

STAFF REPORT

SUBJECT: Presentation of Recommended Expenditure Plan

MEETING DATE: April 5, 2006

AGENDA ITEM: 6

STAFF CONTACT: Jim Kemp, Stephen VanDenburgh, Gregg Hart

RECOMMENDATION:

Receive presentation on draft A + B expenditure plan and provide direction to staff.

DISCUSSION:

In January, the board directed staff and the consulting team to conduct a public outreach process to receive input on a draft expenditure plan based on the Measure A+B strategy. Measure A is a renewal of the existing ½ percent sales tax and Measure B would be a ¼ percent increase. Measures A and B are companion measures that would appear on the November 2006 ballot together. Measure A would become effective if it receives a two-thirds voter approval. Measure B would become effective only if both Measures A and B receive a two-thirds majority voter approval.

Attached are drafts of the Measure A and Measure B expenditure plans which incorporate changes recommended by staff and the consulting team to respond to input received during the public outreach process. Staff will present the revised draft expenditure plans at the April 5 board workshop and explain the reasons for any changes being recommended. A one page overview summary of the A+B plans is also attached.

Staff and the consulting team are seeking input from the board on the draft plans including direction on changes or any additional information the board would like to have presented at the April 20 regular board meeting. At the April 20 meeting it is expected that the board will hold a hearing to take public comments and consider adoption of the final expenditure plan. To allow time for consideration of this important issue, the board will begin its April 20 meeting at 8:30 a.m., recess for a lunch break and then reconvene for an afternoon session.

ATTACHMENTS:

Summary Overview of A+B expenditure plans
Draft Measure A expenditure plan
Draft Measure B expenditure plan

Member Agencies

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

A+B Balanced Plan Overview

**Renewal of ½ Percent Transportation Sales Tax
+ New ¼ Percent Transportation Sales Tax**

For Santa Barbara County

April 5, 2006



260 N. San Antonio Road, Suite B
Santa Barbara, CA 93110
www.sbcag.org

A+B Balanced Plan Overview

The “A+B” Balanced Plan would place two 30 year measures on the ballot. Measure A is a continuation of the existing ½ cent sales tax for transportation. Measure B would be a new ¼ cent sales tax providing additional funding for transportation. Measure B would take effect only if Measure A and Measure B pass. Total revenues: \$1.575 billion.

Local Program

- 60% of Measure A funds (\$630 mil.) distributed to cities and county by population.
- Measure B funds distributed within North County and South County regions by population; \$104 million to the North, \$53 million to the South.
- Agencies expend funds on projects of their choosing; expenditures on alternative transportation would be according to prescribed percentages over 30 years.
- Estimated funds to jurisdictions over 30 years:

	Measure A	Measure B
○ County	\$202.0 mil.	\$51.7 mil.
○ Buellton	\$8.2 mil.	\$2.1 mil.
○ Carpinteria	\$22.6 mil.	\$3.9 mil.
○ Goleta	\$46.6 mil.	\$8.3 mil.
○ Guadalupe	\$10.8 mil.	\$2.9 mil.
○ Lompoc	\$63.7 mil.	\$19.7 mil.
○ Santa Barbara	\$134.6 mil.	\$24.5 mil.
○ Santa Maria	\$132.1 mil.	\$41.3 mil.
○ Solvang	<u>\$9.5 mil.</u>	<u>\$2.5 mil.</u>
TOTAL	\$630.0 mil.	\$157.0 mil.

Regional Program

	Measure A	Measure B
Fund 101 in Motion		
* Widen Highway 101	\$95.0 mil.	\$45.0 mil.
* Interregional Bus Service Program	\$52.0 mil.	\$10.0 mil.
Coastal Express		
Clean Air Express		
Valley Express		
* Commuter Rail	\$52.0 mil.	\$74.0 mil.
* Expand Carpools, Vanpools, Telecommuting	\$17.0 mil.	\$10.0 mil.
Local\Regional Bus Service Program	\$86.5 mil.	\$119.0 mil.
Reduced Transit Fares, Seniors & Disabled	\$6.0 mil.	\$3.0 mil.
Rural Highway Safety (246,166,1,154,135)	\$5.0 mil.	\$25.0 mil.
Improve\Add New Interchanges		
* 101/135	\$10.0 mil.	
* 101/McCoy	\$10.0 mil.	
* 101\Betteravia N. Loop On-Ramp	\$3.0 mil.	
Widen Highway 246, La Purisma\ Domingos	\$15.0 mil.	\$25.0 mil
Widen Highway 101 S.M. River Bridge	\$8.0 mil.	
Realign Central Ave. (Lompoc) w\Highway 246	\$8.0 mil.	
Guadalupe Circulation Improv.		\$6.0 mil.
Highway 1 Widening in Lompoc, Central\ Purisima		\$11.0 mil.
Regional Bicycle Program	\$27.5	\$20.0 mil.
Safe Routes to School Program	<u>\$25.0</u>	<u>\$20.0 mil.</u>
TOTAL	\$420.0 mil.	\$368.0 mil.

MEASURE A

Renewal of ½ Percent Transportation Sales Tax

For Santa Barbara County

EXPENDITURE PLAN

April 5, 2006



260 N. San Antonio Road, Suite B
Santa Barbara, CA 93110
www.sbcag.org

SANTA BARBARA COUNTY
MEASURE “A” EXPENDITURE PLAN

This document contains the Santa Barbara County Measure “A” Expenditure Plan. This Expenditure Plan, which is required to be adopted by the Santa Barbara County Transportation Authority pursuant to Public Utilities Code commencing with Section 180000, describes how revenues generated by the continuation for 30 years of the ½ percent local retail transactions and use tax (sales tax) will be spent for specific transportation projects and programs. An ordinance authorizing the continuation of the sales tax, including this expenditure plan, must be approved by the Local Transportation Authority and a two-thirds majority of county voters. The ordinance becomes effective at the close of the polls on the day of the election at which the local transportation measure is approved by the voters. The full text of the Expenditure Plan is provided on the following pages.

Member Jurisdictions

City of Santa Barbara
City of Santa Maria
City of Lompoc
City of Buellton
City of Solvang
City of Goleta
City of Carpinteria
City of Guadalupe
County of Santa Barbara

EXECUTIVE SUMMARY

The Measure "A" Expenditure Plan is intended to meet existing and future transportation needs in Santa Barbara County and reduce a shortfall of over \$3.0 billion in transportation funding required to meet these needs. The Plan calls for local street repairs, safety, operational and congestion relief improvements on local streets and highways, commuter rail, bicycle, pedestrian, and bus service improvements to provide alternatives to the automobile.

Revenue to fund the Plan will come from the continuation a one half percent (1/2 %) sales tax imposed by passage of Measure D by county voters in 1989 and will be limited for a 30 year period beginning in 2010 when the current Measure D expires. Measure A is expected to generate \$1.05 billion for programs and leverage an estimated \$529 million in federal and state gas taxes, developer fees and contributions from neighboring counties.

