slight drop in the recent years. There was a slight increase in the passengers per revenue hour.

Line 4, the "Mesa Loop", is a combination of Lines 4 and 17. At City College, it switches to Line 17. It switches to line 4 at the Transit Center. Ridership and passengers per revenue hours has increased.

Lines 1 and 2 are part of the Enhanced Transit Program. The creation of these lines reduced ridership on the Cross-town Shuttle as more people utilized these lines. Ridership was very high last year due to increased fuel costs. The Enhanced Transit Program is supported in conjunction with the City of Santa Barbara, the County of Santa Barbara, and MTD.

Lines 6 and 11 were also a joint effort, but include UCSB and the City of Goleta. Riders can take either Line 6 or 11 out to Fairview. At that point, Line 11 goes to UCSB and the Airport and Line 6 goes to Camino Real Marketplace. There is a 10 minute frequency during peak hours. Ridership on these lines is good, as this is a very popular line to take.

Line 3 covers Cottage Hospital and Oak Park. There are 20 minute frequencies on this route.

Mr. Damiano shared MTD's efforts to reduce Greenhouse Gas Emissions (GHG). MTD began using zero-emission buses in 1990, making the electric fleet the nations largest and longest established. They were the first public transit agency to document and certify the GHG emissions inventory with the California Climate Action Registry. They are also the first California transit agency to covert their entire fleet to a biodiesel fuel blend, and utilize hybrid-electric busses and staff cars to their fleet.

There are 11 hybrid electric buses, 3 are used for the shuttle in Isla Vista. The biodiesel blend used is manufactured from vegetable oils, animal fats and recycled cooking oils. MTD used to utilize a soy-based blend. The blend with biodiesel reduces noise as well as provides a smoother ride. MTD has 7 additional hybrids on order. Also, through the Workforce Housing Rewards program, funding was given to purchase 8 solar-powered bus shelters.

Chair Pritchett asked Mr. Maas to remind the Committee of the reporting requirements. Mr. Damiano said that the presentation was the annual report.

Mr. Mass said that the City-Assisted Services reports are generated monthly and annually, and that the Mitigation report for the Granada Parking Garage is completed quarterly.

Mr. Pritchett asked if there were any other comments from staff.

Mr. France asked how the Downtown Shuttle and Waterfront Shuttle funding profiles differ from other City-supported services? He expressed curiosity about the cancellation of the Wharf Woody. Mr.

Damiano replied that there is a buy down for the fare for the Downtown Waterfront Shuttle. The Wharf Woody was funded by a separate division of the Waterfront and it was not renewed.

Mr. France asked about the use of RDA Funds to fund the Downtown Waterfront Shuttle. Mr. Allen answered that it is funded primarily by Measure D. Some parking revenues and some RDA funds are used to pay for this, but it is funded primarily by Measure D in the amount of approximately \$1 million.

Mr. Tabor liked the report, and commented that MTD staff is sharp and on the ball. He asked if the ridership bump was due to the increase in fuel prices, and commented that it was hard to see how that would play out. He also indicated that lack of employment might also play a part. Mr. Damiano replied that MTD was conducting a survey with employers in the City to get a better understanding. Ms. Fisher pointed out that MTD raised fares in January of 2009. They didn't know that Measure A would be voted in. She said that they believe it is the economy, loss of job and high cost of fuel last year versus this year. It was a good thing that they have a fuel contract.

Mr. Tabor also indicated that he was pleased to see an increase in ridership out to UCSB and City College. Ms. Fisher noted that the ridership to UCSB was higher, probably because less people are parking at the University and coming to school in cars.

Mr. Maas had no comment.

Mr. Coffman-Grey thanked Mr. Damiano for the thorough presentation and expressed appreciation that in these trying times MTD is still looking forward. We are very lucky in Santa Barbara to have such good public transportation.

Ms. Blackerby remarked that she was proud to live in a place with such a well run transit agency who takes their ridership seriously, particularly in areas like Isla Vista. She likes seeing a positive return.

Mr. Pritchett thanked Mr. Damiano for his presentation and asked him to go back to one of the passenger/revenue slides, as a reminder to us what is different in what we are measuring. Mr. Damiano replied that the top slide showed total passengers and the bottom slide showed passengers per hour. Ms. Fisher added that it was how many passengers per hour, for one hour per each bus that was running.

