

STAFF REPORT

SUBJECT: Measure D Renewal

MEETING DATE: December 11, 2007

AGENDA ITEM: 5

STAFF CONTACT: Gregg Hart

RECOMMENDATION:

Review the draft Measure D Renewal Investment Plan.

SUMMARY:

On November 7th both the North County and South Coast Measure D Renewal Policy Development Committees reached consensus on their two separate subregional Measure D – 2008 Investment Plans. On November 15th the SBCAG Board unanimously approved the combined subregional investment plans and directed staff to begin soliciting public and agency input on the draft plan and to hire a polling firm to test voter support for this plan. The polling will be done in early January 2008 so that if modifications to the Draft Measure D Investment Plan are required there will be sufficient time to make the necessary changes and still meet the required steps to place the measure on the November 2008 General Election Ballot.

DISCUSSION:

At its May 2007 meeting the SBCAG Board voted to adopt a Measure D -2008 Renewal Framework that consisted of four principles:

- Approve November 2008 General Election as date for placing a ½ cent renewal of Measure D on the ballot.
- Prepare separate subregional expenditure plans for North County and south coast.
- Assign SBCAG’s subregional planning committees responsibility for developing recommendations for expenditure plans including 1) Basis for allocating funds for north and south county, 2) Allocating funds in subregional plans to projects/programs, 3) Determine and carry out process for including the public, 4) Term of tax
- Expenditure plan should include funding for 101 “off the top”.

This framework was intended to ensure that the renewal plan has the broad support needed to pass the two-thirds voter approval requirement and to address the shortcomings of the D-2006 plan that led to its failure.

The North County and South Coast Subregional Planning committees both decided to involve the public directly in crafting the new investment plans. The two committees chose to form ad hoc committees (referred to as the Measure D Renewal Policy Development Committees) and to expand membership of those new committees to include representatives from community, business and environmental organizations to work together to prepare the new subregional Measure D investment plans. Over the past four months the committees have worked hard to achieve consensus on the projects and programs in the two draft plans. The negotiations were often difficult and the committee members deserve recognition for their willingness to compromise in order to build consensus plans that have wide support. As anticipated, the two draft plans are very different with each plan recognizing the unique transportation needs and priorities of each region of the county.

Following the Measure D Policy Development Committees' final deliberations and consensus recommendation, the two official SBCAG subregional planning committees (comprised of SBCAG board members representing each region) were to meet and vote to forward their recommendations to the full SBCAG Board. Unfortunately, the North County Subregional Planning Committee did not have a quorum necessary to formally vote on the draft plan on November 7, but those members in attendance unanimously supported the draft plan. The South County Subregional Planning Committee did meet with a quorum on November 7 and voted unanimously to recommend approval of its draft subregional plan to the full SBCAG Board. At the November 15th SBCAG Board meeting the draft consensus renewal investment plan was unanimously approved by the SBCAG Board. An overview of the consensus renewal plan, using the framework described above, is attachment #1 to the staff report.

Public Input Process

Since the full SBCAG Board approved the draft Measure D Renewal Investment Plan for public and agency review. Over the next two months public input and comment opportunities will be provided through:

- Public meetings or workshops throughout the county
- Presentations to city councils and the board of supervisors
- Presentations to interest groups (Chambers of Commerce, PTAs, etc.)
- Polling, surveying or focus groups

The SBCAG Board authorized the Executive Director to hire a polling firm to test voter support for this plan. The polling will be done in early January 2008 so that if modifications to the plan are required, there will be sufficient time to make the necessary changes and still meet the required steps to place the measure on the November 2008 General Election Ballot.

When the results of the public input process are available in late January 2008 the Subregional Measure D Policy Development Committees will be reconvened to discuss the public input received, poll results and to determine if any changes to the draft plan are required to improve public support for the measure. In addition, the committees will be asked to consider additional issues that must be specified in the ordinance that will implement the draft investment plan such as the oversight committee, plan review cycles, amendment process and other policy issues.

If the Subregional Policy Development Committees and Subregional Planning Committees make any recommendations to amend the draft investment plan, the full SBCAG Board will consider those recommendations and the Measure D Renewal implementing ordinance in February 2008 and then release the plan for review and approval by the City Councils and Board of Supervisors. A majority of the City Councils representing a majority of the residents of the County and the County Board of Supervisors must approve the plan before it can be submitted to the voters. The Board of Supervisors must officially

place the Measure D Renewal Investment Plan and Ordinance on the ballot by July 2008 in order to meet the deadline for the November 2008 general election.

