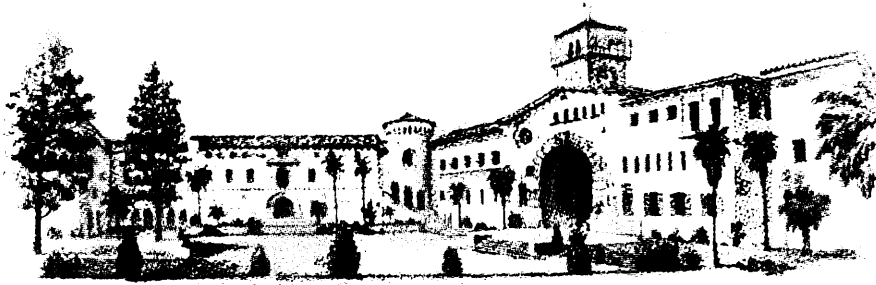


SALUD CARBAJAL
First District Supervisor

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COUNTY OF SANTA BARBARA

October 20, 2009

Received

OCT 23 2009

**Santa Barbara
Grand Jury**

Mr. Fletcher Phillips, Chairman
Santa Barbara County Civil Grand Jury
Grand Jury Room, Santa Barbara County Courthouse
Santa Barbara, CA 93101

Dear Chairman Phillips and Grand Jury Members:

I have received your written correspondence commenting on the Board of Supervisors' response to the 2008-2009 Grand Jury Report – "SBCAG A Road Not Taken" and would like to take this opportunity to provide additional comments in my role as an individual member of the County Board of Supervisors and the SBCAG Board of Directors.

First I would like to state that I whole heartedly agree with the Grand Jury's conclusion that the interconnected issues of jobs, housing, transportation, and open space preservation must be integrated into the planning process on a regional basis. As the report points out, there have been a number of public conversations, studies, and reports that have focused on those issues over the past decade. However there have been limited opportunities for the resulting dialogue and potential solutions to be integrated into the policy making process at the local government level.

As a community member and an elected official I have followed these conversations on regional planning with interest and have had the opportunity to participate in a number of them directly. Prior to being elected to office, I served on the Board of the Santa Barbara Region Economic Community Project and participated in the formulation of the Regional Impacts of Growth Study and Report. After being elected to office, I brought together a diverse group of stakeholders which included environmental groups, homebuilders and developers, social justice groups, and affordable housing advocates to discuss the issues of housing, open space, and transportation (referred to by the group as the HOT issues). This effort led to the drafting of a document which contained a series of guiding principles and suggestions for moving this dialogue forward.

However, despite my understanding of and commitment to these issues, in 2005 I joined the majority of my colleagues on the SBCAG Board in voting against accepting regional planning grant funding from the State as part of the Regional Blueprint Program. My reason at that time for taking that vote was my concern about the State

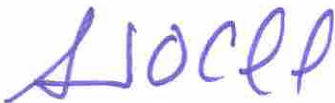
Housing Element Law and the implications of the Regional Housing Needs Assessment (RHNA) process on local control and land use decision making process. I believed accepting funding from the State to look at land use issues on a broader scale could lead to the further implementation of "cookie cutter" land use policies from the State. I continue to believe that the current State Housing Element Law and RHNA process is not a fair or effective approach to addressing housing needs in our State or region. However after further consideration and better understanding of this program, I now believe that the Blueprint process would be extremely beneficial for our region to use in taking a comprehensive look at the interconnected issues of housing, jobs, open space, and transportation and which could propose solutions that would respect local jurisdictional roles.

Over the past three years, I have voiced my current support for the Regional Blueprint concept and desire to further explore the possibility of State grant funding for such a process to SBCAG staff and my colleagues on the Board. I have been told by staff that the previous funding opportunity from the State has passed, but there is a chance that similar grant funds might be available in the future. You have my commitment that I will advocate for and vote to accept State regional planning grant funding to conduct more effective regional planning for our area - when it becomes available.

I am also in agreement with the Grand Jury report in the recommendation for SBCAG to play a greater role in examining regional problems and suggesting solutions to them. As you point out, there has been the pattern of SBCAG focusing disproportionately on transportation issues. I agree that there have been lost opportunities in using this natural multi-jurisdictional venue for discussion of a broader range of interconnected regional issues. To that end, I sent the attached letter to my colleagues on the Board in November of 2008 advocating for SBCAG to consider adopting a strategic regional planning role. Since then the Board has discussed this subject and has taken steps towards taking on such a role, in particular as it relates to the implementation of AB 32 (Global Warming Solutions Act) and SB 375 (Transportation Planning, Travel Demand Modes, Sustainable Communities Strategy, Environmental Review) in our region.

