



Revisions and Additional Items for Consideration per Board Direction of 1/19/10

2010 LEGISLATIVE PLATFORM

COUNTY EXECUTIVE OFFICE

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2010 LEGISLATIVE PRINCIPLES

The Legislative Program adheres to the County's legislative principles, which serve as a guide for the County in developing a position on any forthcoming federal and state legislation.

✱ **EFFICIENT SERVICE DELIVERY / OPERATIONS:** Support efforts to streamline processes and promote operational enhancements germane to a County department's mission and core services, and correspondingly, oppose legislation that creates undue fiscal and operational burdens on departments.

✱ **FISCAL STABILITY:** Support efforts to generate new intergovernmental revenue and/or enhance existing revenue/reimbursement levels and oppose the loss of, or redirecting of, existing revenue and/or the creation of additional unfunded mandates to the County.

✱ **INTER-AGENCY COLLABORATION:** Partner with neighboring cities on infrastructure and other large-scale projects when possible. Support the advocacy efforts of such organizations as the California State Association of Counties (CSAC), the National Association of Counties (NACO), Santa Barbara County Association of Governments (SBCAG), First 5 Santa Barbara, the Kid's Network and other local and regional agencies. Collaborate with other institutions and entities on mutually beneficial issues such as protection of children, the elderly and other "at risk" populations while upholding the other principles of efficient service delivery and operations, fiscal stability and local control.

✱ **LOCAL CONTROL:** Ensure local authority and control over governance issues, land use policies and the delivery of services, including flexibility and customization in designing and implementing policies and services that are responsive to the community's preferences. *Secure where appropriate direct distribution of federal funds to local governments rather than state pass-throughs.*

✱ **PROTECTION OF SAFETY NET SERVICES:** Support efforts to maintain and enhance "safety net" services that protect the most vulnerable within a community, including, but not limited to, children, the elderly and other "at risk" populations. Such services in the area of

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health and human assistance include, but are not limited to, preventive and emergency health care services to the uninsured and underinsured; HIV/AIDS programs; maternal and children health; adult protective services; child welfare services; adoptions and foster care; food stamps and unemployment assistance and workforce development. The County supports collaboration between the federal, state and local governments in the delivery and funding of such services. The County opposes the further erosion in federal and state funding of these vital services.

✱ **COMMUNITY SUSTAINABILITY / ECONOMIC STABILITY:** Support efforts to foster communitywide sustainability by promoting economic stability and environmental stewardship through participation in the growing green economy. Continue to engage in related federal and state deliberations to ensure that local government receives the economic and financial benefits associated with new policies. Support efforts to catalyze community renewal, redevelopment and reinvestment, incubate and support innovative businesses, reduce greenhouse gas emissions, incentivize energy efficiency, water conservation, and the use of renewable energy. To maintain and protect rural resources, coastal areas, and bio-diversity, the County recognizes the need to promote mutually beneficial partnerships with the public, private, and nonprofit sectors across the region. These collective efforts aim to engender healthy communities by balancing social well-being, economic prosperity, and environmental responsibility.

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Public Safety

SUMMARY OF THE ISSUE

Public safety is a core function of the County, where programs are designed to prevent and respond to public safety threats. The Sheriff's Department is responsible for enforcing laws and providing custody and court services. The Fire Department safeguards the community from fires, medical and environmental emergencies, as well as natural disasters. The District Attorney litigates and prosecutes criminal acts on behalf of the County and the Public Defender provides legal representation to individuals being prosecuted. The Probation Department ensures the safety of the community and works toward rehabilitation of adult and juvenile offenders.

Further, the human tragedy of gang violence continues to be a threat to the County of Santa Barbara and communities served. Arrest and incarceration alone have not proven to be an effective deterrent to criminal gang activity. Innovative prevention and rehabilitation strategies grounded in education, recreation, mentoring, counseling and job training must be blended with ongoing suppression efforts in order to obtain long term solutions. Programs must be available for the wide spectrum of individuals including youth at risk as well as those seeking to leave gangs.

Thus, ensuring the adequate funding of various public safety programs in addition to promoting greater integration of health (and mental health treatment in particular) programs into safety settings such as jail, juvenile halls and other custody facilities is important to the County.

