

## STAFF REPORT

**SUBJECT:** Measure A Strategic Plan

**MEETING DATE:** August 5, 2009 **ITEM:** 5

**CONTACT:** Bob Bramen, Parsons Brinckerhoff Team (attachments)  
Steve VanDenburgh, SBCAG (staff report)

### RECOMMENDATION:

- A. Review and discuss project data sheets and the unconstrained project delivery schedule.
- B. Review and discuss draft protocols that will guide project prioritization.
- C. Review and discuss draft prioritization matrix of capital roadway projects.

### SUMMARY:

As one of the first steps in development of the Measure A strategic plan, the PB consulting team has prepared data sheets for each of the projects/programs specifically identified in the Measure A investment plan. These data sheets include information and assumptions about project scope, cost, schedule and funding sources. Using this information, the team developed an “unconstrained” schedule which assumes that all funding from Measure A and matching sources for each project will be available when needed. The unconstrained schedule which shows most projects being delivered in the first 10 years is unrealistic since most of the projects in Measure A will require matching funds that are not immediately available. As a result, projects must be prioritized and scheduled to match the availability of funding. The PB team has prepared a set of prioritization protocols to assist in establishing project schedules. An important protocol being recommended is that Measure A funds for local agencies and transit operations be allocated annually. The PB team has created a project prioritization scenario for the highway capital projects in Measure A (other than the 101 widening which is given the highest regional priority) which is based on factors such as project benefits, readiness and amount of funding leveraged from other sources.

Staff and the consulting team are seeking input from the subregional committees on the project data sheets, the prioritization protocols and the preliminary prioritization of the capital projects. After receiving input, the team will next prepare some revenue projections that will identify assumptions about the amount, sources and timing of matching funds. This information will then be used to create a “constrained” schedule.

### DISCUSSION:

#### Background

The passage of Measure A will provide over \$1.0 billion for transportation needs over 30 years within the county, from 2010-2040, and help leverage and match an estimated \$ 0.5 billion in state and federal funds. Measure A goes into effect and revenues begin to be collected on April 1, 2010. Funds will be spent according to the Investment Plan approved by voters. But not all

\$1.5 billion in projects can be delivered in the first year of the program. A schedule of when funding will be available must be developed. Funding from other sources required to complete the projects included in the Investment Plan must be identified. The agencies that will be responsible for delivering the projects in the plan must also be identified. The Measure A ordinance requires that SBCAG adopt a Strategic Plan no later than November 1, 2010 to address these and other issues.

The board hired Parsons Brinckerhoff to prepare the Strategic Plan. SBCAG has asked PB to complete the Strategic Plan by the end of the calendar year 2009. This would allow SBCAG time after the New Year to begin a bond issuance process before revenues are collected on April 1, 2010, if a bonding strategy is recommended in the plan adopted by the board.

The primary purposes of the Strategic Plan include:

- Defining the preliminary scope, cost and schedule for each project. More detailed and consistent cost estimates and descriptions will need to be developed than what is included in the Investment Plan. In order for a schedule of projects to be adopted, criteria will have to be developed to prioritize Measure A projects and other large, non-Measure A projects that have received funding from SBCAG but have funding shortfalls.
- Detailing revenue projections and possible financing tools needed to deliver the Investment Plan. Projects will have to be prioritized and either spread out over 30 years to match cash flow or some debt financing options will have to be looked at to see if projects could be front loaded in the program.
- Identifying the sources of matching and leveraged funds for the projects in the Investment Plan.
- Identifying a lead agency or "project sponsor" for each project. This will require analyzing the resources and experience of local agencies, SBCAG and Caltrans to determine the agency that is in the best position to deliver the projects.

The development of the Strategic Plan is an interactive process with TTAC, the North and South Coast Subregional Committees, the SBCAG Board and the Citizens Oversight Committee. The latter must be formed at least 90 days prior to the adoption of the Strategic Plan, but no later than April 1, 2010, so it may review the plan and provide comments before it is adopted. The PB team has held two meetings with TTAC, on June 25 and July 23, and has met with every local agency, Caltrans and MTD at least once.

#### **A. Project Data Sheets: Defining Scope, Cost and Unconstrained Schedule**

The PB team has prepared the attached data sheets for the projects and programs in Measure A. The team has reviewed the sheets with TTAC at two meetings so the sheets represent a third draft. At the subregional meeting, the PB team would like to review and discuss the assumptions included in the sheets for some of the high profile projects. For a project like passenger/commuter rail, the project description and cost estimate is still being developed and may not be finalized until after the Strategic Plan is adopted. So the team has made a simple assumption that rail funding in Measure A will be used to pay for operations, perhaps to re-time the Amtrak Pacific Surfliner service to be commuter friendly, rather than it being used for rail capital such as track improvements.