Categorical allocations are as follows:

- 60% or \$630 million to a **Local Program** for projects selected by city councils and the Board of Supervisors.
 - At least \$145.3 million will be expended on projects that provide alternatives to the automobile.
- 40% or \$420 million to a **Regional Program** for projects of regional importance.
 - \$154 million for highway safety and congestion relief improvements
 - \$266 million for intercity and inter-county bus, carpool/vanpools, a commuter rail pilot program, and reduced transit fares for seniors and the disabled.

CATEGORICAL ALLOCATIONS

LOCAL PROGRAM - The allocation is divided by population between the County and the incorporated cities after each receives an annual \$50,000 base allocation. The funds must be used to supplement current transportation spending levels and cannot be used to replace general fund expenditures currently expended by the local agencies for street and road purposes. Funding may be used in combination with other revenue sources such as state funds or local fees to deliver projects and may be used to augment funding of projects in the Regional Program.

Projects that may be funded from the Local Program include:

- The maintenance, repair and rehabilitation of local roads and bridges and seismic bridge safety improvements.
- The operation of urban forestry-street tree programs.
- Traffic signal coordination, intersection channelization.
- Safety improvements.
- New local roads, extensions of existing roads, and increased roadway capacity.
- Maintaining, improving or constructing bicycle and pedestrian facilities
- Safe Routes to School improvements.
- Traffic calming.
- Reduced transit fares for seniors and the disabled.
- Bus and rail transit services that provide alternatives to the automobile.
- Programs that reduce transportation demand.

Each jurisdiction will be required to spend a minimum percentage of the funds received over the 30 year life of the program on alternative transportation projects.

REGIONAL PROGRAM - These are projects of regional importance which add lanes, improve safety, make operational improvements and maintain and expand transit services within and between cities and other counties. Projects include state highway facilities and local, regional and interregional transit. Funding will be used in combination with other revenue sources such as state and federal funds or local fees to deliver projects and can be loaned to the State to deliver highway projects sooner than would normally be expected using state and federal gas taxes. This Expenditure Plan assumes that \$529 million in other funding would be leveraged for Regional Program projects using funding from the continuation of the existing one half percent (1/2 %) sales tax, as shown in Table 1.

Improvements that would be funded from the Regional Program include:

- **Capacity, Operational and Safety Improvements to Highway 101.**
 - Widen Highway 101 to six lanes from the Ventura County line to Milpas Street in the city of Santa Barbara.
 - Reconstruct the Highway 101\135 interchange, add a northbound loop on-ramp at Betteravia Road and construct a new interchange at McCoy Lane in Santa Maria.
 - Widen the Santa Maria River Bridge to six lanes.
- **Rural Highway Safety Program.** Leverage state and federal funds to make safety improvements to rural highways. This includes, but is not limited to passing lanes, fog reflectors, intersection turn lanes, bicycle and pedestrian improvements and traffic calming. Eligible facilities are Highways 246, 166, 1, 154, 135 and 192.
- **Capacity, Operational and Safety Improvements to Highway 246.**
 - Improve connection of Route 246 to Lompoc providing an all weather crossing of the Santa Ynez River.
 - Widen Highway 246 to 4 lanes from Purisima Road to Domingos Road.
- **Bus Transit Service.**
 - Local\Regional Service. Funding would be allocated to transit providers operating intercity services in the North County and South Coast. The funds would be used to continue existing services after federal funding grants expire and to increase frequencies on existing routes or establish new inter-city services. Examples of services that would be funded include the Breeze intercommunity service (Lompoc\Santa Maria\Vandenberg Air Force Base) and MTD inter-city service on the South Coast (Carpinteria\Santa Barbara\Goleta). Expenses for vehicles, capital facilities such as transportation hubs, planning, marketing, and operations are eligible.
 - Interregional Service. Funding would be allocated to transit providers to continue existing interregional services after federal funding grants expire and to expand peak hour commute and express bus service. Examples of services that would be funded are the Valley Express (Santa Ynez Valley to South Coast), Clean Air Express (North County to South Coast), and Coastal Express (Ventura County to South Coast). Expenses for vehicles, capital facilities such as transportation hubs, planning, marketing and operations are eligible
- **Reduced Transit Fares for Elderly and Disabled.** Fare reductions for the elderly, the handicapped, and the transportation disadvantage would be maintained by providing funding for the operating expenses of specialized transit service providers.

- **Expanded Use of Carpools, Vanpools and Alternative Modes.** Expand the number of carpools and vanpools and encourage telecommuting and alternative modes to reduce congestion during commute times. Funds would be used for planning, developing, and marketing carpools, vanpools and trip-demand reduction programs including bicycle and transit usage.
- **Implementation of Passenger Rail Transit.** A five-year pilot commuter rail service would be initiated in the Ventura County-to-Goleta corridor to reduce peak period traffic congestion on the South Coast 101 corridor. Eligible costs include planning, operations, purchase or lease of locomotives and passenger cars, track improvements, station facilities, train and grade crossing controls.
- **Expanded Regional Bicycle Network.** Expand and improve the regional bicycle network. Eligible projects include new bike routes to eliminate missing links in the regional network, bike path lighting, bike system planning, development, construction and education.
- **Safe Routes to School.** Increase pedestrian and bicycle safety to, from and near schools. Eligible projects include wider shoulders and sidewalks near schools, crosswalk signals, school zone signage, traffic calming, and pedestrian and bicycle safety education for students.

TABLE 1
FUNDING LEVERAGED BY
REGIONAL PROGRAM INVESTMENTS

Regional Program Projects with Leveraged Funding	Sales Tax Funds to be Used as a Match	Leveraged State and Federal Gas Tax, Developer Fees and Funds from Other Counties
Widen Highway 101, Ventura County Line to Milpas Street	\$95,000,000	\$333,000,000
Improve Interchange at Highway 101\Highway 135 (Broadway), Santa Maria	\$10,000,000	\$7,000,000
Improve Interchange at Highway 101/Betteravia Avenue	\$3,000,000	\$2,000,000
Construct New Highway 101 Interchange at McCoy Lane, Santa Maria	\$10,000,000	\$14,000,000
Widen Santa Maria River Bridge on Highway 101	\$8,000,000	\$32,000,000
Rural Highway Safety Improvements	\$5,000,000	\$25,000,000
Improve connection of Route 246 to Lompoc providing an all weather crossing of the Santa Ynez River.	\$8,000,000	\$18,000,000
Widen Highway 246 Near Lompoc	\$15,000,000	\$48,000,000
Commuter Rail Pilot Program, Ventura County to Goleta	\$52,000,000	\$50,000,000
TOTAL	\$206,000,000	\$529,000,000

SANTA BARBARA COUNTY **TRANSPORTATION AUTHORITY**

The Santa Barbara County Association of Governments (SBCAG) was designated the Santa Barbara County Transportation Authority (“the Authority”) pursuant to the provisions of Public Utilities Code Section I, Division 19 commencing with Section 180000 by the Santa Barbara County Board of Supervisors to carry out the activities delineated in the Santa Barbara County Measure D Ordinance. If approved by county voters, the Authority would also administer the revenues generated under Measure A. The Board of the Authority, listed below, includes elected representatives from each of the cities in the county as well as the five members of the Santa Barbara County Board of Supervisors.