Mr. France expressed appreciation for the raw data, and gave props for Line 20. He also asked if Google Transit is on the radar and will be coming to the area. Mr. Damiano replied that MTD was working with Google to make that happen. There are still a few tweaks but so far its working well. The routes are color coded, and it can be laid out over a satellite phone, and hopefully there will also be a new website soon that will allow for text alerts to your cell phone.

Mr. France said that was good to hear, especially with all the freeway closures.

Mr. Pritchett asked that if the decrease in the Cross-town Shuttle is replaced with an increase in ridership on Lines 1 and 2. Mr. Damiano said yes.

Mr. Pritchett also asked if the 10 minute afternoon headway on Lines 1 and 2 was permanent. Mr. Damiano replied that it would be, as long as the funding was available.

Mr. Pritchett asked where the funding came from to go from 15 minute headway to 10 minute headway. Ms. Fisher indicated that the City provided the funding for the reduction in headway from 15 minutes to 10 minutes. That funding will now come from Measure A. It is uncertain how long that will last.

Mr. Pritchett asked about the MTD Board mid-year budget reassessment.

Ms. Fisher replied that they had a mid-year budget review. Revenues were down because the money that MTD receives from Transportation Development Act funds is sales tax based, and sales tax is down. Further, the fee increase did not increase revenue as expected, due to the economy and ridership change. However, expenses are down. The budget is balanced.

Mr. Pritchett asked about the of the biodiesel formula that is used in the buses. Ms. Fisher replied that MTD was running 20% but is currently running 10% working back up to 20%.

Mr. Pritchett asked if it was because of the change in biodiesel formula from soy to reused oils. Ms. Fisher explained that when MTD started with the biodiesel, there were issues with filters. To avoid those problems, they are starting again at 5% and working up to 20%. Mr. Pritchett wanted to verify that the formula is down from 20% soy to 5-10% reused cooking oil. Ms. Fisher replied that was the case. Mr. Damiano said that they did the same thing with the soy-based biodiesel formula

Mr. Pritchett inquired if there were any more comments or questions, and hearing none, he moved to the next item.

4. **Capital Improvements Projects Report (CIP)**

John Ewasiuk, Principal Civil Engineer, gave a presentation about the CIP.

This report has been presented to the Committee annually for the past 6 or 7 years. These work sessions are held annually with the PC, TCC, and the public, in accordance with the Circulation Element, to review and discuss project priorities for the CIP. Staff is soliciting comments from the TCC and the public for the program prioritization criteria.

Mr. Ewasiuk's started by explaining that the City Capital Improvement Project (CIP) budget is reviewed and approved by the Finance Committee and City Council annually. Every 2 years the City prepares a 2-year budget and a 6-year CIP Report. The 6-year CIP Report identifies funded and unfunded capital projects that address the City's infrastructure and major equipment needs. The City is currently preparing a 1-year CIP budget, due to the State's current budget crisis, and related State funding issues. The 1-year Fiscal Year 2011 program is comprised of projects that are proposed to be funded. This work session will focus on the Streets CIP. The summary of the draft of the FY 11 6-yr report was attached as part of the packet.

Staff continues to work with the boards and commissions, and neighborhood/community groups, the Access Advisory Committee to get information from various sources. In the past staff has done project prioritizing with PC and TCC. Focus now needs to be maintenance of infrastructure. Last year, the CIP was \$3.3 million. This year, it will likely be below \$2 million. Staff is proposing a 1 year budget and will be working up to Council.

Program Funding Sources include Measure A, passed in November, 2009. This is a 30 year program and promises a significant stream of funds. Measure D is set to expire, and is a current revenue source. The Utility User Tax is approx. \$1.9 million and dropping due to revenue projections. The City is expecting to get about \$5 million in grant funds that are secured or will be secured for project specific priorities, such as the Highway Bridge Projects.