Attachments

- Attachment #1 Consensus Proposal Overview
- Attachment #2 Measure D 2008 Timetable and Milestones
- Attachment #3 South Coast Measure D Renewal Policy Development Committee and South County Subregional Policy Development Committee Draft Consensus Subregional Investment Plan
- Attachment #4 North County Measure D Renewal Policy Development Committee Draft Consensus Subregional Investment Plan
- Attachment #5 SBCTAC letter on Measure D Reauthorization proposal



Attachment #1

Consensus Proposal Overview as of 11-7-07

30 year renewal, ½ percent, generating an estimated \$1.050 bil.

South Coast Highway 101 Widening, \$140 mil.			
<u>North County Subregion</u>		<u>South Coast Subregion</u>	
Local Flexible Funding	\$341 mil.	Local Flexible Funding	\$273.15 mil.
Hwy 101/UVP Interchange	\$10 mil.	Commuter/Passenger Rail	\$25 mil
Hwy 101 Santa Maria River Bridge	\$10 mil.	Bike & Ped Program	\$13 mil.
Hwy 101/McCoy interchange	\$10 mil	Safe Routes to School	\$13 mil
Hwy 101/135 interchange	\$10 mil.	South Coast Transit Operating Prog.	\$58 mil
Hwy 101/Betteravia interchange	\$2 mil.	South Coast Transit Capital Prog.	\$27 mil.
Hwy 246 Passing Lanes	\$20 mil.	Specialized Transit, Seniors-Disabled	\$6 mil
Hwy 246\Santa Ynez River	\$8 mil	Traffic Demand Reduction	\$7 mil.
Highway 166 Safety Improvts.	\$3 mil.	Goleta Overpass Improvement	\$7.5 mil.
Guadalupe Circulation Improvts.	\$3 mil.	<u>Interregional Transit</u>	<u>\$25.35 mil</u>
Solvang Circulation Improvts.	\$3 mil.	TOTAL	\$455 mil
Buellton Circulation Improvts.	\$3 mil.		
Specialized Transit, Seniors-Disabled	\$4.5 mil.		
Bike, Ped, Safe Routes to School	\$3 mil.		
Traffic Demand Reduction	\$2 mil.		
<u>Interregional Transit</u>	<u>\$22.5 mil</u>		
TOTAL	\$455 mil		

Attachment #2

Draft Measure D-2008 Development Timetable & Milestones

April 2007 - SBCAG Board targets November 2008 for 1/2 % Measure D renewal election

May 2007 - SBCAG South Coast & North County Subregional Planning Committees discuss options for Measure D - 2008 investment plan framework

May 2007 - SBCAG Board approves Measure D - 2008 investment plan process framework

July 2007 - SBCAG South Coast & North County Subregional Planning Committees review and approve options for stakeholder participation in Measure D - 2008 subregional investment plan development

August – November 2007 - North County and South Coast Measure D Renewal Policy Development Committees meet to develop recommendations for subregional investment plans

November- December 2007 – SBCAG board reviews and approves draft combined Measure D – 2008 investment plan

January 2008 - Public polling of draft Measure D - 2008 Investment Plan, Subregional committees review poll results and Measure D Investment Plan Ordinance issues

February 2008 – SBCAG Board reviews poll results and modifies investment plan if necessary

March 2008 - City Councils/Board of Supervisors endorse Measure D - 2008 Investment Plan

March – July 2008 - Measure D - 2008 public education and outreach program

June 2008 - SBCAG approves final Measure D - 2008 Investment Plan and requests the Santa Barbara County Board of Supervisors place the measure on the ballot

July 2008 - Santa Barbara County Board of Supervisors place Measure D - 2008 on the November 2008 general election ballot

November 2008 - Measure D - 2008 election



South Coast Measure D Renewal Investment Plan Consensus Proposal – November 7, 2007