Based on the cost and schedule information in the draft project fact sheets, the PB team has developed a schedule showing the financially unconstrained delivery of Measure A projects and programs. The schedule assumes each project or program would receive funding whenever

needed in order to maintain its current or optimal delivery schedule. The schedule shows that many of the major highway capital projects in the program are already under development and will be ready for delivery in the first 10 years of the 30-year program. This is also reflected in the attachment, Named Project (Highway Projects) Total Funding Needs Compared to Revenues. SBCAG has the ability to issue bonds for measure funds to help accelerate delivery of the program using debt financing (as opposed to a pay-as-you-go strategy). This was the strategy employed for regional Measure D projects and it was successful in delivering most regional projects in the first ten years of the program. It was made possible by the fact that Measure D regional projects were 100% measure funded. But for Measure A, projects are only partly measure funded. Important sources of matching and leveraged funding that will be needed to deliver the projects, such as STIP, will be available to SBCAG on a formula basis over 30 years. SBCAG can't bond for STIP and other state and federal matching funds to achieve a front loaded program. Consequently, matching and leveraged funds will be an important constraint on the delivery of the Measure A program and the PB team will have to prioritize the projects and programs and spread them out to match the cash flow of Measure A and matching and leveraged funding. The PB team therefore wants to review and discuss the feasibility of the attached unconstrained delivery schedule with the subregional committee.

### **B & C Draft Protocols & Prioritization**

Because many of the major capital projects rely on matching and leveraged funds that will be available to SBCAG on a formula basis over 30 years, not as-needed, projects are going to have to be prioritized in the strategic plan. The PB team has prepared protocols that are intended to guide the prioritizing of projects in the strategic plan. The protocols generally give priority to funding the operation of transit programs since these programs require ongoing, annually subsidies. Subjecting operating programs to a competition for funding with capital projects on an annual basis would leave transit operators uncertain about their funding stream and unable to make long-term service plans. The PB team has also developed a memo explaining how the projects listed under #7 in the protocols have been prioritized, and a matrix showing the grouping of projects into priority categories – 1, 2 or 3. The PB team would like to receive comments from the subregional committee on the proposed protocols and the capital projects prioritization memo and matrix.

### **Next Steps**

The next step for the PB team, after getting consensus on the data sheets and protocols that will be used to guide prioritization, is to financially constrain the program. This will entail creating a revenue assumption for each matching/leveraging program for each year of Measure A to compare to the funding needs assumed per year, per project, in the data sheets. The funding sources and amounts for each project may have to be changed in the next version of the data sheets and the projects may have to be shifted forward or backward in the program schedule to match available revenues, regardless of which prioritization criteria shown on the matrix are emphasized when projects are prioritized. A financially constrained schedule will be produced by the team for review by TTAC in August and by the subregional committee at a future meeting.

### **RECOMMENDATION:**

- A. Review and discuss project data sheets and the unconstrained project delivery schedule.
- B. Review and discuss draft protocols that will guide project prioritization.
- C. Review and discuss draft prioritization matrix of capital roadway projects.

### Attachments:

1. Measure A Draft Project Data Sheets

2. Unconstrained Project Schedule
3. Named Projects Funding Needs Compared to Revenues
4. Draft Protocols for Project Prioritization
5. Draft Prioritization Technical Memo & Matrix

## Measure A Projects - Index

<b>Project Number</b>	<b>Project Name</b>	<b>Local/Lead Agency</b>	<b>Sub-Region</b>
MSA-01	Hwy 101 Widening	CT	101 Widening
MSA-02	Hwy 101/Union Valley Parkway I/C	CT	North County
MSA-03	Hwy 101/Santa Maria River Bridge	CT	North County
MSA-04	Hwy 101/135 I/C	SM	North County
MSA-05	Hwy 101/Betteravia Road	SM	North County
MSA-06	Hwy 101/McCoy I/C	SM	North County
MSA-07	Hwy 246 Passing Lanes	CT	North County
MSA-08	Hwy 246/Santa Ynez River Bridge	Lompoc	North County
MSA-09	Hwy 166 Safety Improvements	CT	North County
MSA-10	Goleta Overpass Improvements	Goleta	South Coast
MSA-11	Solvang Circulation Improvements	Solvang	North County
MSA-12	Buellton Circulation Improvements	Buellton	North County
MSA-13	Guadalupe Circulation Improvements	Guadalupe	North County
MSA-14	Carpinteria Circulation Improvements	Carpinteria	South Coast
MSA-15	Safe Routes to School, Bicycle & Pedestrian Program	SBCAG	North County
MSA-16	Safe Routes to School Program	SBCAG	South Coast
MSA-17	Regional Bicycle and Pedestrian Program	SBCAG	South Coast
MSA-18	Commuter & Passenger Rail Planning & Services Improvements	SBCAG	South Coast
MSA-19	South Coast Transit Operations Program	MTD	South Coast
MSA-20	South Coast Transit Capital Program	MTD	South Coast
MSA-21	Interregional Transit Program	SBCAG	South Coast
MSA-22	Interregional Transit Program	SBCAG	North County
MSA-23	Specialized Transit for Elderly and Disabled	SBCAG	North County
MSA-24	Car and Vanpool Program	SBCAG	North County
MSA-25	Specialized Transit for Elderly and Disabled	SBCAG	South Coast
MSA-26	Car and Vanpool Program	SBCAG	South Coast