SBCAG Board Members

Fiscal Year 2005-06

Supervisor Joe Centeno - Santa Barbara County, 5th District (SBCAG Chair)
Supervisor Joni Gray - Santa Barbara County, 4th District
Supervisor Salud Carbajal - Santa Barbara County, 1st District
Supervisor Brooks Firestone - Santa Barbara County, 3rd District
Supervisor Susan Rose – Santa Barbara County, 2nd District
Mayor Marty Blum - City of Santa Barbara
Councilmember Marty Mariscal - City of Santa Maria
Mayor Lupe Alvarez - City of Guadalupe
Mayor Dick DeWees - City of Lompoc
Councilmember Donna Jordan - City of Carpinteria
Mayor Jonny Wallis - City of Goleta (SBCAG Vice-Chair)
Councilmember Russ Hicks – City of Buellton
Mayor Ed Skytt - City of Solvang

STATEMENT OF PRINCIPLES

The Transportation Authority's principles in developing this Expenditure Plan are as follows:

1. A balanced transportation network of highways, local streets, rail and bus transit, bicycle and pedestrian facilities are necessary to preserve the quality of life and a healthy viable economy for Santa Barbara County residents.
2. Streets should be designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.
3. Maintaining air quality is an important goal for Santa Barbara County. Alternatives to the single occupant automobile are important contributors to improved air quality.
4. It is estimated that there is a shortfall of over \$3.0 billion to fund current and future transportation needs in the county including:
 - Street repair, safety and improvements on local streets and roads;
 - Congestion relief and safety projects to accommodate crowded streets and highways;
 - Capital and operating assistance for bus and passenger rail service;
 - Local match requirements for state and federal funding.
5. State and federal monies are insufficient to meet Santa Barbara County's transportation needs. A local retail transactions and use tax renewal for transportation improvements is the funding method best suited for combining with these other revenue sources to meet Santa Barbara County's needs.
6. All Expenditure Plan investments will be made to benefit the residents and economy of Santa Barbara County.

TABLE 2

ANTICIPATED SANTA BARBARA COUNTY
THIRTY YEAR REVENUE FROM A ½ % SALES TAX CONTINUATION
FOR CATEGORICAL ALLOCATION

Thirty Year Revenue Total in 2005 Dollars: \$1,050,000,000

TABLE 3

CATEGORICAL ALLOCATIONS
(30-Year Estimate in 2005 Dollars)

REVENUES FOR ALLOCATION		\$1,050,000,000
LOCAL PROGRAM	60%	\$630,000,000
Minimum Alternative Modes Expenditure	\$145,300,000	
REGIONAL PROGRAM	40%	\$420,000,000
Highway Safety and Congestion Relief	\$154,000,000	
Transit and Alternative Modes	\$266,000,000	

These revenue allocations are for illustrative purposes. Actual net revenues will probably fall above or below these projections, therefore revenue allocations to each category will be based on the percentages listed above.

CATEGORY DESCRIPTIONS

LOCAL PROGRAM

Cities and the County will share sixty percent (60%) of the sales tax revenue for projects selected by local jurisdictions. Local jurisdictions will receive an annual funding allocation based on their proportionate share of the population of the county after each jurisdiction has received a \$50,000 base allocation. The Authority shall annually update the population estimates used in the allocation formula based on the most recent information available from the California Department of Finance. Table 4 displays an estimate of each jurisdiction's allocation of local program funding.

Local jurisdictions shall spend the funds they receive on eligible transportation projects and programs at their discretion. Each jurisdiction will be required to annually adopt a program of projects identifying how their estimated share of local program allocations will be expended over a five year period on projects in three categories: Maintaining Existing Infrastructure, Alternative Transportation and Congestion Relief. Prior to adopting the 5-year program of projects, each city and the County will hold a public hearing on the proposed program.

- **Maintaining Existing Infrastructure.** This includes the maintenance, repair and rehabilitation of local roads, bridges, seismic bridge safety improvements, and the operation of urban forestry-street tree programs.
- **Alternative Transportation.** This includes maintenance, repair, construction and improvement of bicycle and pedestrian facilities, Safe Routes to School improvements, traffic calming, reduced transit fares for seniors and the disabled, and bus and rail transit services that provide alternatives to the automobile, and education and incentive programs designed to reduce single occupant auto trips.
- **Congestion Relief.** This includes traffic signal coordination, intersection improvements and channelization, road, bridge and highway safety and operational improvements, new local roads, extensions of existing roads, and increased roadway capacity.

Each city and the County would be required to expend a minimum percentage of its local allocation on Alternative Transportation projects. By the end of the 30th year of the program, jurisdictions shall have spent a minimum percentage of their funds on Alternative Transportation according to the percentages prescribed on Table 4.

Every 10 years, the Authority, in consultation with the local jurisdictions, shall evaluate the categorical percentage for each jurisdiction to determine if the prescribed percentages are serving the transportation needs of the jurisdiction. After a noticed public hearing, the Authority may amend the expenditure plan to change the categorical percentages.

It is the intent of the California State Legislature and the Authority that revenues provided under this measure be used to supplement existing revenues being used for local street maintenance projects and programs. A jurisdiction cannot redirect monies currently being used for local transportation purposes to other uses, and then replace the redirected funds with Local Program dollars from the retail transaction and use tax. To meet the requirements of state law, a jurisdiction must demonstrate maintenance or a minimum level of local transportation expenditures in conformance with procedures adopted in ordinance by the Authority. Monies from this program may not go to a city's or the County's "General Fund".

Local jurisdictions may "lend" any of their allocation to another agency so that projects could be expedited as long as a formal agreement is executed by all agencies involved and is approved by the Local Transportation Authority.

TABLE 4

LOCAL PROGRAM
Estimated Revenues and 30-Year Expenditure Percentages
By Population*

	30-Year Allocation	Alternative Transportation
Buellton	\$8,200,000	5%
Carpinteria	\$22,600,000	30%
Goleta	\$46,600,000	20%
Guadalupe	\$10,800,000	5%
Lompoc	\$63,700,000	15%
Santa Barbara City	\$134,600,000	40%
Santa Barbara County	\$202,000,000	15%
Santa Maria	\$132,100,000	25%
Solvang	\$9,500,000	15%
Total =	\$630,000,000	

* Based upon January 1, 2005 California Department of Finance Population Estimates

REGIONAL PROGRAM

Forty percent (40%) of the revenue generated under this measure would be allocated to projects of regional importance which add capacity to roadways, improve safety, provide major operational improvements or improve transit and passenger rail services within and between cities and other counties.

The Authority will be required to annually adopt a program of projects identifying how the estimated share of Regional Program allocations will be expended over a five year period on projects and programs. Prior to adopting the 5-year program of projects, the Authority will hold a public hearing on the proposed program.