There is \$2.6 million in bridge funding for Fiscal Year 2011 for the Ortega, Mason, Chapala and Cota Streets bridges. The Prop. 42 gas tax in the amount of 750,000. These funds can only be used for street maintenance or storm damage repairs. The Local Surface Transportation Program in the amount of \$347,000 per year, used for pavement maintenance. We just received High Safety Improvement Program money in the amount of \$400,000. This money will be used for the Carrillo and Anacapa

Intersection Improvements, as this intersection has one of the highest collision rates. The Safe Routes to School grant funds will be used for the Jake Boysel multipurpose path. We also get Transportation Development Act money for bicycle and pedestrian improvements. Additionally there has been some money set aside for Bicycle Transportation Account grants.

Program funding priority categories and Project priorities for funding include projects that will have significant consequences if not constructed, projects that maintain the existing infrastructure, City policy improvement projects, and street safety projects. It is also a high priority to maximize leveraging City funds through various grants. The Highway Bridge Projects are an example of this. The HBP Grant pays for 88.53% of the cost for the projects.

Priority projects that are part of infrastructure maintenance include: pavement maintenance, Traffic Signal Maintenance, sidewalk maintenance and access ramps. Other items that can be deferred, but with consequences include drainage system maintenance, traffic signal operational upgrades, sidewalk infill, traffic management and streetlight and traffic signal repair.

There are safety projects in the budget that will help to educate the public about traffic, pedestrian and bicycle safety.

There is \$1.9 million budgeted for maintaining the existing infrastructure, coming from UUT and Measure A funds in the Fiscal Year 2011 CIP budget. He noted that the majority of the line items are under \$100,000, which is unprecedented compared to past years. This is 80% of the money for CIP

Mr. France asked about the Cota, Ortega, and Mason Streets Bridge Replacements. He did not see the grant line.

Mr. Ewasiuk replied that a match using City funds was needed to keep projects funded and moving. Staff has been banking for the Ortega Bridge. The City has been banking for bridges that are in process. The Cota and Mason Streets Bridges are just starting.

Mr. Tabor stated that for every dollar, someone is putting nine dollars. Mr. Ewasiuk confirmed and elaborated on the total project costs for the bridges. He pointed out that staff will need to bank money as much as possible over time.

Mr. Ewasiuk explained the next two categories. The infrastructure improvements and safety upgrades have \$500,000 budgeted. It is still important to budget money for these projects, and the grants would allow us to do that.

There is a total of \$2.45 million budgeted; however, staff expects this amount to go down. Some projects may have to be eliminated.

Mr. Ewasiuk solicited comments and indicated that this item was tentatively scheduled for March 18 before the Planning Committee.

After staff receives input from the PC and TCC, and the public, a draft of the budget will be presented to the City Administrator. The Finance Committee will review the draft budget and it will go to Council for approval in mid-April. Mr. Ewasiuk said that he could come back to the Committee with an update

Mr. Pritchett asked when the committee would see another update. Mr. Allen reiterated that Mr. Ewasiuk will tentatively be going to PC in March, and depending on what items are ready there could be a TCC Meeting in March. If this is the case, we will add the update to the agenda. Otherwise, we will do it at the April meeting.

Mr. Pritchett recommended that there is a project that the Committee members have questions about, now is the time to ask. There are lots of projects listed by name. Please make use of the opportunity.

Mr. France asked about UUT vs. Measure A money in the proposed budget. He noted that the safety upgrades funds are in the UUT column. He wondered if that was under the discretion of Measure A or if that was City budgeted. Mr. Ewasiuk noted that the UUT is a stronger revenue source and we get more of it. More projects will be funded out of the UUT, but they are interchangeable. Mr. France also asked how elastic is the \$550,000 budgeted in Measure A as opposed to budget in UUT. Mr. Ewasiuk replied that they might be reduced equally. There is no definite answer at this time.

Mr. France inquired about the scope of the traffic safety project. Mr. Allen replied that Dru van Hengel, Transportation Operations Supervisor, is working on the new program with the Police Department. The program will cover how to be safe when out in the road for bicyclists, pedestrians, and motorists. PSA and some capital improvements as well. It is intended to be an education program.

Mr. France pointed that road repairs are a critical priority for the bicycling community for many reasons.