- **Grants:** Ensure full funding of programs that prevent and control crime and improve the criminal justice system such as the Edward Byrne Memorial Justice Assistance Grant, Firefighter Assistance Grant, and Community-Oriented Policing grants.
- **Mental Health/Health Integration:** Ensure inmates, including juveniles in detention as applicable, are eligible for Medicaid/Medicare/IHSS/SCHIP entitlements.
- **Jail Construction:** Partnering with government to construct a new jail/ 300 bed facility to address overcrowding at the state and local level (continuation of AB 900 implementation).
- **SCAAP:** Reimbursement for the costs of incarceration of undocumented criminal aliens via the State Criminal Alien Assistance Program (SCAAP). SCAAP does not reimburse the Sheriff's Department for its true costs or reimburse the Probation Department for detainees of undocumented minors at juvenile halls/facilities.
- **Gang Prevention:** *Support the reintroduction of S.132 (Senator Feinstein-CA), the Gang Abatement and Prevention Act, which would enhance law enforcement resources committed to investigation and prosecution of violent gangs, revise and enhance criminal penalties for violent crimes, and expand gang prevention programs. In addition, support H.R. 1064 (Congressman Scott-VA), the Youth PROMISE Act, which provides for evidence-based practices for programs related to juvenile delinquency and criminal street gang activity prevention and intervention. Also, continue to research all funding*

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options to further address the criminal gang problem, including enhanced enforcement efforts and increased prevention and rehabilitation programs emphasizing substance abuse treatment, vocational training, job development, recreation, education and mentoring programs designed to assist at-risk youth.

PUBLIC BENEFIT/IMPACT

These various functions are performed by the County Fire, District Attorney, Probation, Public Defender and Sheriff Departments to ensure the public health and safety of the community.

COST TO THE GOVERNMENT

Full funding of programs require the federal and state governments to spend more; however, many of these costs are being bourn by the County even though the function is mandated or is the responsibility of the federal and state governments. Programs that provide prevention and rehabilitation services may achieve savings over time.

REQUESTED ACTION AND STRATEGY

The County requests that its delegation *enhance the level of funding for public safety and gang prevention programs*, provide for continued state grant opportunities, ensure the timely reimbursement of funds to local government, broaden categories for reimbursement/funding as necessary categories, and promote the integration of health and mental health into custody settings through regulatory reform.

CONTACT:

Sheriff Bill Brown, 805.681.4288; Fire Chief Michael Dyer, 805.681.5552; Patti Stewart, Chief Probation Officer, 805.882.3656; Greg Paraskou, Public Defender, 805.568.3499; Joshua Lynn, Acting District Attorney, 805.568.2300; Terri Nisich, Assistant CEO, 805.568.3400

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Transportation (SAFETEA-LU)

SUMMARY OF THE ISSUE

The County has several transportation projects to be considered as part of the reauthorization of the SAFETEA-LU program. SAFETEA-LU is currently authorized for 2005-2009.

In accordance with the Inter-Agency Collaboration Legislative Principle, the County is supportive of the Santa Barbara Association of Governments (SBCAG) Regional Transportation Priority Requests. This includes their top priority project, the Highway 101 HOV Widening Project, as well as overall Highway 101 system enhancements, including supporting Vandenberg AFB and other key projects which complement County federal funding requests.

1. Pavement Preservation Funding

The County of Santa Barbara has been a leader in Pavement Preservation since 1994. The Pavement Preservation philosophy consists of taking care of our backbone roads that are in a good condition to ensure that they continue to stay in good condition. Pavement Preservation practices include both preventive and corrective non-structural actions to provide cost-effective alternatives to local roadways. This is opposite of the common philosophy of fixing roadways which are “worst first” which devotes funds to costly resurfacing, rehabilitation and restoration projects. Preventive maintenance is proactive maintenance and uses cost-effective treatments to arrest surface deterioration and extends the useful life of our pavement. Pavement Preservation treatments require more latitude in the requirements for use of federal funding due to the current service life requirements so that we may utilize a variety of proven tools. Local agencies can perform three innovative, cost-effective treatments for the same cost as one conventional overlay.

2. Off Federal System Local Bridge Funding

The County maintains approximately 110 bridges that are currently eligible to receive funding through the Highway Bridge Project (HBP, formerly HBRR). With the proposed reauthorization language of off system bridges not being eligible for this funding, it would eliminate a potential funding source for the replacement of 50% of our maintained bridges. Local agencies cannot afford to fund these structures themselves and need the federal government’s HBP program to do that.

