

## STAFF REPORT

**SUBJECT:** Measure D

**MEETING DATE:** September 11, 2007

**AGENDA ITEM:** 4

**RECOMMENDATION:**

- A. Receive status report on Measure D Renewal effort.
- B. Consider update to Measure D Reauthorization letter

**STAFF CONTACT:** Michael Powers, Gregg Hart

**DISCUSSION:**

At the last meeting, committee members approved a letter to the chair of the respective South Coast and North County Subregional Measure D Renewal Policy Development Committees describing general principles regarding the need for adequate funding for public transportation SBCTAC members believe are important considerations in developing the new Measure D Renewal Expenditure Plan. The letter was submitted following the signature of SBCTAC Chair Jim Talbot.

Both the North County and South Coast Measure D Policy Development Committees will be meeting individually on September 12<sup>th</sup> to consider the draft subregional expenditure plans that are attached. SBCTAC may want to consider updating a letter that comments on the latest Measure D proposals.

Attached: Measure D Renewal letter submitted by SBCTAC in August 2007  
North County Draft Measure D Expenditure Plan  
South County Draft Measure D Expenditure Plan

**Member Agencies**

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



August 15, 2007

Councilman Russ Hicks, Chairman, North County Measure D Policy Advisory Committee  
Supervisor Salud Carbajal, Chairman, South Coast Measure D Policy Advisory Committee

Dear Supervisor Carbajal and Councilman Hicks:

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 stress the need for explicit incorporation of transit services and funding into the Measure D re-authorization effort:

- 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 a greater funding level 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,

Jim Talbott  
Chair, Santa Barbara County Transit Advisory Committee

**Discussion Draft**

**South Coast Measure D Renewal Investment Plan**

<b>South Coast Subregional Share (30 years) - \$455 million</b>	
<b>Local Program (80%) – \$364.65 million</b>	<b>Measure D Contribution</b>
<b>Local Flexible Funding:</b> Annual allocations to local jurisdictions for projects selected by cities and the County	\$235.65 - \$364.65 mil.
<b>SBMTD:</b> Direct annual allocation to MTD for South Coast transit service.	\$0 - \$129 mil.
<b>Total Local Program</b>	<b>\$364.65 M</b>
<b>Regional Program (20%) - \$90.35 million</b>	<b>Measure D Contribution</b>
<b>Commuter &amp; Passenger Rail Planning &amp; Service Improvements</b> - Improve passenger rail service between Ventura and Goleta to reduce congestion on Highway 101 and provide commuters with an alternative to driving	\$15 million
<b>Traffic Demand Reduction</b> - Expand the use of carpools, vanpools and trip reduction programs on the South Coast (South Coast 50% share)	\$8 million
<b>Regional Bicycle and Pedestrian Program</b> - Expand and improve the South Coast's regional bicycle and pedestrian network	\$14 million
<b>Safe Routes to Schools Regional Program</b> - Increase pedestrian and bicycle safety to, from and near schools on the South Coast	\$14 million
<b>Goleta Overpass Improvement</b> - Improve traffic circulation in Goleta by adding a new overpass of Highway 101	\$7.5 million
<b>Specialized Transit</b> - Reduce fares charged to the elderly, the disabled, and the transportation disadvantaged on the South Coast (South Coast 50% share)	\$4.5 million
<b>Interregional Transit Program:</b> Current examples of services that may be funded include, but are not limited to:  <b>Coastal Express:</b> Fund operations and capital costs to maintain and expand existing transit service between Ventura County and South Coast. <b>Valley Express:</b> Fund operations and capital costs to maintain existing service from Buellton, Solvang, Santa Ynez Valley to employment centers on the South Coast (South Coast 50% share) <b>Clean Air Express:</b> Fund operations and capital to maintain and expand existing service from Santa Maria and Lompoc to employment centers on the South Coast and add future reverse commute service to North County employment centers (South Coast 50% Share)	\$27.35 million
<b>Total Regional Program</b>	<b>\$90.35 M</b>

Local Program Notes & Assumptions

- The Local Program share is 80% of the funds for the South Coast, or \$364.65 mil. This provides an annual Local Program allocation equivalent to 70% in the current measure.
- Local agencies have the option in the current measure of contributing Local Program funds to MTD to help pay operating and capital costs. The amount the County and cities contribute can vary agency to agency and year to year. This makes it a challenge for MTD to plan service and prepare its budget. MTD has requested that the committee make it a direct recipient of funds in the 2008 investment plan. The committee has to decide whether to continue the status quo and let each local agency decide whether or how much to contribute to MTD from its respective Local Program share or provide MTD with a direct annual allocation. MTD estimated it has a \$4.3 million in annual funding need (\$1.3 million capital, \$3.0 operating) not covered by state or federal sources, or \$129.0 million over 30 years, so a range of \$0 to \$129.0 million could be directly allocated to MTD by the committee.
- The Local Program funds would be distributed to the cities and County by formula, creating a range of funding between \$235.65 mil. if \$129.0 mil. is allocated to MTD and \$364.65 if \$0 is directly allocated. On the attached Local Program spreadsheet \$90 million is shown going directly to MTD over 30 years. This is not a recommendation just a number used to illustrate how the Local Program formula would work.