Mr. Tabor thanked Mr. Ewasiuk and commented that last year there were no break in the cost of materials. Is there good news this year? Mr. Ewasiuk replied that most project bids are coming in low and below estimates, which means that money can be freed up. Now is a good time to bid on projects. We are aggressively bidding projects and moving as quickly as possible.

Mr. Tabor asked about the pedestrian refuge island. He noted that these were an unusual project and wanted to know how many projects the City can get for \$50,000. Mr. Allen replied that there may be several with striping or one project with physical improvements. The majority of the money will be used for standard detail for improvements, and will be there for various issues as they come up.

Mr. Tabor echoed Mr. France's comments about bikes and relative dollars spent. More people do drive; however so infrastructure needs are important. He thinks we should be spending more for infrastructure needs. He expressed his hopes that this does not fall off the table. He also remarked that people are affected by the Cliff Drive/Las Positas Road improvements, and was wondering if the project can go forward.

Mr. Ewasiuk replied that \$750,000 was allocated for Fiscal Year 2013. It will take time to be designed and go through the Caltrans review process. This project is slated for Fiscal Year 2013

Mr. Mass gave kudos to staff for finding a reasonable way to prioritize. He asked how the budget relates to the 6-year needs list. There are more funded projects in the needs list than are shown in the budget. Is that because the only things being shown are funded by Measure A and UUT? Mr. Ewasiuk replied that there is a time difference between when the 6 year CIP budget is done and the budget is prepared. There are less projects at this time that can utilize the funding available. The 6-year report will indicate all funding sources. To capture all the non-UUT funding sources. The final will be available in about a month.

Mr. Pritchett asked if on the list that shows the 6 year CIP the figures shown indicating, what was hoped for in 2010. Is Exhibit A what the City can afford? Mr. Ewasiuk pointed out that the 6-year plan shows unfunded projects as well.

Mr. Pritchett said that input from the Committee could explain why some projects are funded, and others aren't. He also asked if there is any maneuvering room.

Mr. Coffman-Grey pointed out that without Measure A, we would have \$550,000 less than we have now. We should be thankful for what we have. He asked about the status of the De La Vine and Figueroa

Streets intersection. He knows we were waiting for State TCRP funding, which is a problem, but this project is listed under the funded projects. This also includes De La Vina and Canon Perdido Streets intersection. He went on to say that the April 23, 2009 minutes reflect that the De La Vina Street and Figueroa Street improvements is one of the two highest priorities, particularly because there are lots of buses that use the street, and there were several accidents, including a fatality. Mr. Ewasiuk that there is cost savings going toward a project that allows \$350,000 of existing funding in Fiscal Year 2011. \$145,000 is being budgeted for in Fiscal Year 2012 is in the works.

Mr. Allen replied that there is good news because a Highway Safety Grant for \$400,000 is going to the Carrillo and Anacapa project, so the money that was budgeted for that intersection is being allocated for De La Vina and Figueroa. The consultants are working on conceptual design. There will hopefully be an update on this in April. Once a design is determined, it will go to ABR and go through the process.

Mr. Coffman-Grey expressed concern, and asked if stop signs could be put up in the interim. Mr. Allen replied that signal and queue issues prevent that. A stop sign would be disruptive right now. Staff can ask, but it is preferred not to put out stop signs until the project is ready to go out to bid.

Mr. Coffman-Grey said that the budget looks good and asked about a pedestrian refuge island. Is the funding for striping? Mr. Allen replied that as a starting point, staff would work with Engineering staff on the Standard Details and use the balance for striping changes. Pedestrian striped at De La Vina at Samarkand is an example. Modoc Road at Portesuello was also striped. If there is money left, we might be able to do physical improvement. This gives money for a typical intersection pedestrian refuge island.

Ms. Blackerby asked about infill, sidewalk maintenance and access ramps. What percentage do we have in the City that is not in compliance? Mr. Ewasiuk said he could get the number. We have an inventory of ramps, and we have what we need. Mr. Allen said that we have a map that shows access ramps. We have a priority list but these take a while because of the money involved. Mr. Allen also suggested a possible future work session on this.

