

## STAFF REPORT

**TO:** Measure A Policy Development Committees

**SUBJECT:** Investment Plan Draft (3-12-08)

**MEETING DATE:** March 12, 2008

**AGENDA ITEM: 3**

**STAFF CONTACT:** Steve VanDenburgh, Deputy Director

**RECOMMENDATION:** Review changes made to the Investment Plan based on comments made at the February 13 North and South meetings, the South Coast meeting of March 5 and the North County Meeting of March 12.

### DISCUSSION:

Attached is a revised Investment Plan based on comments made at the February 13 North and South committee meetings, the South Coast meeting of March 5 and the North County meeting of March 12. Changes to the plan are shown using strikeouts (deleted text) and shading (new text). Changes that affect the North County include:

- Clarifying that roadway and bridge maintenance, rehabilitation, improvement and construction are eligible uses for Local Street and Transportation Improvement funding (Appendix B1).
- Striking traffic calming as an eligible expenditure for meeting the Local Street & Transportation Improvement alternative mode minimum expenditure requirements and clarifying that class II bike lane *maintenance* is also an ineligible project (Appendix B2).
- Clarifying that projects, where appropriate, will reduce roadway runoff flowing into creeks, the ocean and onto beaches (page 3) consistent with State and Federal law and regulation.
- Requiring that the minimum percentage of Local Street and Transportation Improvement funding to be spent on alternative modes by each local agency be achieved by the fifth year of the program, and every fifth year thereafter. (pages 5, 7)
- Deleting the requirement that the Authority re-evaluate the North County alternative modes percentages prescribed to the local agencies every 10 years. These percentages can be amended at any time according to the amendment procedures defined in the ordinance. (page 5).
- Making the North and South carpool and vanpool program titles consistent (Page 1, 6)
- Highlighting North County alternative mode expenditures in the summary table (page 1).
- Clarifying that the Highway 101 Widening project is from Santa Barbara to Carpinteria (page 1, 3).

SBCAG staff will review the comments with the committee and seek the committee's recommendation that the SBCAG board adopt the plan. The recommendations of the South Coast and North County sub-regional committees will be presented to the SBCAG board for approval at its March 20 meeting.

### Member Agencies

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

*March 12, 2008*

*North County Measure D Renewal Policy Development Committee  
Agenda Item #4A.*

At the February 13 North County Measure A Policy Development Committee meeting, at least one committee member stated that they assumed that the North and South funding split would be reevaluated every 10 years, and that as population in the North grew over time the North would get a proportionately higher share of funding than the South. There were also concerns raised that population information showing the growth of the North over time had been requested previously by the committee but not furnished.

Below are questions asked at the October 3 meeting and the responses mailed to the committee for the October 17 meeting.

**What are the region's population projections?**

A: The SBCAG board adopted a regional growth forecast for the county in June 2007. We have included in your mailing two pages from the report with tables showing the projected growth of population per jurisdiction between 2005 and 2040.

**Is funding still going to be split 50/50 between North and South County?**

A: Yes. When the SBCAG board adopted a framework for developing a 2008 Measure D plan, it decided to split the funds evenly between north and south county subregions after allocating \$140 million for the South Coast Highway 101 widening "off the top". The result is that north and south each have \$455 million in Measure D funds available for allocation in their subregional plans and the committees will use these amounts to develop their recommendations for the plans.

The South Coast Committee discussed the issue of recalculating the funding split between North and South based on population at 10 year intervals at its March 5 meeting and the committee reached a clear consensus that it supported retaining the 50-50 approach and not including requirements to modify the existing split between the north and south.

**SBCAG Regional Growth Forecast Projections - Santa Barbara County  
Summary Population, Household, and Employment Forecasts**