Please be assured that I will continue my advocacy for SBCAG to play a greater role in regional planning. Please let me know if you have any questions or additional feedback. Thank you.

Sincerely,



Salud Carbajal, Member, Board of Supervisors, and
Vice-Chair, SBCAG Board of Directors

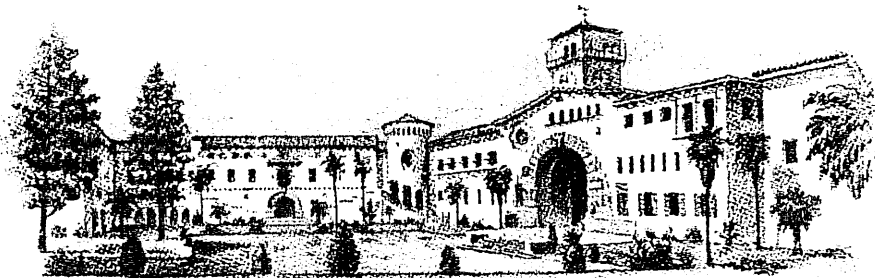
cc: Jim Kemp, Executive Director, SBCAG
Michael F. Brown, County Executive Officer

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COUNTY OF SANTA BARBARA

November 18, 2008

Honorable Brooks Firestone, Chairman
Santa Barbara County Association of Governments
260 N. San Antonio Road, Suite B
Santa Barbara, CA 93110

Dear Chairman Firestone and fellow SBCAG Members:

Now that our transportation sales tax has been renewed by the overwhelming passage of Measure A, I believe there is an opportunity to refocus and expand the role of the Santa Barbara County Association of Governments (SBCAG) to work on major challenges and opportunities which face our County region including its municipalities, schools, non-profits, special districts and County government itself.

When voluntary councils of government were originally established back in the 1960's the concept was much broader than transportation planning and allocation of transportation grants. In fact, the Advisory Commission on Intergovernmental Relations issued a study entitled *Metropolitan America: Challenge to Federalism* in October 1966 which was received by the Congress. This study became an impetus for many of the major federal and state programs which developed over the subsequent decades. The report in part stated: "The Commission recommends the adoption of legislation by states authorizing the formation of metropolitan councils of public officials. These voluntary associations of elected public officials provide a forum for consideration of common problems, and to development of coordinated approaches to solutions. They help to develop a consensus among public officials regarding metropolitan needs and served to develop regional leadership. The councils are increasingly assigned additional functions – particularly planning responsibility.

Councils can be established on a strictly voluntary basis, pursuant to specific statutory authorization, or under general inter-local cooperation legislation."

In fact SBCAG was established in 1966 as a voluntary council of governments through a joint powers agreement. It has been designated as the regional transportation planning authority, the airport land use commission, the local transportation authority,

Santa Barbara County Association of Governments
November 13, 2008
Page 2 of 2

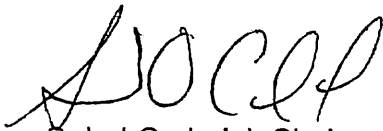
the metropolitan planning organization, the congestion management agency and other transportation related intergovernmental functions.

I would like to propose that the Board consider adding a strategic planning role to allow the member agencies and public the ability to focus on the large issues which impact each agency and all citizens including subjects such as SB 375, AB 32 (green house gas regulations) and other emerging laws and regulations which may reduce local control.

As we all know, these matters are often discussed in fragmented conversations about a particular problem or function. Moreover, such discussions often take place in the form of community based forums where civic groups, interest groups and governments are represented but there is no real product which can be adopted. SBCAG is different since it consists of actual elected government officials who have the power and authority to collectively plan and adopt solutions and then seek to adopt them. SBCAG is well positioned to take on this additional regional strategic planning function and could do so within its current existence as a Joint Powers Authority governed by the Brown Act.

Accordingly, I request that this matter be agendaized for a full discussion of the Board at a meeting in the near future. Please let me know if you have any questions or suggestions and thank you for your consideration.

Sincerely,



Salud Carbajal, Chairman, Board of Supervisors, and
Member of SBCAG Board of Directors

cc: Jim Kemp, Executive Director, SBCAG