The reauthorization should include the ability for local agencies to utilize federal funding for minor bridge maintenance. This maintenance is vital for the survival of the nation’s existing bridges. Treatments would include the sealing of existing bridge decks to ensure that water does not infiltrate the structural elements of the bridge and cause further and more expensive damage.

3. Roadway Surface Treatments and Drainage Improvements

This project consists of in-place recycling and deep-lift asphalt concrete overlays on: (1) four Federal Aid Routes in the 24th Congressional District of the County, which includes various routes within the unincorporated areas of Santa Ynez, Lompoc, and Santa Maria, and (2) ten Federal Aid Routes in the 23rd Congressional District of the County, which includes various routes within the unincorporated areas of Montecito, Summerland, Santa Barbara, Goleta,

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Guadalupe and Lompoc. Both projects will allow the County to bring the selected roads up to current County standards for safety, ride quality and provides structural and much needed drainage improvements to the road infrastructure (\$4.5 Million - 23rd District, \$6.25 Million – 24th District).

4. Summerland Circulation & Parking Improvements

This project, located on Ortega Hill Road and Lillie Avenue through the town of Summerland, proposes to improve the pedestrian, vehicular and bicycle circulation by constructing curb, gutter and sidewalks, delineating a Class II bike lane and by adding street lighting and angled parking where feasible. The project has received \$2.8 Million in funding and is anticipated to receive \$2 Million in funds through the State Transportation Improvement Plan cycle for portions of the improvements and some improvements are under construction (\$1.4 Million remaining).

5. Hollister Avenue Widening and Commuter Rail

This project will improve the flow of multimodal transportation through an important area to this region. Hollister Avenue is a critical travel path for both residential and commercial traffic from within the immediate vicinity as well as those passing through the area to and from other regions. Improvements consist of widening Hollister Avenue for 1.25 miles from State Highway 154 west to San Antonio Road and include roadway, bicycle, and pedestrian circulation betterments. The widening will result in two 12-foot lanes in each direction, 6-foot shoulders for Class II bike lanes, and 5-foot sidewalks on each side of Hollister Avenue. The Union Pacific Railroad Bridge that crosses Hollister Ave near Modoc Road will be replaced with a longer structure to accommodate the widening, and an additional bridge will be constructed to provide a siding track for Union Pacific Railroad, Amtrak, and the possibility for commuter rail service from the Goleta Area to the bedroom communities in Ventura County (\$5 Million for Design and Environmental Review).

6. Old Town Orcutt Streetscape and Circulation Improvements

This project, located along Clark Avenue in the town of Orcutt, proposes to revitalize a historic downtown corridor of Clark Ave by improving access to Orcutt from Highway 101 and improving parking and pedestrian access within the historic Old Town Orcutt. This project has two components: (1) improvements to the Clark Avenue on and off ramps at Highway 101 and (2) formalization of temporary striping changes, as well as the construction of missing sidewalk segments along Clark Avenue. As more residents travel to this historic area, it has been shown that the traffic will increase at Highway 101 ramps thereby requiring traffic signals on the northbound and southbound ramps and minor widening to align the on and off ramps at both the northbound and southbound ramps of Highway 101. Regarding the striping changes, intersection curb returns will be “bulbed out” with additional sidewalk space for improved pedestrian safety, areas for landscaping and curb cuts that are compliant with the Americans with Disabilities Act (\$3.2 Million).

7. Refugio Road Safety Improvements

This project, located on Refugio Road along the Gaviota Coast, proposes to realign and widen Refugio Road for seven miles starting at Highway 101 and continuing northerly to the summit of the Santa Ynez Mountains. This portion of Refugio Road attracts recreation enthusiasts so the project will provide for safer access for bicyclists and equestrians by widening the existing roadway to include two lanes of travel, improving shoulders and sight distances. Refugio Road crosses Refugio Creek at seven locations: six low water crossings and one bridge. The low

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water crossings consist of concrete encased culverts to convey creek flow which act as a bridge in low flow events. However, under high flow conditions, water runs over the roadway and precludes vehicular traffic. Seasonal rains often fill the culvert openings in the crossings with debris, forcing the creek to flow across the roadway year round. The crossings impede the natural flow of the creek as well as the coastal steelhead/rainbow trout, a federally protected endangered species. The project proposes new replacement bridge structures that will improve creek conveyance and the fish and wildlife habitat. The proposed structures will raise the roadway profile as required by current design standards to allow for high creek flows under the road. Additional drainage improvements are proposed along the project limits to ensure rainfall run off is addressed adequately and safe passage is made available year round (\$30 Million total project cost, requesting \$2.9 million for Design and Environmental Review).