**Population Forecast 2005-2040**

<b>Jurisdiction</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>	<b>2040</b>
South Coast	204,700	205,800	208,500	211,300	213,600	215,700	216,300	216,900
City of Carpinteria	14,300	14,200	14,400	14,600	14,800	15,000	15,100	15,300
City of Santa Barbara	89,800	90,000	91,000	92,000	92,400	92,800	92,800	93,000
City of Goleta	31,000	31,700	33,100	34,500	35,900	37,300	37,300	37,300
Carp. -Uninc.	5,100	5,200	5,200	5,300	5,300	5,400	5,400	5,500
SB -Uninc.	64,400	64,600	64,800	65,000	65,200	65,400	65,500	65,800
Lompoc Valley	59,400	61,200	62,600	64,200	65,800	67,400	69,000	70,400
City of Lompoc	41,800	43,300	44,400	45,700	46,900	48,200	49,500	50,700
Lompoc -Uninc.	17,700	18,000	18,300	18,600	18,900	19,100	19,400	19,800
Santa Maria Valley	129,100	137,600	146,900	156,400	165,700	169,200	171,800	174,600
City of Santa Maria	88,500	95,000	102,300	109,500	116,700	118,300	118,900	119,400
City of Guadalupe	6,300	7,100	8,000	8,800	9,600	10,400	11,200	12,000
SM -Uninc.	33,800	35,000	36,200	37,500	38,700	39,900	41,100	42,500
Guad. -Uninc.	400	500	500	500	600	600	700	700
Santa Ynez Valley	23,000	24,000	25,100	25,900	26,400	27,000	27,600	28,200
City of Solvang	5,400	5,600	5,800	5,900	6,000	6,200	6,400	6,600
SY -Uninc.	13,100	13,500	14,000	14,300	14,300	14,300	14,300	14,300
City of Buellton	4,500	4,900	5,300	5,700	6,100	6,500	6,900	7,200
Cuyama Valley	1,300	1,500	1,700	1,800	1,900	2,100	2,300	2,700
<b>County Total</b>	<b>417,500</b>	<b>430,200</b>	<b>444,900</b>	<b>459,600</b>	<b>473,400</b>	<b>481,400</b>	<b>487,000</b>	<b>492,800</b>
<b>Total Unincorporated</b>	<b>135,900</b>	<b>138,300</b>	<b>140,700</b>	<b>143,000</b>	<b>144,900</b>	<b>146,800</b>	<b>148,900</b>	<b>151,200</b>
<b>Total City</b>	<b>281,600</b>	<b>291,900</b>	<b>304,200</b>	<b>316,600</b>	<b>328,500</b>	<b>334,600</b>	<b>338,100</b>	<b>341,500</b>

### Household Forecast 2005-2040

Jurisdiction	2005	2010	2015	2020	2025	2030	2035	2040	2005-2040
South Coast	75,449	76,611	77,845	79,079	79,940	80,620	80,799	80,959	5,509
City of Carpinteria	5,047	5,114	5,189	5,264	5,339	5,414	5,489	5,564	517
City of Santa Barbara	35,931	36,449	37,003	37,557	37,738	37,738	37,738	37,738	1,807
City of Goleta	11,353	11,844	12,364	12,884	13,404	13,924	13,943	13,943	2,590
Cap. -Uninc.	1,981	2,001	2,021	2,041	2,061	2,081	2,101	2,121	140
SB -Uninc.	21,139	21,204	21,269	21,334	21,399	21,464	21,529	21,594	455
Lompoc Valley	19,484	19,911	20,342	20,773	21,204	21,635	22,066	22,497	3,013
City of Lompoc	13,446	13,770	14,097	14,424	14,751	15,078	15,405	15,732	2,285
Lompoc -Uninc.	6,037	6,141	6,245	6,349	6,453	6,557	6,661	6,765	728
Santa Maria Valley	38,980	41,742	44,509	47,276	50,043	51,091	51,713	52,335	13,355
City of Santa Maria	25,465	27,610	29,755	31,900	34,045	34,471	34,471	34,471	9,006
City of Guadalupe	1,574	1,768	1,962	2,156	2,350	2,544	2,738	2,932	1,358
SM -Uninc.	11,818	12,231	12,649	13,067	13,485	13,903	14,321	14,739	2,921
Guad. -Uninc.	123	133	143	153	163	173	183	193	70
Santa Ynez Valley	8,755	9,160	9,561	9,904	10,129	10,354	10,579	10,804	2,048
City of Solvang	2,223	2,301	2,378	2,455	2,532	2,609	2,686	2,763	540
SY -Uninc.	4,828	5,007	5,183	5,301	5,301	5,301	5,301	5,301	472
City of Buellton	1,704	1,852	2,000	2,148	2,296	2,444	2,592	2,740	1,036
Cuyama Valley	470	538	593	616	665	722	814	947	477
<b>County Total</b>	<b>143,138</b>	<b>147,961</b>	<b>152,849</b>	<b>157,648</b>	<b>161,981</b>	<b>164,422</b>	<b>165,970</b>	<b>167,542</b>	<b>24,403</b>