Ms. Blackerby asked how much sidewalk can we get for \$75,000? Mr. Ewasiuk mentioned that we can get a couple blocks for \$100,000. Mr. Allen indicated that we had to decide how much we could put aside. Hopefully we can put more aside in future years. SBCAG has a similar item on their agenda, for a federal stimulus package which could mean a little over \$2 million for us.

She also inquired about the Traffic Safety Education. She wanted clarification on how the \$100,000 would be spent for that. Mr. Ewasiuk replied that there are plans for that including Slow down Santa Barbara, speed/radar displays and Safe Routes to School. There is also a component to encourage use of alternative forms of transportation.

Ms. Blackerby asked about street lights, which are actually not on the list. She also asked about access to Cottage Hospital. Does the item on the list have to do with the continuation of the one-way on Bath and Castillo Streets. Mr. Allen indicated we were in a holding pattern waiting for the next step, which is the approval by SBCAG to move forward with the PSR.

Mr. Ewasiuk clarified that the street lights are a need, but they are unfunded for Fiscal Year 2011.

Mr. Pritchett asked if a pedestrian refuge island has been installed with paint on upper De La Vina near Samarkand Drive. Mr. Allen replied in the affirmative, and added that there is also one on Laguna Street. Mr. Pritchett asked if the island removed a left turn lane. Mr. Allen replied that staff would go back and do some research.

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Mr. Pritchett asked if there was any data about how drivers are better behaved? Mr. Allen noted that data was being collected and will be presented to the Committee when its done. Mr. Pritchett commented that the dots would keep people in their lances

Mr. Pritchett asked about pavement maintenance. Is that sealing and pothole repair? Mr. Ewasiuk replied that the Pavement Maintenance Program was reduced by \$1 million. The identified annual needs are \$4 million. We are looking for grant funding for slurry seal and cape seal. It's part of the annual preventative pavement maintenance program.

Mr. Pritchett asked about the program's rotation cycle. Are all streets at the same cycle? Mr. Ewasiuk explained that there are 7 zones and the roads to be slurried are determined based on highest need. Residential streets are done every 7 – 8 years. Arterial and collector streets are done every 4 – 5 years. New products are being introduced that give a better cost benefit. It is a strategic plan that is working well.

Mr. Pritchett asked about street assessment. Mr. Ewasiuk replied that staff looks at the highest need annually and cited Las Positas Road and Carrillo Hill as examples. He also indicated that staff works to catch items early.

Mr. Pritchett asked if staff could suggest that sealing can be refined so streets won't be sealed if it doesn't need it. He got a lot of commentary about that, and said that there is a lot of perception about the program. He also asked about the speed classification study and where it is on the list. Mr. Allen replied that it was not on this list, but on another list. Dru van Hengel is working on this; however due to workload issues, it has not moved forward. We will be meeting with the subcommittee soon.

Mr. Pritchett indicated that Mr. Coffman-Grey asked about the stop light proposal for De La Vina and Figueroa Streets. Mr. Allen replied that they are not on this list because it is already funded.

Mr. Pritchett asked about the funding status for the intersection improvements on State and De La Vina Streets. Mr. Allen said that they were still proposed to be funded with TCRP Grant funds, but the program currently has no money available so staff is concentrating on De La Vina and Figueroa Streets to get that project out, then we will regroup on State and De La Vina.

Mr. Pritchett commented that it should be put a couple of years out. He also commented that this was a big list and asked if there was a project to look at flow on surface streets in the Oak Park/Cottage Hospital area? Mr. Allen indicated that it was not a line item project, but would move forward if Council wanted it. It doesn't rise to the level of funding appropriate for this fiscal year.

Mr. Pritchett remarked that there are so many Capital activities and so little money. He advised staff that traffic safety will get a lot of attention. This was a good briefing, to the committee; however, it could be a target to get sliced off the list. He recommended staff get a description and a response with good education some projects might not be needed. He asked if there was a Planning Commission meeting on March 18, and would there be a revision in front of the committee after this. Mr. Ewasiuk replied that he would like to update the Committee after factoring in various criteria.

Mr. Pritchett expressed concern that if it is April 22, it would be too late. Mr. Allen replied that staff would work with the Chair to make sure that it gets before the Committee.