8. Purisima Road Widening Improvements

This project would widen Purisima Road from State Highway 1 to State Highway 246 to allow for 5-foot Class II bike lanes adjacent to 11 to 12-foot travel lanes. It would increase safety for bicyclists and encourage regional bicycle travel as a viable form of alternative transportation. The project would include widening approximately 3 miles of roadway on both sides, realigning the roadway and constructing drainage improvements. These improvements will mesh with two proposed regional projects to serve those traveling within and through the region: 1) Caltrans improvements on State Route 246 that include regional bicycle lanes and intersection improvements at the boundary of this project, and 2) a proposed space museum that visitors could access using this route. This area is in close proximity to Vandenberg Air Force Base and to the Purisima Mission, a State Park. (\$4.8 Million).

9. Union Valley Parkway at Bradley Road Intersection Improvements

Phase II of this project will improve an intersection that is vital to travel through the Santa Maria/Orcutt region and the public traversing the State via Highway 101. There are three projects currently underway to improve the Union Valley Parkway corridor: 1) The Union Valley Parkway Extension Project being constructed under the guidance of the City of Santa Maria, 2) the Union Valley Parkway Interchange Project overseen by the State (Caltrans) and 3) this intersection improvement project that the County is spearheading. Operational improvements to the Union Valley Parkway at Bradley Intersection will dovetail with the other two projects to complete an important circulation route for passenger and commercial vehicles, pedestrians and bicycles traveling in the region. This project includes intersection, sidewalk, roadway, signal, drainage, and lighting improvements along Union Valley Parkway to provide smooth and safe access to the traveling public (\$2 Million).

PUBLIC BENEFIT/IMPACT

These various projects are proposed to increase the safety of the various users of the County's road system including motorists, bicyclists and pedestrians. Other benefits of these projects include drainage and structural improvements and increasing the surface conditions of roads.

COST TO THE GOVERNMENT

The President signed SAFETEA-LU into law on August 2005, which authorizes \$244.1 billion in funding for highways, highway safety, and public transportation.

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REQUESTED ACTION AND STRATEGY

The County requests support from its delegation to include these transportation projects in the 2010 SAFETEA-LU reauthorization as well as seek assistance in identifying other funding opportunities for these projects.

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Williamson Act Subvention Funding

SUMMARY OF THE ISSUE

California's agricultural sector is the most important in the United States, leading the nation's production in over 77 different products including dairy and a number of fruit and vegetable "specialty" crops. The large variety of crops grown allows California to be on the leading edge of agricultural markets and technology. California produces almost twice as much as its closest competitor, Texas, and is the sole U.S. producer of crops such as almonds, artichokes, persimmons, raisins, and walnuts. There are at least four aspects to California's agricultural economy that contributes to its success: its natural resources (land, sunny climate and water resources), its access to markets, its hard-working labor force, and the entrepreneurial nature of California's farm sector.

Agriculture continues to be the County's major producing industry. The 2008 gross production was valued at \$1.1 billion. This is a \$34 million (3.0%) increase in gross value when compared with the 2007 figures and is the third year in a row that agriculture has surpassed the one billion dollar benchmark. The County is the second largest producer in the state for broccoli and cauliflower as well as having a high production of grapes, lettuce, and other vegetables. In addition, farming and ranching operations are also one of the most important industries and economic drivers in the County.

The California Land Conservation Act of 1965, also known as the Williamson Act, allows local governments to enter into ten year contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. Landowners are assessed property taxes based upon farming and open space uses as opposed to full market value of the land. Local government in exchange receives an annual subvention of forgone property tax revenues from the State via the Open Space Subvention Act of 1971. Approximately 550,000 acres of land are enrolled within the Williamson Act within the County of Santa Barbara. The County receives an annual subvention payment from the State of approximately \$600,000. However, amendments to the Budget Act of 2009 reduced the Williamson Act Subvention payments budget from \$39 million to \$1,000, effectively suspending the payments to local governments during an already difficult economic time.

PUBLIC BENEFIT/IMPACT

Although the Williamson Act program remains in place and local governments cannot immediately terminate contracts due to the loss of subvention funds, the County believes the suspension of subvention payments sends a message regarding the program. The Williamson Act program has been an effective tool to preserve farmland and open space. It assists local government with general plan and zoning objectives and promotes orderly growth. For some counties, the loss of subvention payments may be financially too much to bear and incentive such counties to terminate contracts. The loss of agriculture land statewide jeopardizes the viability of this important statewide industry.