### Employment Forecast 2005-2040

Jurisdiction	2005	2010	2015	2020	2025	2030	2035	2040
South Coast Area	109,809	114,553	118,690	121,956	124,763	125,529	125,876	126,131
City of Carpinteria	7,016	7,316	7,527	7,694	7,838	7,877	7,894	7,907
City of Santa Barbara	63,386	66,570	68,955	70,839	72,457	72,899	73,099	73,246
City of Goleta	23,447	24,586	26,033	27,175	28,157	28,425	28,546	28,635
Unincorporated	15,960	16,081	16,174	16,248	16,311	16,328	16,336	16,342
Lompoc Area	20,854	22,237	23,138	24,060	24,806	25,333	25,861	26,388
City of Lompoc	13,842	15,226	16,084	16,962	17,673	18,176	18,678	19,181
Unincorporated	7,011	7,011	7,054	7,097	7,133	7,158	7,183	7,208
Santa Maria Area	47,545	52,655	56,071	58,457	63,357	69,578	76,218	82,950
City of Santa Maria	40,310	44,031	47,181	49,380	53,898	59,633	65,755	71,961
City of Guadalupe	1,831	1,831	1,836	1,839	1,846	1,854	1,863	1,873
Unincorporated/Cuyama	5,404	6,793	7,055	7,238	7,613	8,090	8,599	9,116
Santa Ynez Area	9,843	10,555	11,102	11,528	12,075	12,560	13,046	13,531
City of Solvang	3,773	3,811	3,860	3,898	3,948	3,992	4,035	4,079
City of Buellton	2,715	3,194	3,617	3,947	4,370	4,745	5,121	5,497
Unincorporated	3,355	3,551	3,625	3,683	3,757	3,823	3,889	3,955
<b>County Total</b>	<b>188,050</b>	<b>200,000</b>	<b>209,000</b>	<b>216,000</b>	<b>225,000</b>	<b>233,000</b>	<b>241,000</b>	<b>249,000</b>

**ROAD REPAIR, TRAFFIC RELIEF AND  
TRANSPORTATION SAFETY MEASURE FOR  
SANTA BARBARA COUNTY**

**TRANSPORTATION INVESTMENT PLAN**

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**Draft of March 13, 2008**

# ROAD REPAIR, TRAFFIC RELIEF AND TRANSPORTATION SAFETY MEASURE FOR SANTA BARBARA COUNTY

## Summary

This measure, consisting of an ordinance and investment plan, will implement needed road repair, traffic relief, and transportation safety projects and programs in Santa Barbara County.

The measure calls for the North County and South Coast to each receive \$455 million in funding for high priority transportation projects and programs that advisory committees in each region have selected to address the current and future needs of that region.

In the North County, the plan includes widening the Highway 101 Santa Maria River Bridge, improving safety on rural highways like 166, improving safety at school crossings and providing safe routes to schools, increasing senior and disabled accessibility to public transit, making local street improvements such as pothole and bridge repairs and adding turn lanes at intersections.

On the South Coast, the plan includes providing incentives for commuters to form carpools and vanpools, safer walking and bike routes to schools, increasing senior and disabled accessibility to public transit and making local street improvements such as pothole repairs and synchronized traffic signals. +

The measure will relieve traffic congestion and improve safety by providing \$140 million in matching funds to widen Highway 101 from 4 lanes to 6 lanes south of Santa Barbara and \$42 million for improvements on Highway 101 in the North County.

The improvements will be funded through a continuation of a local one half percent (1/2%) sales tax approved by county voters in 1989 which will expire in 2010. Upon approval of this measure by two-thirds of county voters, the term will be extended for 30 years, generate \$1.050 billion, and match an estimated \$522 million in federal and state gas taxes, developer fees and other funding for projects described in this investment plan.

The Santa Barbara County Local Transportation Authority, consisting of local elected officials from the eight cities and the board of supervisors, will administer the measure according to strict accountability provisions including annual independent financial audits and public review of expenditures by a citizen's oversight committee.