More improvement projects are needed to address regionally significant transportation problems than existing state and federal revenues can fund. Of the total funds that would be available in the Regional Program, an estimated \$420 million in project funding would be used to leverage an estimated \$529 million in federal and state revenues to complete the following list of projects. Funding can be loaned to the state to deliver a project sooner than would normally be expected using state and federal gas taxes. The cost of these projects can include such items as traffic signals, intersection channelization, curbs and gutters, shoulders, bus rapid transit infrastructure, as long as these costs are directly related to the project

HIGHWAY SAFETY AND CONGESTION RELIEF

<u>Highway 101: South Coast</u> Widen from 4 to 6 lanes and make safety and operational improvements between the Ventura County line and Milpas Street.	\$95.0 million
<u>Highway 101: Santa Maria</u> Widen the Santa Maria River Bridge from 4 to 6 lanes.	\$8.0 million
<u>Highway 101: Santa Maria</u> Construct a new interchange at McCoy Lane	\$10.0 million
<u>Highway 101: Santa Maria</u> Add a northbound loop on-ramp at Betteravia Road	\$3.0 million
<u>Highway 101: Santa Maria</u> Reconstruct the Highway 135 (Broadway) interchange.	\$10.0 million
<u>Highway 246: Lompoc</u> Widen 2 to 4 lanes from Purisma Road to Domingos Road	\$15.0 million
<u>Highway 246: Lompoc</u> Improve connection of Route 246 to Lompoc providing an all weather crossing of the Santa Ynez River	\$8.0 million
<u>Rural Highway Safety Program</u> Funds would be awarded through a competitive grant process to projects that will leverage state and federal funding to make safety improvements to rural highways in the county. Eligible highways are 246, 166, 1, 154, 135, 192	\$5.0 million

TRANSIT AND ALTERNATIVE MODES

The objective of expenditures from the Regional Program on transit and alternative modes is to provide alternatives to the use of automobiles as a means of transportation. This is an important

step in maintaining air quality in addition to enhancing the mobility of persons without access to private automobiles, the elderly and the handicapped population of Santa Barbara County.

To address evolving transit needs funded from this category, the Authority shall prepare and adopt every five years a Regional Transit Systems Plan which shall identify how transit monies in the Local/Regional and Interregional transit programs shall be allocated for the succeeding five year period.

Local jurisdiction transit programs are eligible for transit funding provided that all of their Transportation Development Act (TDA) local transportation funding (LTF) is used for transit purposes.

Bus transit projects that would be funded are:

Interregional Bus Service Program \$52.0 million
Maintain and expand bus service between North County and South Coast regions and between Santa Barbara County and adjoining counties. Expenses for planning, vehicles, capital facilities such as transportation hubs, and operations are eligible. 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. Eligible projects that may be funded from under this program include, but are not limited to:

- Coastal Express service from Ventura County to employment centers in Santa Barbara County.
- Clean Air Express service from North County cities to employment centers on the South Coast.
- Valley Express bus service between the Santa Ynez Valley and South Coast employment centers.

Local/Regional Bus Service Program \$86.5 million
Maintain and expand bus services in cities and between cities within the North County region and South Coast region. 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. Expenses for vehicles, capital facilities, planning and promotions, and operations are eligible.

Over the 30 year life of the program, no less than 40% of the funds allocated for Local/Regional Bus Services shall be allocated for services provided in the North County region and no less than 40% of the funds shall be allocated for services in the South County region. Any public transit operator providing local/regional 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.

Eligible projects that may be funded from under this program include, but are not limited to:

- Greater frequencies on existing peak hour intra-city bus routes.
- Transportation hubs
- Traffic signal pre-emption systems for buses
- Operations and capital purchases such as vehicles for providing transit service to the elderly, the handicapped, and the transportation disadvantaged.
- Expanded intercity service connecting North County cities.

Reduced Transit Fares for Seniors/Disabled \$6.0 million
Reduce fares charged to the elderly, the handicapped, and the transportation disadvantage by funding the operating expenses of specialized transit service providers.

Carpool, Vanpools and Alternative Modes \$17.0 million
Regional Program funds would be spent to expand the use of carpools, vanpools and trip-reduction programs. Funds will be used for planning, developing, and marketing bicycle and transit usage, carpools, vanpools and trip-demand reduction programs. It is intended that these funds be used to match federal, state, local, and private funding to maximize the number of improvements to be implemented. Eligible projects include, but are not limited to:

- Guaranteed Ride Home Program
- Flexible work schedule education
- Transit and bicycle system education

Commuter Rail Pilot Program \$52.0 million
This expenditure plan includes funding to operate a five-year commuter rail pilot service in the Ventura County-to-Goleta corridor. The service would operate during morning and evening commute times, providing commuters with an alternative to the automobile to reduce congestion on Highway 101. The pilot program service would be implemented in two phases.

Phase 1—Planning and Agreements (2006 to 2010). This is the phase for planning, environmental review and working out agreements with UPRR, other counties and the service operator. Measure A would provide a small amount of funding, estimated at \$1.5 million, for expenses related to planning and agreement negotiations.

Phase 2—Begin Commuter Train Pilot Service Program (2010 to 2015). This is the pilot service program phase where station improvements, layover facilities, locally funded track improvements, and rolling stock would be purchased to initiate 2 trains/day (plus existing Amtrak service) with connecting bus service. Capital costs are estimated at \$28 million for trains, \$31 million for tracks/stations and \$3.5 million for buses. Annual net operating subsidy costs are estimated to be \$3.5 million for trains and \$0.8 million for buses. Approximately \$50.0 million would come from Measure A and the rest from state or federal sources or other counties.

Phase 3—Continued Service (2015 to 2040). Measure A does not include funding to continue service beyond the pilot program or expand the service to 3 trains/day as has been recommended by recent studies commissioned by the Authority. Additional funding from local, state and federal sources would be required to fund Phase 3.

Eligible projects funded under Phases 1 and 2 include, but are not limited to, planning and negotiating agreements, operations, maintenance, bus connecting service, the purchase or lease of locomotives and passenger cars, track improvements, station facilities, train and grade crossing controls.

Regional Bicycle Program \$27.5 million
This program will fund projects through a competitive grant process that would expand and improve the regional bicycle network. Cities and the County, Caltrans, transit districts and the commuter rail operator would be eligible to compete for funding. Schools districts, universities and colleges would be eligible to compete for funding with a city\county co-sponsor. Funds would be used for planning, project development, construction of capital projects and education programs but not maintenance. Eligible projects include, but are not limited to, new bike routes to eliminate missing links in the regional network, bike path lighting, bicycle route plans and maps.

Safe Routes to School Program

\$25.0 million

This program will fund projects through a competitive grant process that increase pedestrian and bicycle safety to, from and near schools. Cities, the County, school districts, Caltrans, and transit districts would be eligible to compete for funding. Funds would be used for capital projects 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.

DRAFT

ADMINISTRATION

LOCAL TRANSPORTATION AUTHORITY ADMINISTRATION

The Authority will hire and oversee the staffing and professional assistance required to carry out the requirements of the program. The total cost of salary and benefits of staffing for administration of the Measure A plan shall not exceed 1% of the sales tax revenues generated by Measure A.

Meetings of the Authority board are open to the public and planning and administration of the Measure A program will be conducted in a transparent manner to encourage public participation. The Authority will ensure that there is accountability to the public in carrying out the program.