COST TO THE GOVERNMENT

While the State has achieved \$39 million in savings from suspending the subvention payments, the short-term savings must be balanced against any long-term ramifications of loss of

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agriculture land and open space if local governments decide to initiate non-renewals of contracts.

REQUESTED ACTION AND STRATEGY

The County respectfully requests its State delegation, the Legislature, and the Administration restore the subvention payments to local governments as part of the upcoming budget. *Further, the County will work with its federal delegation and stakeholders to identify additional related funding opportunities and support programs which provide assistance to agriculture.*

CONTACT:

Elena Morelos, Assistant Director, Agriculture and Cooperative Extension, 805.681.5600; Terri Nisich, Assistant CEO, 805.568.3400

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Local Control of Speed Limits

SUMMARY OF THE ISSUE

The California Vehicle Code requires that non-statutory speed limits on roadways be established based on the findings of an Engineering and Traffic Survey (ETS) which shall include consideration of the prevailing (85th-percentile) speed, collision history and conditions not readily apparent to the driver. In addition to these factors, per California Assembly Bill 2767 (AB2767), local authorities may also consider residential density, pedestrian safety and bicycle safety. California law prohibits the use of radar speed enforcement along such roadways where the speed limits have not been set in accordance with the findings of an ETS within the last seven to ten years, or where significant changes in the roadway or traffic conditions have occurred. While this approach enables consistency throughout the state, it may not recognize the particular nuisances of a community and the appropriateness of that speed limit for the community. Therefore, there should be more local consideration given to speed limits and the process that is utilized by the State to increase speed limits.

PUBLIC BENEFIT/IMPACT

Maximizing local control and acknowledging unique community characteristics will ensure safe and effective speed limits.

COST TO THE GOVERNMENT

This function is largely regulatory; however, the County would assume costs related to the installation of speed limit signs and legends.

REQUESTED ACTION AND STRATEGY

The County should work in concert with CSAC and the League of California Cities to further research and maximize local government opportunities to impact speeds and further refine strategy following such discussions.

CONTACT:

Scott McGolpin, Director, Public Works Department, 805.568.3010; Terri Nisich, Assistant CEO, 805.568.3400

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Lake Cachuma - Resource Management Plan

SUMMARY OF THE ISSUE

The County of Santa Barbara was under a 50 year long-term lease with the Bureau of Reclamation for management of Lake Cachuma. This lease has been under a renewal review process since 2003. Without a long-term lease to operate the park, the County cannot extend long-term leases to service providers at the lake. These local concessionaires provide services to Lake Cachuma that enhance recreational opportunities for the public. The lack of a long-term lease precludes the vendors from investing in service or capital improvements to their concessions. A long-term lease would also allow the County to complete planned investments to the infrastructure at Lake Cachuma and extend leases to local concessionaires.

The National Environmental Policy Act (NEPA) requires that an Environmental Impact Statement (EIS), the equivalent of an Environmental Impact Review (EIR), be completed before the Bureau can enter into a long-term lease with the County. Currently the Bureau of Reclamation is finalizing the Resource Management Plan (RMP) for Lake Cachuma and is estimating to have the document available for review in February 2010. Thereafter, the Bureau will circulate and process the document into an EIS which is expected to be complete in July 2010. Only then can long-term lease negotiations begin between the County and the Bureau of Reclamation for the operation of the Lake Cachuma Recreation Area be finalized. It is critical to note that this project has experienced numerous delays which negatively impacts the County of Santa Barbara's ability to provide basic service at the lake and generate essential concessionaire-based revenue to provide both services and complete critical capital projects.

PUBLIC BENEFIT/IMPACT

The County provides an array of recreational amenities including boating, fishing, camping (tent, RV and yurt), seasonal naturalist programs, and nature cruises to approximately 800,000 visitors year-round at Lake Cachuma. Failure to secure concessionaires to provide such services impacts overall program service-delivery and revenue generation abilities.

COST TO THE GOVERNMENT

Currently, the Parks Department operates and maintains Lake Cachuma. The Parks Department, local non-profits, and concessionaires provide services to visitors generating over \$2 million annually in revenue to help offset the cost of operation at Lake Cachuma. Please reference the "Lake Cachuma" legislative brief for a listing of critical infrastructure needs.