<b>REQUIRED INVESTMENTS</b>			
<b>Highway 101 Widening: South of Santa Barbara Carpinteria to Santa Barbara</b>			
			<b>\$140 million</b>
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<b>North County</b>			<b>\$455 million</b>
Hwy 101/Union Valley Parkway Interchange	Orcutt		\$10 mil.
Hwy 101 Santa Maria River Bridge	Santa Maria		\$10 mil.
Hwy 101/135 (Broadway) Interchange	Santa Maria		\$10 mil.
Hwy 101/Betteravia Interchange	Santa Maria		\$2 mil.
Hwy 101/McCoy Interchange	Santa Maria		\$10 mil.
Hwy 246 Passing Lanes	Lompoc-Buellton		\$20 mil.
Hwy 246/Santa Ynez River Bridge	Lompoc		\$8 mil.
Highway 166 Safety Improvements.	Guadalupe-Cuyama		\$3 mil.
Solvang Circulation Improvements			\$3 mil.
Buellton Circulation Improvements			\$3 mil.
Guadalupe Circulation Improvements			\$3 mil.
Specialized Transit, Seniors-Disabled			\$4.5 mil.
Safe Routes to School, Bicycle & Pedestrian			\$3 mil.
Carpool and Vanpool Program			\$2 mil.
Interregional Transit			\$22.5 mil.
Local Street & Transportation Improvements			\$341 mil.
(allocated as follows, with a min. of \$43 mil. for Safe Routes to School, transit services, bicycle, pedestrian and other alternative modes)			
Buellton	\$9.9 mil.	Guadalupe	\$12.5 mil.
Lompoc	\$65.4 mil.	Santa Maria	\$137.2 mil.
Solvang	\$11.2 mil.	County\Unincorp.	\$104.8 mil.
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<b>South Coast</b>			<b>\$455 million</b>
Safe Routes to School			\$13 mil.
Bike & Pedestrian Program			\$13 mil.
South Coast Transit Operations Program			\$58 mil.
South Coast Transit Capital Program			\$27 mil.
Interregional Transit			\$25.35 mil.
Specialized Transit, Seniors-Disabled			\$6 mil.
Carpool and Vanpool Incentives Program			\$7 mil.
Commuter\Passenger Rail			\$25 mil.
Carpinteria Circulation Improvements			\$1 mil.
Goleta Overpass Improvement			\$7.5 mil.
Local Street & Transportation Improvements			\$272.7 mil.
(allocated as follows)			
Carpinteria	\$22.78 mil.	Goleta	\$42.91 mil.
Santa Barbara	\$104.05 mil.	County\Unincorp.	\$102.91 mil.

## I. INTRODUCTION

Through a public process involving elected officials from cities, the board of supervisors, members of the public, and Caltrans, the Santa Barbara County Local Transportation Authority has developed a ballot measure, The Road Repair, Congestion Relief and Transportation Safety Measure ("the measure") to implement needed transportation improvements for the residents of the county.

The measure calls for investments in three program categories. Each program category will receive a percentage share of sales tax revenues, currently estimated at \$1.050 billion (in 2010 dollars) over 30 years.

<u>Program Category</u>	<u>Percent Share</u>	<u>30 Year Estimated Revenue</u>
• Highway 101 Widening South of Santa Barbara	13.4%	\$140,000,000
• North County Subregion	43.3%	\$455,000,000
• South Coast Subregion	43.3%	\$455,000,000

Detail on the specific projects within each program category is provided in the Project Descriptions section of this document. An estimate of state, federal and other funds that will be leveraged or matched by the three programs is provided in Appendix A.

## II. ADMINISTRATION AND OVERSIGHT

The implementation of the measure will be the responsibility of the Santa Barbara County Local Transportation Authority. The Authority is composed of thirteen elected officials: a representative from each of the eight cities in Santa Barbara County and five members of the Santa Barbara County Board of Supervisors. The Authority will be responsible for developing and updating a strategic plan to guide allocation decisions and project delivery. The Authority will develop the initial strategic plan by November 1, 2010, and update it at least every five years during the term of the plan. A citizen's oversight committee will be established to serve as an independent oversight body that will advise the Authority on the administration of the measure and report to the public via annual audits of the measure. No more than 1% of measure revenues will be allocated to the Authority for administration and audits. The Authority will work closely and cooperatively with the California Department of Transportation (Caltrans) and transit agencies to secure state and federal grants to match funding from the measure for programs and projects. These partnerships will help to maximize the state and federal funds that can be leveraged with a local source of funds and to deliver projects in a timely manner.

## III. MEASURE DEVELOPMENT

The development of the measure has been guided by three principles.

- **Reducing Traffic Congestion and Improving Safety on Highway 101 is Our Highest Priority.** The widening of Highway 101 from 4 to 6 lanes south of the city of Santa Barbara is a project of countywide importance and therefore \$140 million in revenues collected from throughout the county are devoted to the project as a match to \$285 million in state and federal gas taxes that will also be expended to complete the project. This will allow the project schedule to be accelerated an estimated 10 years. In addition, the plan includes \$42 million for improvements on Highway 101 in the North County, including widening the Santa Maria River Bridge.
- **Revenues Should be Shared Fairly Throughout the County.** The measure calls for the North County and South Coast to each receive \$455 million as matching funds for projects and programs that were selected by advisory committees in each region to meet the current and future needs of that region. Within each region, more than half of these funds will be distributed by a population formula to cities and unincorporated areas for

locally selected street and transportation improvements. These provisions ensure that revenues are shared fairly throughout the county and used to fund the most important projects in each community.