- An annual independent audit shall be conducted to assure that the revenues expended by the Authority are necessary and reasonable in carrying out its responsibilities under the Ordinance.
- The Authority will prepare an annual report, identifying the total expenditures for administration, as well as other costs associated with delivering the program.
- An annual budget will be adopted by the Authority each year. The budget will project the expected sales tax receipts, other anticipated funds, and planned expenditures for administration, programs, and projects.

STRATEGIC PLAN

The Authority will prepare a Strategic Plan, which it will update at least every five years. The Strategic Plan will be the master document for delivery of the Expenditure Plan projects and programs and can be amended at any time. The purposes of the Strategic Plan are as follows:

- Defines the scope, cost, and schedule of each project
- Identifies accomplishments and critical issues
- Lists a set of amendments to these projects
- Details the revenue projections and possible financing tools needed to deliver the Expenditure Plan
- Gathers into one document the policies and procedures adopted to implement the Regional Program.

AMENDMENTS TO THE EXPENDITURE PLAN

The Authority may propose amendments to the Expenditure Plan to provide for the use of additional federal, state and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances. Amendments to the Expenditure Plan must be passed by a two thirds majority of the Authority. The Authority shall notify the Board of Supervisors and the City Council of each city in the county of the proposed amendment(s) and provide each entity with a copy of the proposed amendment(s). Pursuant to Public Utilities Code 180207, proposed amendment(s) shall become effective 45 days after notice is given, unless a local jurisdiction appeals an expenditure plan amendment by a majority vote of its elected policy body. The amendment shall not be implemented unless an override of the appeal is passed by a four-fifths majority of the Authority. The Authority shall hold a public hearing on the appealed proposed amendment(s) prior to voting on an override.

TAXPAYER ACCOUNTABILITY SAFEGUARDS

CITIZENS OVERSIGHT COMMITTEE

The Authority shall appoint a Citizens Oversight Committee to help ensure accountability to voters regarding the expenditure of Measure A funds and to assist the Authority in ensuring that all provisions, requirements and voter mandates specified in Measure A are fully and properly carried out. The committee will serve in an advisory capacity to the Authority staff and Board and will be comprised of an appropriate balance of transportation users representing the geographic, social, cultural, and economic interests in the county.

LEGAL DEDICATION OF FUNDS

Measure A funds may only be used for transportation purposes as described in the local ordinance governing this program, including the construction, environmental mitigation of transportation projects, capital activities, acquisition, maintenance, and operation of streets, roads, highways, including state highways and public transit systems and for related purposes. These purposes include but are not limited to expenditures for the planning, environmental reviews, engineering and design costs, related right-of-way engineering and acquisition, and construction engineering and administration.

MANDATORY ANNUAL FISCAL AUDIT

No less than annually, the Authority shall conduct an independent fiscal audit of the expenditure of all sales tax funds raised by this measure. The audit, which shall be made available to the public, shall report on evidence that the expenditure of funds is in accordance with the Santa Barbara County Measure A Expenditure Plan as adopted by the voters in approving the sales tax measure on November 2, 2006. In addition, the audit shall determine that Maintenance of Effort requirements are being met. The audit shall also insure that no more than one percent (1%) of total sales tax expenditures is used for administrative staff salaries and benefits in implementing this Plan.

MANDATORY PLAN UPDATE AND TERMINATION OF SALES TAX

This Plan shall be updated by the Authority every ten years that the sales tax is in effect to reflect current and changing priorities and needs in the County, as defined by the duly elected local government representatives on the Authority Board. Any changes to this Plan must be adopted in accordance with current law in effect at the time of the update. The sales tax authorized to be collected by the voters shall be terminated on March 31, 2040, unless reauthorized by the voters to extend the sales tax prior to the termination date as required under state law in effect at the time of the vote for extension.

END.

MEASURE B

¼ Percent Transportation Sales Tax

For Santa Barbara County

EXPENDITURE PLAN

April 5, 2006



260 N. San Antonio Road, Suite B
Santa Barbara, CA 93110
www.sbcag.org

SANTA BARBARA COUNTY
MEASURE “B” EXPENDITURE PLAN

This document contains the Santa Barbara County Measure “B” Expenditure Plan. This Expenditure Plan, which is required to be adopted by the Santa Barbara County Transportation Authority pursuant to Public Utilities Code commencing with Section 180000, describes how revenues generated by a ¼ percent local retail transactions and use tax (sales tax) collected for 30 years will be spent for specific transportation projects and programs. An ordinance authorizing the sales tax, including this expenditure plan, must be approved by the Transportation Authority and a two-thirds majority of county voters. The ordinance becomes effective at the close of the polls on the day of the election at which the local transportation measure is approved by the voters. The full text of the Expenditure Plan is provided on the following pages.

Member Jurisdictions

City of Santa Barbara
City of Santa Maria
City of Lompoc
City of Buellton
City of Solvang
City of Goleta
City of Carpinteria
City of Guadalupe
County of Santa Barbara

EXECUTIVE SUMMARY

This Expenditure Plan calls for supplemental funding for congestion relief improvements on highways and local streets, flexible local infrastructure maintenance funding by region, and places a priority on funding alternatives to the automobile, including expanded bus service, commuter rail service, and new bicycle and Safe Routes to School programs.

Revenue to fund the Plan will come from Measure B, a one quarter percent (1/4 %) sales tax and will be limited for a 30 year period. It is expected to generate \$525 million for programs.

This Expenditure Plan is a companion to the Expenditure Plan for Measure A. It provides additional revenues for major projects funded by Measure A and would expand Measure A programs to serve more of the county's residents. *In order for Measure B to take effect, both measures must be passed by voters.* Together, they are intended to reduce a shortfall of over \$3.0 billion in transportation funding needs in Santa Barbara County.

Categorical allocations are as follows:

- 30% or \$157 million to a **Local Program** to provide local agencies with additional funding flexibility for evolving transportation needs.
 - \$104 million to a North County Supplemental Infrastructure Program
 - \$53 million to a South County Supplemental Infrastructure Program
- 70% or \$368 million to a **Regional Program** for projects of regional importance.
 - \$112 million to Regional Highway Safety and Congestion Relief Projects
 - \$256 million for Regional Transit and Alternative Modes, including Commuter Rail, Bus, Bicycles and Safe Routes to Schools

CATEGORICAL ALLOCATIONS

LOCAL PROGRAM - Funds are allocated to the North County and South Coast regions and sub-allocated to the County and the incorporated cities by the share of population of their subregion. The funds must be used to supplement current transportation spending levels and cannot be used to replace general fund expenditures currently expended by the local agencies for street and road purposes. Funding may be used in combination with other revenue sources such as state funds or local fees to deliver projects and may be used to augment funding of projects in the Regional Program.