South Coast Subregional Share (30 years) - \$455 million	
Local Flexible Funding - Annual allocations to local jurisdictions for projects selected by cities and the County	\$273.15 million
Commuter & Passenger Rail Planning and Service Improvements - Improve passenger rail service between Ventura and Goleta to reduce congestion on Highway 101 and provide commuters with an alternative to driving	\$25.0 million
Traffic Demand Reduction - Reduce traffic by expanding the use of carpools, vanpools and trip reduction programs on the South Coast	\$7.0 million
Regional Bicycle and Pedestrian Program - Expand and improve the South Coast's regional bicycle and pedestrian network	\$13.0 million
Safe Routes to Schools Regional Program - Increase pedestrian and bicycle safety to, from and near schools on the South Coast	\$13.0 million
Specialized Transit for Elderly and Disabled - Reduce fares charged to the elderly, the disabled, and the transportation disadvantaged on the South Coast	\$6.0 million
South Coast Transit Program - Maintain and expand transit service within and between cities on the South Coast of Santa Barbara County. * Direct allocation to SBMTD for transit operation * Transit capital program	\$58.0 million \$27.0 million
Interregional Transit Program - Maintain and expand bus service between North County and South Coast regions and between Santa Barbara County and adjoining counties.	\$25.35 million
Goleta Overpass Improvement - Improve traffic circulation in Goleta by adding a new overpass of Highway 101	\$7.5 million
Total South Coast Investment Plan	\$455 M

Investment Plan Project Definitions

Commuter & Passenger Rail Planning & Service Improvements

Eligible expenditures include capital and operating costs for improving passenger rail service 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.

Traffic Demand Reduction Program

This countywide program is intended to 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 to match federal, state, local, and private funding to maximize the number of commute options implemented.

Regional Bicycle and Pedestrian Program

This program will 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.

Safe Routes to School Program

This program will 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

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.

South Coast Transit Program

Funds from this program will be used to maintain and expand public bus service within and between the cities on the South Coast of Santa Barbara County.

- Santa Barbara Metropolitan Transit District (SBMTD) Operating Allocation: Funding for transit operations on the South Coast. Eligible expenses include costs related to operating general public bus services, planning, marketing and promotions.
- South Coast Transit Capital Program: Funding for transit capital projects directly allocated to SBMTD for general public bus services. Projects that may be funded through this program include, but are not limited to, vehicles and capital facilities.

Interregional Transit Program

Maintain and expand bus service between North County and South Coast regions and between Santa Barbara County and adjoining counties. Expenses for planning and promotions, vehicles, capital facilities such as transportation hubs, and operations are eligible. Funding will 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 new or existing 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 and a future reverse commute service to North County employment centers.
- Clean Air Express service from North County cities to employment centers on the South Coast.
- Valley Express bus service from Buellton, Solvang, Santa Ynez Valley to employment centers on the South Coast

Goleta Overpass Improvement

This project would 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.



**North County Measure D Renewal Investment Plan
Consensus Proposal – November 7, 2007**

North County Subregional Share - \$455 million (30 years)		
Local Program (75.0%) - \$341.0 million		
Regional Program (25.0%) - \$114.0 million		
Regional Program Project List	Measure D Contribution	Estimated Project Cost
Highway 101: Union Valley Parkway Interchange - Construct a new interchange at Union Valley Parkway in Orcutt	\$10 million	\$17 million
Highway 101: Santa Maria River Bridge - Widen the Santa Maria River Bridge from 4 to 6 lanes	\$10 million	\$50 million
Highway 101: McCoy Lane Interchange - Construct a new interchange at McCoy Lane in Santa Maria	\$10 million	\$25 million
Highway 101: Highway 135 Interchange - Reconstruct the Highway 135 (Broadway) interchange in Santa Maria near the Santa Maria River Bridge	\$10 million	\$23 million
Highway 101: Betteravia Road - Add a northbound loop on-ramp at Betteravia Road in Santa Maria	\$2 million	\$5 million
Highway 246: Passing Lanes - Add passing lanes from Purisima Road to Domingos Road between Buellton and Lompoc	\$20 million	\$50 million
Highway 246: Santa Ynez River - Improve the Highway 246 crossing of the Santa Ynez River to Lompoc	\$8 million	\$26 million
Highway 166 Operational and Safety Improvements - Make operational and safety improvements on Highway 166 including the addition of passing lanes, turning lanes, and wider shoulders.	\$3 million	\$6 million
Circulation Improvements: Buellton - Make safety and operational improvements to enhance traffic and improve pedestrian safety including median improvements, traffic light signalization, construction of bike and pedestrian paths, park and ride lots and intersection improvements.	\$3 million	\$6 million
Circulation Improvements: Guadalupe - Widen roads, install traffic signals, construct bike/pedestrian paths, improve railroad crossings	\$3 million	\$6 million
Circulation Improvements: Solvang - Make safety and operational improvements including intersection improvements, pedestrian crossings, bicycle lanes, wider bridges, and traffic signal synchronization	\$3 million	\$7 million
Specialized Transit for Elderly and Disabled - Reduce fares charged to the elderly and the disabled by funding the operating expenses of specialized transit service providers.	\$4.5 million	\$6 million
Bicycle, Pedestrian, and Safe Routes To School Program - Increase pedestrian and bicycle safety to from and near schools and improve and maintain bicycle and pedestrian facilities in North County	\$3 million	\$10 million
Traffic Demand Reduction Program - Reduce traffic congestion by expanding the use of carpools, vanpools and trip reduction programs in the North County.	\$2 million	\$8.25 million
Interregional Transit Program - Maintain and expand bus service between North County and South Coast regions, between North County cities and unincorporated areas, and between Santa Barbara County and adjoining counties.	\$22.5 million	\$80.5 million
Total Regional Program Project List	\$114.0 M	\$325.75 M