- **Local Control of Revenues and Citizen Accountability is Paramount.** The measure includes safeguards to ensure that our transportation priorities will be protected. Local elected officials who are closest to where the revenues are collected and understand their community's needs will make decisions with input from the public and a citizen's oversight committee. Consistent with State law, all sales tax revenues collected by passage of this measure will remain under the control of local elected officials serving as the Santa Barbara County Local Transportation Authority. Changes to the North County and South Coast programs can only be made with the prior approval of a committee of elected officials from the respective region. Approximately 60% of the measure's revenues are allocated to the cities and the County of Santa Barbara as "Local Street and Transportation Improvement" funding and will be expended on projects selected by city councils and the board of supervisors.

#### IV. PROJECT DESCRIPTIONS

The measure has three program categories that have been divided into specific projects: Highway 101 Widening South of Santa Barbara, North County Subregion, South Coast Subregion. The investment plan calls for a specific percentage of funding to be allocated to each category and then distributed to the projects in the category.

Funding for projects will be used in combination with other revenue sources such as state and federal gas taxes or local fees to deliver the projects and can be loaned to the State to deliver the projects sooner than would normally be expected using state and federal gas taxes. Where appropriate, traffic impact fees collected from new development served by a regional project will provide a fair share contribution to the cost of the project. Also where appropriate, projects will ~~prevent~~ **reduce** polluted roadway runoff from entering storm drains and flowing into creeks, the ocean and onto county beaches **consistent with state and federal law.**

##### **A. Highway 101 Widening: ~~South of Santa Barbara~~ Carpinteria to Santa Barbara**

This project will widen Highway 101 from 4 to 6 lanes ~~between the city of Carpinteria and south of the city of Santa Barbara~~ to improve safety, reduce traffic congestion and match the 6 lane highway ~~south of Carpinteria and north of Santa Barbara and south of the county line.~~ Funding will be used in combination with \$285 million in state and federal gas taxes to accelerate the project schedule by an estimated 10 years.

##### **B. North County Subregion**

This program includes projects north of the Santa Ynez mountains and includes the cities of Buellton, Guadalupe, Lompoc, Santa Maria, Solvang, and all unincorporated areas including, but not limited to, Orcutt, Vandenberg Village, Los Alamos, Los Olivos, Santa Ynez, and New Cuyama. The cost of highway and circulation projects in the North County program can include such items as traffic signals, sidewalks, bike lanes, intersection channelization, curbs and gutters, shoulders, and landscaping as long as these costs are directly related to the project.

- **Highway 101: Union Valley Parkway Interchange** **\$10,000,000**  
Connect Union Valley Parkway to Highway 101 through a new interchange including northbound and southbound on and off ramps to provide Orcutt residents and businesses with access to and from 101 in addition to the existing Clark Avenue and Santa Maria Way interchanges.
- **Highway 101: Santa Maria River Bridge** **\$10,000,000**  
Widen the Highway 101 Bridge over the Santa Maria River from 4 to 6 lanes to match the 6 lane widening south of the bridge that is currently under construction. The project will also add a bike and pedestrian path adjacent to the northbound lanes.
- **Highway 101: Highway 135 (Broadway) Interchange** **\$10,000,000**  
Reconstruct the Highway 135 interchange with Highway 101 adjacent to the Santa Maria

River Bridge to improve safety for merging vehicles and accommodate the six lane widening of Highway 101.

- **Highway 101: Betteravia Road Interchange** **\$2,000,000**  
Improve the operations of intersections at Betteravia Road and Highway 101 by constructing a northbound loop on ramp in the south east interchange quadrant.
- **Highway 101: McCoy Interchange** **\$10,000,000**  
Connect McCoy Lane to Highway 101 through a new interchange including northbound and southbound on and off ramps to provide Santa Maria residents and businesses with improved access to the highway.
- **Highway 246: Passing Lanes** **\$20,000,000**  
Improve the traffic safety and operations on Highway 246 between Buellton and Lompoc by adding passing lanes and turning lanes between Purisima and Domingos Roads.
- **Highway 246: Santa Ynez River Bridge** **\$8,000,000**  
Improve access to Lompoc across the Santa Ynez River by a providing a bridge raised above flood level with wider shoulders that can safely accommodate vehicles, bicycles and pedestrians.
- **Highway 166 Safety and Operational Improvements** **\$3,000,000**  
Improve safety and operations on Highway 166 by adding passing lanes, turning lanes, wider shoulders and enhanced enforcement.
- **Buellton Circulation Improvements** **\$3,000,000**  
Improve local streets and highways, consistent with the City of Buellton's circulation element, including median improvements, widening roads, installing traffic signals, improving bicycle and pedestrian safety, park and ride lots, and improving intersections.
- **Solvang Circulation Improvements** **\$3,000,000**  
Make safety and operational improvements to local streets and/or Highway 246 in Solvang including intersection improvements, pedestrian crossings, bicycle lanes, wider bridges and traffic signal synchronization.
- **Guadalupe Circulation Improvements** **\$3,000,000**  
Improve local streets and highways, consistent with the City of Guadalupe's circulation element, including widening roads, installing traffic signals, improving bicycle and pedestrian safety, and improving intersections.
- **Specialized Transit for Elderly and Disabled** **\$4,500,000**  
Reduce fares charged to the elderly and the disabled by funding the operating expenses of specialized transit service providers in the North County including transit operators and Consolidated Transportation Service Agencies (CTSAs).
- **Safe Routes to School, Bicycle & Pedestrian Program** **\$3,000,000**  
Fund projects through a competitive grant process that increase pedestrian and bicycle safety to, from and near schools in North County and expand and improve the North County's regional bicycle and pedestrian facilities network. Cities and the County would be eligible to compete for funding. Projects proposed by cities and the County may include projects to be coordinated in partnership with school districts, universities, colleges, transit agencies and Caltrans. Funds would be used for planning, project development, and construction of capital projects, education programs and maintenance. Eligible projects include, but are not limited to, wider shoulders and sidewalks near schools, crosswalk signals and school zone signage, traffic calming near schools, pedestrian and bicycle safety education for students, new bike routes and pedestrian paths to eliminate missing links in the regional network, path lighting, route plans and maps.