REQUESTED ACTION AND STRATEGY

The County seeks to assist the Bureau of Reclamation with the immediate completion of responses to the RMP and the preparation of the subsequent EIS. The completion of this process will allow the County to move forward on critical projects planned at Lake Cachuma including water treatment plant and water distribution infrastructure and the construction of a fire suppression water supply reservoir. The County requests assistance from its legislative delegation in ensuring appropriate resources are provided to the Bureau to facilitate immediate completion of the long standing project.

CONTACT: Dan Hernandez, Director, Parks Department, 805.568.2461; Terri Nisich, Assistant CEO, 805.568.3400

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Preservation of Mobile Home/Affordable Housing Opportunities - Rent Control

SUMMARY OF THE ISSUE

Mobile home parks comprise an important component of the County's stock of affordable housing. Many mobile-home residents rely upon the county to protect the affordability of their homes through the use of a zoning ordinance. Thus, the continuation of local rent control is necessary to protect mobile-home park residents and the stock of affordable housing.

However, mobile-home park owners are able to use a process convert their parks into resident-owned condominiums or subdivisions. This process enables park owners to eliminate local rent control with the completion of a largely ministerial subdivision application and the sale of a single space. Currently, park owners are able to use a loophole in California Government Code Section 66427.5, which eliminates rent control for persons above lower income levels when a mobile-home park owner converts the park. This process was strengthened in *El Dorado v. Palm Springs*, where the California Appeals Court recognized that Section 66427.5 would enable a mobile-home park owner to enact a sham conversion that would result in the elimination of rent control in the mobile-home park for persons above lower income levels. Furthermore, subsequent amendments of this section did not eliminate this threat to mobile-home residents and affordable housing despite the express intent of the legislature to do so. The result has been the elimination of local rent control for mobile-home residents.

PUBLIC BENEFIT/IMPACT

Many mobile-home residents in the County rely upon rent control to protect the affordability of their homes, thus preserving an essential component of readily available affordable housing stock

COST TO THE GOVERNMENT

The County would suffer a loss of affordable housing units if the stock of affordable housing units is depleted and local rent control is eliminated for mobile-home residents.

REQUESTED ACTION AND STRATEGY

The County encourages the repeal of Section 66427.5 of the California Government Code and other amendments to relevant sections as necessary to assure that park residents are not involuntarily removed from local rent control or otherwise economically impacted if parks are subdivided or converted. In addition, the County supports legislation which would repeal Section 66427.5 to prevent the conversion of mobile-home parks to resident-owned condominiums or subdivisions and opposes proposed legislation to the contrary, such as AB 761.

CONTACT

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Economic Enhancement / Revenue Diversification

SUMMARY OF THE ISSUE

Economic enhancement offers local government, the private sector, the non profit sectors and the local community the opportunity to work together to improve the local economy. It aims to enhance competitiveness and thus encourage sustainable economic growth that is inclusive and achieves the priorities for a given area. The purpose of economic enhancement programs is to build up the economic capacity of a local area to improve its economic future and the quality of life for all. It is a process by which public, business and non-governmental sector partners work collectively to create better conditions for economic growth and employment generation.

PUBLIC BENEFIT / IMPACT

Facilitating local job growth and diversification of local revenues, based on community priorities, creates an environmentally sustainable economy that improves the community's ability to generate and retain local revenues, address priority needs, and weather the swings in the economy.

COST TO THE GOVERNMENT

In the long term costs to government are reduced as the private and non profit sectors expand and diversify.

REQUESTED ACTION AND STRATEGY

That the County of Santa Barbara aggressively seek and engage its state and federal delegation in securing legislation to provide for enhanced funding and streamlined processes to encourage the diversification, development, incubation, and growth of business determined to be of priority to California counties in general and Santa Barbara County specifically. Funding should include but not be limited to: establishing or expanding revolving loan funds, small business loans CRA loan pool, equity capital and tax relief for start up businesses to facilitate economic enhancement opportunities and diversify county revenue base.

Priority focus areas for Santa Barbra County include but are not limited to:

- Film and tourism
- Agriculture
- Wine Industry
- Green technology and manufacturing
- Education
- Aerospace
- Entrepreneurial development
- Facilitating hard and soft infrastructure development to support economic enhancements
- Technology infrastructure improvements.
- University/Governmental Research
- Clean energy

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