Mr. Pritchett asked if De La Vina and Figueroa Streets concept would be ready for March 25. Mr. Allen replied that he was not certain. Mr. Pritchett expressed a desire to review it to make sure it makes sense in the budget process.

Chair Pritchett asked for anymore comments.

Mr. France said that due to reading load and workload, he had a question on the minutes. Commented on the minutes and how they are written transcript style. Is this a necessity? He wondered if the Committee could do action minutes.

Mr. Pritchett disagreed because the meetings are not video archived.

Mr. Coffman-Grey commented that the minutes had been done this way as long as he could remember, so that the Committee could tell how staff voted/commented. It helps for remembering.

Mr. France asked about the CIP. He commented that six months ago, the Bicycle Master Plan got deferred. There are lots of CIP Projects, and possibly too many expensive bicycle projects listed for future years. Is there any way to spread them out? They could become an easy target for being cut. Mr. Allen replied that there has been no update to the Bicycle Master Plan but any updates will be brought before the committee. We need to have a way to pay for it. Dru van Hengel, Transportation Operations Supervisor and Sarah Grant, Mobility Coordinator, will look for grant opportunities to update it. The Committee will be involved in the update.

Mr. France commented that the sidewalk infill had huge gaps. Some of them might be in the policy, but not capital, for example, Salsipuedes Street. He remarked that it would seem that the Circulation Element might be at a point where the easy CIP projects may be completed, or gone through the planning stage, and that the next step may need to start happening.

Mr. Pritchett asked if Mr. France could morph his observation to specific project. Mr. France replied that he sees is the Bicycle Master Plan or any of the planning projects. It would be a misuse of planning money if they got pushed back because it could result in a few years when we have not many good projects going on.

Mr. Pritchett asked for any last comments.

Mr. Coffman-Grey asked what happened to the Downtown Parking Master Plan. He expressed concern that we don't have one. Mr. Allen replied that a policy recommendation needs to be made by the Planning Commission to the Council. There is some controversy about parking and we need a clear policy. Can a Parking Master Plan be done by staff? If not, then we need to send it out, which we don't have the money for.

Mr. Pritchett said that Downtown car parking, pricing and volume was brought up.

There were no more comments, so Mr. Pritchett moved on to Item 5

5. Selection of Chair and Vice Chair

Chair Pritchett said that it is tradition that the Vice Chair becomes the Committee Chair and someone else is selected to be Vice Chair.

Motion 1 Mark Bradley be selected as Chairman of the Transportation and Circulation Committee.

Motion made by Steve Maas, seconded by Keith Coffman-Grey

Ayes: 5 Noes: 0 Abstentions: 0 Absent: 0

Motion 2 Edward France be selected as Vice Chairman of the Transportation and Circulation Committee.

Motion made by Hillary Blackerby, seconded by David Tabor

Ayes: 5 Noes: 0 Abstentions: 0 Absent: 0

6. TCC Calendar 2010

Chair Pritchett indicated that April, July, October with options for other months. He was answered in the affirmative

Chair Pritchett opened the floor to comments

Mr. Coffman-Grey asked if all committees were going to quarterly meetings. Mr. Allen replied that staff wanted to make sure that the meetings had substance, and that the Committee was not meeting just to have a meeting. Rob's priority right now is Plan SB, and Dru's priority is Operations.

Mr. France asked if scheduling joint meetings was a challenge. What is the best heads up? Mr. Allen replied that there is no set schedule for joint meetings. Typically, because of Plan Santa Barbara, there will sometimes be a joint meeting on Plan Santa Barbara with a few week's notice.

Hearing no other comments, Chair Pritchett adjourned the meeting at 8:10 p.m.

Committee Members: **David Pritchett (Chairman), Hillary Blackerby, Mark Bradley (Vice Chairman), Keith Coffman-Grey, Edward France, Steve Mass, David Pritchett (Chairman), David Tabor**

Liaisons: **Michael Self (Council Liaison), Deborah Schwartz (Planning Commission Liaison)**

Committee Members: **Mark Bradley (Vice Chairman), Keith Coffman-Grey, Edward France, Steve Mass, David Pritchett (Chairman), David Tabor**

Liaisons: **Michael Self (Council Liaison), Deborah Schwartz (Planning Commission Liaison)**