- Carpool and Vanpool Program** **\$2,000,000**  
 Reduce traffic congestion, improve air quality, and expand commuter choices on North County roads and highways through the formation of carpools and vanpools and by facilitating the use of transit services, bicycle and pedestrian options, telecommuting and flexible work schedules. Whenever possible, funds would be used in partnership with employers that are seeking to improve employee retention and mitigate the jobs-housing imbalance by expanding commute options for their employees. Funds would be used for planning, implementation, education, marketing and incentives to increase use of these options. An annual report would be published quantifying the effectiveness of the program to ensure that performance measures are being met. It is intended that program funds be used with South Coast Program funds to match federal, state, local, and private funding to maximize the number of commute options implemented.
- Interregional Transit Program** **\$22,500,000**  
 Maintain and expand bus service between North County and South Coast regions and between Santa Barbara County and adjoining counties. Funding would be used to continue existing services after federal funding grants expire, deliver expanded peak hour commute and express bus service and provide greater frequencies on existing routes. Any public transit operator providing interregional services shall be eligible to receive these funds and funds allocated under this program shall be allocated directly to the public transit operator providing the service. Expenses for vehicles, capital facilities such as transportation hubs, operations and planning and promotions are eligible.
- Local Street and Transportation Improvements** **\$341,000,000**  
 These are projects of local importance in the North County selected by city councils and the Board of Supervisors. Projects eligible for funding include, but are not limited to, pothole repairs, safety improvements, bridge repairs and traffic synchronization. A full list of eligible projects is shown on Appendix B1. Revenues will be allocated to cities and the County based on their proportionate share of the North County population after each jurisdiction has received a \$100,000 annual base allocation. Below is a table showing an estimate of how much each jurisdiction can expect to receive for local street and transportation improvements.

North County Jurisdictions	30 Year Allocation	Alternative Transportation
Buellton	\$9,928,000	5%
Guadalupe	\$12,504,000	5%
Lompoc	\$65,421,000	15%
Santa Maria	\$137,205,000	15%
Solvang	\$11,164,000	15%
County of Santa Barbara (unincorporated North County)	\$104,778,000	10%
<b>North County Total</b>	<b>\$341,000,000</b>	-----

Each jurisdiction must spend a minimum percentage of their funds on eligible alternative transportation projects according to the percentages identified in the table above. This requirement must be met by the fifth year of the program, and every fifth year thereafter, end of the 30 year program. Eligible alternative transportation projects are listed in Appendix B2.

~~Every 10 years, the Santa Barbara County Transportation Authority, in consultation with North County local jurisdictions, will evaluate the alternative transportation percentage for each jurisdiction to determine if the prescribed percentages are serving the needs of the jurisdiction. After approval by the North County Subregion Committee, and a noticed public hearing, the Authority may amend the expenditure plan to change the percentages.~~

**C. South Coast Subregion.**

This program includes projects south of the Santa Ynez mountains and includes the cities of Goleta, Santa Barbara, Carpinteria and all unincorporated areas including, but not limited to, Isla Vista, the Goleta Valley, Montecito, and Summerland.

- **Safe Routes to School Program** **\$13,000,000**  
Fund projects through a competitive grant process that increase pedestrian and bicycle safety to, from and near schools on the South Coast. Cities and the County would be eligible to compete for funding. School districts, universities, colleges, transit agencies, and Caltrans would be eligible to compete for funding with a city or county co-sponsor. Funds would be used for capital projects, maintenance and education programs. Eligible projects include, but are not limited to, traffic calming near schools, wider shoulders and sidewalks near schools, crosswalk signals and school zone signage, pedestrian and bicycle safety education for students.
  