Projects that may be funded from the Local Program include:

- The maintenance, repair and rehabilitation of local roads and bridges and seismic bridge safety improvements.
- The operation of urban forestry-street tree programs.
- Traffic signal coordination, intersection channelization.
- Safety improvements.
- New local roads, extensions of existing roads, and increased roadway capacity.
- Maintaining, improving or constructing bicycle and pedestrian facilities
- Safe Routes to School improvements.
- Traffic calming.
- Reduced transit fares for seniors and the disabled.
- Bus and rail transit services that provide alternatives to the automobile.
- Programs that reduce transportation demand.

Each jurisdiction will be required to spend a minimum percentage of the funds received over the 30 year life of the program on alternative transportation projects.

REGIONAL PROGRAM - These are projects of regional importance which add lanes, improve safety, make operational improvements, reduce congestion and maintain and expand transit services within and between cities and other counties. Projects include state highway facilities and local, regional and interregional transit. Funding will be used in combination with other revenue sources such as to deliver projects and can be loaned to the State to deliver highway projects sooner than would normally be expected using state and federal gas taxes.

Highway Safety & Congestion Relief – Funding will be used in combination with Measure A, state and federal funds and local fees to:

- Deliver major widening projects on Highways 101 and 246 sooner than using Measure A, state and federal gas taxes alone.
- Expand the number of rural highway safety improvements made to Highways 246, 166, 1, 154, 135 and 192 than could be funded using Measure A, state and federal gas taxes alone.

Transit & Alternative Modes - It is the intent to use Measure B sales tax revenue to match and supplement Measure A, state, and federal funds to provide alternatives to the automobile.

- **Passenger Rail Transit** includes expenditures to provide commuter rail service for 25 years in the Ventura County-to-Goleta corridor after the five year pilot program funded by Measure A is completed.
- **Local\Regional Bus Service** includes expenditures to increase frequencies on existing routes and establish new inter-city services.
- **Interregional Bus Service** includes expanded peak hour commute and express bus service between the North County and South Coast regions and neighboring counties.
- **Carpools, Vanpools and Alternative Modes** includes expanding the number of carpools and vanpools and encouraging telecommuting and alternative modes to reduce congestion during commute times.
- **Regional Bicycle Program** includes projects that expand the regional bicycle network.
- **Safe Routes to School** includes projects that increase pedestrian and bicycle safety to, from and near schools.

SANTA BARBARA COUNTY **TRANSPORTATION AUTHORITY**

The Santa Barbara County Association of Governments (SBCAG) was designated the Santa Barbara County Transportation Authority (“the Authority”) pursuant to the provisions of Public Utilities Code Section I, Division 19 commencing with Section 180000 by the Santa Barbara County Board of Supervisors to carry out the activities delineated in the Santa Barbara County Measure D Ordinance. If approved by county voters, the Authority would also administer the revenues generated under Measure B. The Board of the Authority, listed below, includes elected representatives from each of the cities in the county as well as the five members of the Santa Barbara County Board of Supervisors.

SBCAG Board Members

Fiscal Year 2005-06

Supervisor Joe Centeno - Santa Barbara County, 5th District (SBCAG Chair)
Supervisor Joni Gray - Santa Barbara County, 4th District
Supervisor Salud Carbajal - Santa Barbara County, 1st District
Supervisor Brooks Firestone - Santa Barbara County, 3rd District
Supervisor Susan Rose – Santa Barbara County, 2nd District
Mayor Marty Blum - City of Santa Barbara
Councilmember Marty Mariscal - City of Santa Maria
Mayor Lupe Alvarez - City of Guadalupe
Mayor Dick DeWees - City of Lompoc
Councilmember Donna Jordan - City of Carpinteria
Mayor Jonny Wallis - City of Goleta (SBCAG Vice-Chair)
Councilmember Russ Hicks – City of Buellton
Mayor Ed Skytt - City of Solvang

STATEMENT OF PRINCIPLES

The Transportation Authority's principles in developing this Expenditure Plan are as follows:

1. A balanced transportation network of highways, local streets, rail and bus transit, bicycle and pedestrian facilities are necessary to preserve the quality of life and a healthy viable economy for Santa Barbara County residents.
2. Streets should be designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.
3. Maintaining air quality is an important goal for Santa Barbara County. Alternatives to the single occupant automobile are important contributors to improved air quality.
4. It is estimated that there is currently a need for over \$3.0 billion to fund:
 - Street repair, safety and improvements on local streets and roads;
 - Congestion relief and safety projects to accommodate crowded streets and highways;
 - Capital and operating assistance for bus and passenger rail service;
 - Local match requirements for state and federal funding.
5. State and federal monies are insufficient to meet Santa Barbara County's transportation needs. A local retail transactions and use tax increase for transportation improvements is the funding method best suited for combining with these other revenue sources to meet Santa Barbara County's needs.
6. All Expenditure Plan investments will be made to benefit the residents and economy of Santa Barbara County.

TABLE 1

ANTICIPATED SANTA BARBARA COUNTY
THIRTY YEAR REVENUE FROM A ¼ % SALES TAX
FOR CATEGORICAL ALLOCATION

Thirty Year Revenue Total in 2005 Dollars: \$525,000,000

TABLE 2

CATEGORICAL ALLOCATIONS
(30-Year Estimate in 2005 Dollars)

REVENUES FOR ALLOCATION		\$525,000,000
LOCAL PROGRAM	30%	\$157,000,000
North County	66%	\$104,000,000
Minimum Alternative Modes Expenditures		\$19,100,000
South County	34%	\$53,000,000
Minimum Alternative Modes Expenditure		\$15,100,000
REGIONAL PROGRAM	70%	\$368,000,000
Highway Safety & Congestion Relief		\$112,000,000
Transit & Alternative Modes		\$256,000,000

These revenue allocations are for illustrative purposes. Actual net revenues will probably fall above or below these projections, therefore revenue allocations to each category will be based on the percentages listed above.

CATEGORY DESCRIPTIONS

LOCAL PROGRAM

Different regions of the county place different weight on infrastructure maintenance, alternative modes and local flexibility, depending on how they expect their communities to change over time or the amount of uncertainty they face in the future. In the South County, many of the transportation needs are evident today and can be addressed by specific projects included in the expenditure plan such as commuter rail. In the North County, which is rapidly urbanizing, transportation needs are evolving. More flexibility is required to address future needs in the north county. Consequently, a larger share of Local Program funding is allocated to North County agencies under the Measure B expenditure plan.

This Expenditure Plan allocates thirty percent (30%) of the sales tax revenue to projects selected by local jurisdictions. The North County would receive 66% of the funding; the South Coast 34%. Local jurisdictions would receive an annual funding allocation based on their proportionate share of the population in their subregion. The Authority shall annually update the population estimates used in the allocation formula based on the most recent information available from the California Department of Finance.

Whenever possible the Authority would seek to bond for these revenues to reduce project inflationary costs and tackle maintenance needs when repairs rather than rehabilitation or reconstruction is in order. This would result in a savings to taxpayers.

Table 3 displays an estimate of each jurisdiction's allocation of local program funding.

Local jurisdictions shall spend the funds they receive on eligible transportation projects and programs at their discretion. Each jurisdiction will be required to annually adopt a program of projects identifying how their estimated share of local program allocations will be expended over a five year period on projects in three categories: Maintaining Existing Infrastructure, Alternative Transportation and Congestion Relief. Prior to adopting the 5-year program of projects, each city and the County will hold a public hearing on the proposed program.