Investment Plan Project Definitions

Regional Highway & Circulation Projects

Funding for these 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. The cost of these projects 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. Where appropriate, traffic impact fees collected from new development served by the regional project will provide a fair share contribution to the cost of the project.

Highway 101: Union Valley Parkway Interchange

This project will 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 101 in addition to the existing Clark Avenue and Santa Maria Way interchanges.

Highway 101: Santa Maria River Bridge

This project will 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 Class I bike path adjacent to the northbound lanes.

Highway 101: McCoy Interchange

This project will 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 101: Highway 135 Interchange

This project will 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

This project will 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 246: Passing Lanes

This project will improve the safety and operations of Highway 246 between Buellton and Lompoc by adding passing lanes and turning lanes between Purisima and Domingos Roads.

Highway 246: Santa Ynez River

This project will improve access to Lompoc across the Santa Ynez River by providing a bridge raised above flood level that can accommodate bicycles and pedestrians.

Highway 166 Operational and Safety Improvements

This project will improve safety and operations on Highway 166 by adding passing lanes, turning lanes, wider shoulders and enhanced enforcement.

Circulation Improvements: Buellton

Funds for this project will make improvements to 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.

Circulation Improvements: Guadalupe

Funds for this project will make improvements to 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.

Circulation Improvements: Solvang

Funds for this project will be used to 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.

Specialized Transit for Elderly and Disabled

Reduce fares charged to the elderly, the disabled by funding the operating expenses of specialized transit service providers including transit operators and Consolidated Transportation Service Agencies (CTSAs).

Bicycle, Pedestrian, and Safe Routes To School Program

This program will 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. 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, 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.

Traffic Demand Reduction Program

This countywide program is intended to 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 to match federal, state, local, and private funding to maximize the number of commute options implemented.

Interregional Transit Program

Maintain and expand bus service between North County and South Coast regions and between Santa Barbara County and adjoining counties. Expenses for planning and promotions, 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:

- Clean Air Express service from North County cities to employment centers on the South Coast and a future reverse commute service to North County employment centers. *(Funding identified in the North County Investment Plan represents 50% of the total Measure D Renewal allocation for the Clean Air Express. The remaining 50% would be included in the proposed draft South Coast Investment Plan.)*
- Breeze bus service between Santa Maria, Vandenberg Air Force Base and Lompoc and add future extension from Lompoc to Buellton.
- Valley Express service from Buellton, Solvang, and Santa Ynez Valley to employment centers on the South Coast. *(Funding identified in the North County Investment Plan represents 50% of the total Measure D Renewal allocation for the Valley Express. The remaining 50% would be included in the proposed draft South Coast Investment Plan.)*
- Guadalupe Flyer service between the cities of Guadalupe and Santa Maria.



November 13, 2007

Chair and Councilwoman Jonny Wallis and
SBCAG Board of Directors

Dear Chair Wallis and SBCAG Board Members:

Re: Measure D Reauthorization Proposal

On behalf of the Santa Barbara County Transit Advisory Committee (SBCTAC), I would like to thank you for your continued support for transit services in Santa Barbara County.

SBCTAC would like to take this opportunity to support in concept the Measure D re-authorization proposals:

- SBCTAC supports funding for existing and new intercity transit services
- SBCTAC supports guaranteed funding for local transit from each jurisdiction's local funding allocation for transportation
- SBCTAC recognizes that local transportation needs can vary significantly by jurisdiction; however **SBCTAC recommends setting funding levels for transit as high as possible**
- SBCTAC supports funding for specialized paratransit services provided by CTSA's and local transit providers

Thank you for the opportunity for providing this input. Please let me know if you have any questions.

Sincerely,

A handwritten signature in black ink, which appears to read 'Jim Talbott', is written over a thin horizontal line.

Jim Talbott
Chair, Santa Barbara County Transit Advisory Committee