- **Specialized Transit for Elderly and Disabled** **\$6,000,000**  
Reduce fares charged to the elderly, the handicapped, and the transportation disadvantaged by funding the operating expenses of specialized transit service providers on the South Coast.
  
- **Carpool and Vanpool Incentives Program** **\$7,000,000**  
Reduce traffic congestion, improve air quality, and expand commuter choices through the formation of carpools and vanpools and by facilitating the use of transit services, bicycle and pedestrian options, telecommuting and flexible work schedules. Whenever possible, funds would be used in partnership with employers that are seeking to improve employee retention and mitigate the jobs-housing imbalance by expanding commute options for their employees. Funds would be used for planning, implementation, education, marketing and incentives to increase use of these options. An annual report would be published quantifying the effectiveness of the program to ensure that performance measures are being met. It is intended that program funds be used with North County Program funds to match federal, state, local, and private funding to maximize the number of commute options implemented.
  
- **South Coast Transit Program**  
Maintain and expand public bus service within and between the cities on the South Coast of Santa Barbara County through two sub-programs.
  - a. South Coast Transit Operations Program: **\$58,000,000**  
Funding for costs related to operating general public bus services, planning, marketing and promotions directly allocated to SBMTD.
  - b. South Coast Transit Capital Program: **\$27,000,000**  
Funding for transit capital projects directly allocated to SBMTD for general public bus services.
  
- **Interregional Transit Program** **\$25,350,000**  
Maintain and expand bus service between South Coast and North County regions and between Santa Barbara County and adjoining counties. Funding would be used to continue existing services after federal funding grants expire, deliver expanded peak hour commute and express bus service and provide greater frequencies on existing routes. Any public transit operator providing interregional services shall be eligible to receive these funds and funds allocated under this program shall be allocated directly to the public transit operator providing the service. Expenses for vehicles, capital facilities such as transportation hubs, operations and planning and promotions are eligible.
  
- **Regional Bicycle and Pedestrian Program** **\$13,000,000**  
Fund projects through a competitive grant process that would expand and improve the South Coast's regional bicycle and pedestrian facilities network. Cities and the County would be eligible to compete for funding. School districts, universities, colleges, transit agencies, and Caltrans would be eligible to compete for funding with a city or county co-

sponsor. Funds would be used for planning, project development, and construction of capital projects, education programs, and maintenance. Eligible projects include, but are not limited to, new bike routes and pedestrian paths to eliminate missing links in the regional network, path lighting, route plans and maps.

- **Commuter & Passenger Rail Planning & Service Improvements** **\$25,000,000**  
 Improve passenger rail service between Ventura and Goleta to reduce congestion on Highway 101 and provide commuters with an alternative to driving. Eligible expenditures are capital and operating costs including developing new schedules and service plans, obtaining environmental clearances, negotiating agreements, operating subsidies, rolling stock and related equipment, promotions and marketing, maintenance, connecting transit service, track improvements, station facilities, train and grade crossing controls. Funds may be used to revise Amtrak Pacific Surfliner schedules to improve service for commuters and to plan for implementation of new commuter train service between Ventura County and Goleta.
- **Carpinteria Circulation Improvements** **\$1,000,000**  
 Make safety or operational improvements to local streets and highways, consistent with the City of Carpinteria's circulation element, including intersection improvements, synchronizing traffic signals, improving bicycle and pedestrian safety and mitigating the impacts of transportation improvements within the community.
- **Goleta Overpass Improvement** **\$7,000,000** **\$7,500,000**  
 Improve traffic circulation in Goleta by constructing a new overpass of Highway 101. Funding will be used in combination with other revenue sources such as state and federal gas taxes or local fees to deliver the project and can be loaned to the State to deliver the project sooner than would normally be expected using state and federal gas taxes. The cost of this project can include such items as traffic signals, sidewalks, bike lanes, intersection channelization, curbs and gutters, shoulders, and landscaping as long as these costs are directly related to the project.
- **Local Street & Transportation Improvements** **\$273,150,000**  
 These are projects of local importance selected by city councils and the Board of Supervisors. Projects eligible for funding include pothole repairs, traffic signal synchronization, bridge repairs and safety improvements. A full list of eligible projects is shown on Appendix B1.

Revenues will be allocated to cities and the County based on their proportionate share of the South Coast population after each jurisdiction has received a \$100,000 annual base allocation. The table below shows the estimated net allocation that each jurisdiction would receive for local street and transportation improvements.