- **Maintaining Existing Infrastructure.** This includes the maintenance, repair and rehabilitation of local roads, bridges, seismic bridge safety improvements, and the operation of urban forestry-street tree programs.
- **Alternative Transportation.** This includes maintenance, repair, construction and improvement of bicycle and pedestrian facilities, Safe Routes to School improvements, traffic calming, reduced transit fares for seniors and the disabled, and bus and rail transit services that provide alternatives to the automobile, and education and incentive programs designed to reduce single occupant auto trips.
- **Congestion Relief.** This includes traffic signal coordination, intersection improvements and channelization, road, bridge and highway safety and operational improvements, new local roads, extensions of existing roads, and increased roadway capacity.

Each city and the County shall be required to expend a minimum percentage of its local allocation on Alternative Transportation projects. By the end of the 30th year of the program, jurisdictions shall have spent a minimum percentage of their funds on Alternative Transportation according to the percentages prescribed on Table 3.

Every 10 years, the Local Transportation Authority, in consultation with the local jurisdictions, shall evaluate the categorical percentage for each jurisdiction to determine if the prescribed percentages are serving the transportation needs of the jurisdictions. After a noticed public

hearing, the Local Transportation Authority may amend the expenditure plan to change the categorical percentages.

It is the intent of the California State Legislature and the Authority that revenues provided under this measure be used to supplement existing revenues being used for local street maintenance projects and programs. A jurisdiction cannot redirect monies currently being used for local transportation purposes to other uses, and then replace the redirected funds with Local Program dollars from the retail transaction and use tax. To meet the requirements of state law, a jurisdiction must demonstrate maintenance or a minimum level of local transportation expenditures in conformance with procedures adopted in ordinance by the Authority. Monies from this program may not go to a city's or the County's "General Fund".

Local jurisdictions may "lend" any of their allocation to another agency so that projects could be expedited as long as a formal agreement is executed by all agencies involved and is approved by the Local Transportation Authority.

REGIONAL PROGRAM

Seventy percent (70%) of the revenue generated under this measure would be allocated to projects of regional importance which add capacity to roadways, improve safety, provide major operational improvements or improve transit and passenger rail services within and between cities and other counties.

The Authority will be required to annually adopt a program of projects identifying how the estimated share of Regional Program allocations will be expended over a five year period on projects and programs. Prior to adopting the 5-year program of projects, the Authority will hold a public hearing on the proposed program.

Funding can be loaned to the state to deliver a project sooner than would normally be expected using state and federal gas taxes. The cost of these projects can include such items as traffic signals, intersection channelization, curbs and gutters, shoulders, as long as these costs are directly related to the project.

HIGHWAY SAFETY & CONGESTION RELIEF

For the Highway 101 and Highway 246 widening projects, funding from Measure B would be added to Measure A project revenues to deliver segments of the projects sooner than possible using Measure A, State and federal gas taxes alone. For the rural Highway Safety Program, additional funding from this Expenditure Plan would be added to Measure "A" revenues to expand the number of safety improvements to rural highways.

Highway 101: South Coast \$45.0 million
Widen from 4 to 6 lanes and make safety and operational improvements between the Ventura County line and Milpas Street.

Highway 246: Lompoc \$25.0 million
Widen 2 to 4 lanes from Purisima Road to Domingos Road

Circulation Improvements: Guadalupe \$6.0 million
Widen roads, install traffic signals, construct bike\ped paths, improve RR crossings

Highway 1: Lompoc \$11.0 million
Widen north "H" street, Central to Purisima

Rural Highway Safety Program

\$25.0 million

Make safety improvements to rural highways in the county. Eligible highways are 246, 166, 1, 154, 135, 192.

TRANSIT AND ALTERNATIVE MODES

The objective of expenditures from the Regional Program on transit and alternative modes is to provide alternatives to the use of automobiles as a means of transportation. This is an important step in maintaining air quality in addition to enhancing the mobility of persons without access to private automobiles, the elderly and the handicapped population of Santa Barbara County.

To address evolving transit needs funded from this category, the Authority would prepare and update every five years a Regional Transit Systems Plan which would recommend how transit monies for the Alternative Modes category shall be allocated.

Local jurisdiction transit programs are eligible for transit funding provided that all of their Transportation Development Act (TDA) local transportation funding (LTF) is used for public transit purposes.

Bus transit projects that would be funded are:

Interregional Bus Service Program

\$10.0 million

This includes expanded bus service between North County and South Coast regions and between Santa Barbara County and adjoining counties. Expenses for planning, vehicles, capital facilities such as transportation hubs, and operations are eligible. 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.

Eligible projects that may be funded from under this program include, but are not limited to:

- Coastal Express service from Ventura County to employment centers in Santa Barbara County.
- Clean Air Express service from North County cities to employment centers on the South Coast.
- Valley Express bus service between the Santa Ynez Valley and South Coast employment centers.

Local/Regional Bus Service Program

\$119.0 million

Expenditures would expand bus services in cities and between cities within the North County region and South Coast region. Funding would be used to expand peak hour commute and express bus service and provide greater frequencies on existing routes. Expenses for vehicles, capital facilities, planning and marketing, and operations are eligible. Expenses for vehicles, capital facilities, planning and promotions, and operations are eligible.

Over the 30 year life of the program, no less than 40% of the funds allocated for Local/Regional Bus Services shall be allocated for services provided in the North County region and no less than 40% of the funds shall be allocated for services in the South County region. Any public transit operator providing local/regional 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.

Eligible projects that may be funded from under this program include, but are not limited to:

- Greater frequencies on existing peak hour intra-city bus routes.
- Transportation hubs
- Traffic signal pre-emption systems for buses
- Operations and capital purchases such as vehicles for providing transit service to the elderly, the handicapped, and the transportation disadvantaged.
- Expanded intercity service connecting all North County cities.

Carpool, Vanpools and Alternative Modes

\$10.0 million

Expenditures would expand the use of carpools, vanpools and trip-reduction programs. Funds will be used for planning, developing, and marketing transit usage, carpools, vanpools and trip-demand reduction programs. Eligible projects include, but are not limited to:

- Guaranteed Ride Home Program
- Flexible work schedule education
- Transit and bicycle system education

Commuter Rail Pilot Program

This expenditure plan includes funding for **Phase 3** of commuter rail service in the Ventura County-to-Goleta corridor, continuing the service after the pilot program (Phases 1 and 2) is completed. The service would operate during morning and evening commute times, providing commuters with an alternative means of travel to reduce congestion on Highway 101.

Phase 1—Planning and Agreements (2006 to 2010). This is the phase for planning, environmental review and working out agreements with UPRR, other counties and the service service operator. Measure A would provide a small amount of funding (estimate \$1.5 million) for expenses related to planning and agreement negotiations. Phase 1 is funded by Measure A.