## **Regional Program 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, Caltrans, and transit agencies would be eligible to compete for funding. School 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 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, 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.

### **Specialized Transit**

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.

### **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 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.

# Measure D Renewal

2008 TRANSPORTATION INVESTMENT PLAN

## North County Measure D Renewal Investment Plan Proposal

North County Subregional Share - \$455 million (30 years)		
Local Program (77.5%) - \$352.625 million		
Regional Program (22.5%) - \$102.375 million		
Regional Program Project List	Measure D Contribution	Estimated Project Cost
<b>Highway 101: Union Valley Parkway Interchange</b> - Construct a new interchange at Union Valley Parkway in Orcutt	\$10 million	\$17 million
<b>Highway 101: Santa Maria River Bridge</b> - Widen the Santa Maria River Bridge from 4 to 6 lanes	\$10 million	\$50 million
<b>Highway 101: McCoy Lane Interchange</b> - Construct a new interchange at McCoy Lane in Santa Maria	\$10 million	\$25 million
<b>Highway 101: Highway 135 Interchange</b> - Reconstruct the Highway 135 (Broadway) interchange in Santa Maria	\$10 million	\$23 million
<b>Highway 101: Betteravia Road</b> - Add a northbound loop on-ramp at Betteravia Road in Santa Maria	\$5 million	\$5 million
<b>Highway 246: Passing Lanes</b> - Add passing lanes from Purisima Road to Domingos Road between Lompoc and Buellton	\$20 million	\$50 million
<b>Highway 246: Santa Ynez River Bridge</b> - Improve the connection of Route 246 to Lompoc providing an all weather crossing of the Santa Ynez River	\$8 million	\$26 million
<b>Circulation Improvements: Guadalupe</b> - Widen roads, install traffic signals, construct bike/pedestrian paths, improve railroad crossings	\$3 million	\$6 million
<b>Circulation Improvements: Solvang</b> - Make traffic calming and safety improvements to Highway 246, improve pedestrian & bike safety, widen roads or bridges, improve intersections	\$3 million	\$7 million
<b>Interregional Transit Program</b> Current examples of services that may be funded include, but are not limited to:  <b>Clean Air Express:</b> Fund operations and capital to maintain and expand existing service from Santa Maria and Lompoc to employment centers on the South Coast and add future reverse commute service to North County employment centers (North County 50% Share) <b>Breeze Bus:</b> Transit service between Santa Maria, Vandenberg AFB and Lompoc. Fund operations and expansion costs. <b>Valley Express:</b> Fund operations and capital costs to maintain existing service from Buellton, Solvang, Santa Ynez Valley to employment centers on the South Coast (North County 50% share)	\$23.375 million	\$80.5 million
<b>Total Regional Program Project List</b>	<b>\$102.375 M</b>	<b>\$289.5M</b>
<b>Regional Projects Not Funded</b> - Rural Highway Safety Program (Highways 246, 166, 1, 154 and 135) - Traffic Demand Management (North County 50% Share) - Specialized Transit (North County 50% Share)		\$25 million \$8 million \$4.5 million

Revisions made by SBCAG staff to highway and interregional transit projects in the SM proposal: Reduced Measure D funding for UVP from \$11 mil. to \$10 mil. Increased SM River bridge funding from \$8 mil. to \$10 mil. and reduced cost est. to \$50 mil. from \$65 mil. Increased Hwy 246 passing lane cost estimate from \$40 mil. to \$50 mil. Changed Alamo Pintado Bridge project to Solvang Circulation Improvements project. Increased Interregional Transit Program funding from \$23.35 mil. to \$23.375 mil. and added Valley Express as an example of a service that could be funded.

## **Proposed Regional Program Project Descriptions**

### **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.

### **Interregional Bus Service**

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.
- Valley Express service from Buellton, Solvang, 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.)*

### **Regional Projects Not Funded**

#### **Rural Highway Safety Program**

Funds awarded 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, and 135.

#### **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.

#### **Specialized Transit**

Reduce fares charged to the elderly, the disabled, and the transportation disadvantaged by funding the operating expenses of specialized transit service providers.