South Coast Jurisdictions	Net 30 Year Allocation	Percent of Gross Allocation to MTD
Carpinteria	\$22,777,000	7.96%
Goleta	\$42,913,000	13.18%
Santa Barbara	\$104,054,000	26.05%
County of Santa Barbara (unincorporated South Coast)	\$102,906,000	11.12%
<b>South Coast Total</b>	<b>\$272,650,000</b>	-----

Each jurisdiction must contribute a percent of their gross allocation, specified in the table above, to the South Coast Transit Operations Program, and the funds will be directly allocated to the Santa Barbara MTD by the Authority. Each South Coast city and the County of Santa Barbara shall expend a minimum of 10% of their Net 30 Year Allocation, on eligible alternative transportation projects. This requirement must be met by the fifth year of the program, and every fifth year thereafter. Eligible alternative transportation projects are listed in Appendix B2.

**APPENDIX A**  
**Matched & Leveraged Funds**

The Road Repair, Traffic Relief and Transportation Safety Measure is expected to generate \$1.050 billion over 30 years and match or leverage an estimated \$522 million in federal and state gas taxes, developer fees and contributions from neighboring counties. Estimated matched and leveraged funds per project are listed on the table below:

<b>Projects with Matched &amp; Leveraged Funding</b>	<b>Area</b>	<b>Sales Tax Funds to be Used as a Match</b>	<b>Matched &amp; Leveraged Funds</b>
Highway 101 Widening South of Santa Barbara		\$140,000,000	\$285,000,000
Highway 101: Union Valley Parkway Interchange	Orcutt	\$10,000,000	\$7,000,000
Highway 101: Santa Maria River Bridge	Santa Maria	\$10,000,000	\$40,000,000
Highway 101: Highway 135 (Broadway) Interchange	Santa Maria	\$10,000,000	\$13,000,000
Highway 101: Betteravia Road Interchange	Santa Maria	\$2,000,000	\$3,000,000
Highway 101: McCoy Lane Interchange	Santa Maria	\$10,000,000	\$15,000,000
Highway 246: Passing Lanes	Lompoc - Buellton	\$20,000,000	\$30,000,000
Highway 246: Santa Ynez River Bridge	Lompoc	\$8,000,000	\$18,000,000
Highway 166 Safety & Operational Improvements	Guadalupe - Cuyama	\$3,000,000	\$3,000,000
Solvang Circulation Improvements		\$3,000,000	\$4,000,000
Buellton Circulation Improvements		\$3,000,000	\$3,000,000
Guadalupe Circulation Improvements		\$3,000,000	\$3,000,000
Carpool and Vanpool Incentives Program	countywide	\$9,000,000	\$11,000,000
Safe Routes to School, Bicycle and Pedestrian Improvements	countywide	\$29,000,000	\$9,000,000
Goleta Overpass Improvement		\$7,000,000	\$18,000,000
Local Street & Transportation Improvement Funding	countywide	\$614,150,000	\$60,000,000
<b>TOTAL</b>		<b>\$881,650,000</b>	<b>\$522,000,000</b>

## **APPENDIX B1**

### **Local Street and Transportation Improvements Funding Eligible Uses**

City councils and the board of supervisors may expend Local Street and Transportation Improvements funding on the following uses

1. Maintaining, **rehabilitating**, improving or constructing **roadways, bridges**, and bicycle and pedestrian facilities
2. Safe Routes to School improvements
3. Safety improvements
4. Reduced transit fares for seniors and the disabled
5. Bus and rail transit services that provide alternatives to the automobile
6. Programs that reduce transportation demand
7. The operation of urban forestry street tree programs
8. Storm damage repair to transportation facilities
9. Roadway drainage facilities
10. Traffic signal coordination, intersection channelization
11. **Traffic calming management**
12. ~~Landscaping and roadway rehabilitation and maintenance~~
13. Highway improvements
14. Matching funds for state and regional programs and projects
15. Bus and rail transit facilities

## **APPENDIX B2**

### **Eligible Local Street and Transportation Improvements Funding Alternative Transportation Expenditures**

Local Street and Transportation Improvement funding may be expended by city councils and the board of supervisors on the following uses to meet the prescribed alternative modes percentage.

1. Maintenance, repair, construction and improvement of bicycle and pedestrian facilities, **excluding maintenance of class II facilities.**
2. Safe Routes to School improvements
3. Reduced transit fares for seniors and the disabled
4. Bus and rail transit services and facilities
5. Education and incentives designed to reduce single occupant auto trips
6. ~~Traffic calming~~

The County of Santa Barbara may count expenditures on Class 2 bikeway maintenance toward its alternative transportation percentage but these expenditures may not exceed 50% of the County's prescribed percentage.