Phase 2—Begin Commuter Train Pilot Service Program (2010 to 2015). This is the pilot service program phase where station improvements, layover facilities, locally funded track improvements, and rolling stock would be purchased to initiate 2 trains/day (plus existing Amtrak service) with connecting bus service. Capital costs are estimated at \$28 million for trains, \$31 million for tracks/stations and \$3.5 million for buses. Annual net operating subsidy costs are estimated to be \$3.5 million for trains and \$0.8 million for buses. Approximately \$50.0 million would come from Measure A and the rest from state or federal sources or other counties. Phase 2 is funded by Measure A.

Phase 3—Continued Service (2015 to 2040).

\$74.0 million

This Expenditure Plan includes funding to continue the service after the pilot program and expand the service to 3 trains/day. If funding for continued service is not secured by the successful passage of this measure, funding would have to come from a future ¼ cent sales tax measure, local agency contributions from the Measure A Local Program, or increased contributions from other counties.

Eligible projects funded under Phase 3 include, but are not limited to, planning and negotiating agreements, operations, maintenance, bus connecting service, the purchase or lease of locomotives and passenger cars, track improvements, station facilities, train and grade crossing controls.

Reduced Transit Fares for Seniors/Disabled

\$3.0 million

Expand fare reductions for the elderly, the handicapped, and the transportation disadvantage by funding the operating expenses of specialized transit service providers

Regional Bicycle Program.

\$20.0 million

This program would fund projects through a competitive grant process that would expand and improve the regional bicycle network. Cities and the County, Caltrans, transit districts and the commuter rail operator would be eligible to compete for funding. Schools districts, universities and colleges would be eligible to compete for funding with a city\county co-sponsor. Funds would be used for planning, project development, construction of capital projects and education programs but not maintenance. Eligible projects include, but are not limited to:

- New bike routes to eliminate missing links in the regional network.
- Bike path lighting.
- Bicycle route plans and maps.

Safe Routes to School

\$20.0 million

This program would fund projects through a competitive grant process that increases pedestrian and bicycle safety to, from and near schools. Cities, the County, school districts, Caltrans, and transit districts would be eligible to compete for funding. Funds would be used for capital projects 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.

TABLE 3

LOCAL SUPPLEMENTAL INFRASTRUCTURE PROGRAM
Estimated Revenues and 30-Year Expenditure Percentages
By Population*

	30-Year Allocation	Alternative Modes
NORTH COUNTY 66%		
Buellton	\$2,100,000	5%
Guadalupe	\$2,900,000	5%
Lompoc	\$19,700,000	15%
Santa Barbara County	\$35,400,000	15%
Santa Maria	\$41,300,000	25%
Solvang	\$3,000,000	15%
Sub-Total	\$104,000,000	
SOUTH COUNTY 34%		
Carpinteria	\$3,900,000	30%
Goleta	\$8,300,000	20%
Santa Barbara City	\$24,500,000	40%
Santa Barbara County	\$16,300,000	15%
Sub-Total	\$53,000,000	

* Based upon January 1, 2005 California Department of Finance Population Estimates

ADMINISTRATION

The Authority board will hire and oversee the staffing and professional assistance required to carry out the requirements of the expenditure plan. The total cost of salary and benefits of staffing for administration of the Measure B plan shall not exceed 1% of the sales tax revenues generated by Measure B.

Meetings of the Authority board are open to the public and planning and administration of the Measure A program will be conducted in a transparent manner to encourage public participation. The Authority will ensure that there is accountability to the public in carrying out the program.

- An annual independent audit shall be conducted to assure that the revenues expended by the Authority are necessary and reasonable in carrying out its responsibilities under the Ordinance.
- The Authority will prepare an annual report, identifying the total expenditures for administration, as well as other costs associated with delivering the program.
- An annual budget will be adopted by the Authority each year. The budget will project the expected sales tax receipts, other anticipated funds, and planned expenditures for administration, programs, and projects.

STRATEGIC PLAN

The Authority will prepare a Strategic Plan, which it will update at least every five years. The Strategic Plan will be the master document for delivery of the Expenditure Plan projects and programs and can be amended at any time. The purposes of the Strategic Plan are as follows:

- Defines the scope, cost, and schedule of each project
- Identifies accomplishments and critical issues
- Lists a set of amendments to these projects
- Details the revenue projections and possible financing tools needed to deliver the Expenditure Plan
- Gathers into one document the policies and procedures adopted to implement the Regional Program.

AMENDMENTS TO THE EXPENDITURE PLAN

The Authority may propose amendments to the Expenditure Plan to provide for the use of additional federal, state and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances. Amendments to the Expenditure Plan must be passed by a two thirds majority of the Authority. The Authority shall notify the Board of Supervisors and the City Council of each city in the county of the proposed amendment(s) and provide each entity with a copy of the proposed amendment(s). Pursuant to Public Utilities Code 180207, proposed amendment(s) shall become effective 45 days after notice is given, unless a local jurisdiction appeals an expenditure plan amendment by a majority vote of its elected policy body. The amendment shall not be implemented unless an override of the appeal is passed by a four-fifths majority of the Authority. The Authority shall hold a public hearing on the appealed proposed amendment(s) prior to voting on an override.

TAXPAYER ACCOUNTABILITY SAFEGUARDS

CITIZENS OVERSIGHT COMMITTEE

The Authority shall appoint a Citizens Oversight Committee to help ensure accountability to voters regarding the expenditure of Measure B funds and to assist the Authority in ensuring that all provisions, requirements and voter mandates specified in Measure B are fully and properly carried out. The committee will serve in an advisory capacity to the Authority staff and Board and will be comprised of an appropriate balance of transportation users representing the geographic, social, cultural, and economic interests in the county.

LEGAL DEDICATION OF FUNDS

Measure B funds may only be used for transportation purposes as described in the local ordinance governing this program, including the construction, environmental mitigation of transportation projects, capital activities, acquisition, maintenance, and operation of streets, roads, highways, including state highways and public transit systems and for related purposes. These purposes include but are not limited to expenditures for the planning, environmental reviews, engineering and design costs, related right-of-way engineering and acquisition, and construction engineering and administration.

MANDATORY ANNUAL FISCAL AUDIT

No less than annually, the Authority shall conduct an independent fiscal audit of the expenditure of all sales tax funds raised by this measure. The audit, which shall be made available to the public, shall report on evidence that the expenditure of funds is in accordance with the Santa Barbara County Measure B Expenditure Plan as adopted by the voters in approving the sales tax measure on November 2, 2006. In addition, the audit shall determine that Maintenance of Effort requirements are being met. The audit shall also insure that no more than one percent (1%) of total sales tax expenditures is used for administrative staff salaries and benefits in implementing this Plan.

MANDATORY PLAN UPDATE AND TERMINATION OF SALES TAX

This Plan shall be updated by the Authority every ten years that the sales tax is in effect to reflect current and changing priorities and needs in the County, as defined by the duly elected local government representatives on the Authority Board. Any changes to this Plan must be adopted in accordance with current law in effect at the time of the update. The sales tax authorized to be collected by the voters shall be terminated on March 31, 2041, unless reauthorized by the voters to extend the sales tax prior to the termination date as required under state law in effect at the time of the vote for extension.

END.