**Measure A Strategic Plan - Project Fact Sheet**

Project Number:       Lead Agency:   
 Project Name:

Date Updated:   
 Version:

**PROJECT DESCRIPTION**

1	This program will provide funding for transportation projects of local importance in the North County selected by city councils and the Board of Supervisors.
2	Eligible projects include but are not limited to road maintenance, safety improvements, road improvements, bridge projects, and traffic circulation improvements.
3	Funding will be distributed to each of the cities and the County based on population.
4	

**ASSUMPTIONS**

1	Funding is assumed to be distributed to the North County Sub-Region on an annual basis in equal payments.
2	
3	

<b>PROJECT PHASES</b>	Total Distribution of Funds	Annual Distribution of Funds			Total
<b>COST (2009 dollars)</b>	\$341,000	\$11,367			\$341,000

<b>FUNDING</b>	1	Measure A	\$341,000	\$11,367		\$341,000
	2	Local Agency Funding	\$0	\$0		\$0
	3	Local Agency Dev Funds	\$0	\$0		\$0
	4	STIP	\$0	\$0		\$0
	5	FED - Earmark	\$0	\$0		\$0
	6	IIP	\$0	\$0		\$0
	7	TBD - Grant Funding	\$0	\$0		\$0
	8	Unfunded	\$0	\$0		\$0
	9		\$0	\$0		\$0
		Total	\$341,000	\$11,367		\$341,000

<b>SCHEDULE (Unconstrained)</b>	dates		duration months	dates		single payment every year	dates		duration months
	start	finish		start	finish		start	finish	
		4/1/10	7/1/40	835	4/1/10		7/1/40		4/1/10

**Measure A Strategic Plan - Project Data Sheet**

Project Number:       Lead Agency:   
 Project Name:

Date Updated:   
 Version:

**PROJECT DESCRIPTION**

1	This program will provide funding for transportation projects of local importance in the South Coast selected by city councils and the Board of Supervisors.
2	Eligible projects include but are not limited to road maintenance, safety improvements, road improvements, bridge projects, and traffic circulation improvements.
3	Funding will be distributed to each of the cities and the County based on population.
4	

**ASSUMPTIONS**

1	Funding is assumed to be distributed to the South Coast Sub-Region on an annual basis in equal payments.
2	
3	

Funding	Total Funds	Annual Distribution of Funds			Total
<b>MEASURE A - COST (2009 dollars)</b>	\$273,150	\$9,105			\$273,150

<b>FUNDING</b>	1	Measure A	\$273,150	\$9,105		\$273,150
	2	Local Agency Funding	\$0	\$0		\$0
	3	Local Agency Dev Funds	\$0	\$0		\$0
	4	STIP	\$0	\$0		\$0
	5	FED - Earmark	\$0	\$0		\$0
	6	IIP	\$0	\$0		\$0
	7	Unfunded	\$0	\$0		\$0
	8	Unfunded	\$0	\$0		\$0
	9		\$0	\$0		\$0
		Total	\$273,150	\$9,105		\$273,150

<b>SCHEDULE (Unconstrained)</b>	dates		duration months	dates		single payment every year	dates		duration months
	start	finish		start	finish		start	finish	
		4/1/10	7/1/40	835	4/1/10		7/1/40		4/1/10

## Measure A Strategic Plan - Project Data Sheet

Project Number:	MSA-01	Sponsoring Agency:	Caltrans	Date Updated:	08/05/09
Project Name:	Hwy 101 Widening			Version:	#3

### PROJECT DESCRIPTION

1	This 10.3 mile project will add one high occupancy vehicle (HOV) lane in each direction on US 101 from 0.44 miles south of Carpinteria Creek in the City of Carpinteria to Sycamore Creek in the City of Santa Barbara. The project will result in a 6-lane freeway within the project limits and is anticipated to be confined primarily to the existing State Highway right of way.
2	The project will reduce congestion, decrease vehicle travel times and facilitate the flow of goods and services. The project will minimize the diversion of freeway trips onto the local road system and will facilitate a mode shift to carpool, vanpool and bus travel in the Hwy 101 corridor.
3	The additional lanes are designed to function as HOV lanes only during the weekday peak morning and afternoon hours. During off-peak periods of weekdays and on weekends the new lanes will operate as general-purpose lanes.

### ASSUMPTIONS

1	It is likely that the project will be delivered in segments. For purposes of the Strategic Plan, the segmentation is based on dividing the project along coastal permitting jurisdictions. The four jurisdictions would be City of Carpinteria, Santa Barbara County to Ortega Hill (Summerland), the Montecito portion in the Santa Barbara County jurisdiction and the City of Santa Barbara segment.
2	Three overall "build" alternatives are being examined - the minimum build alternative primarily uses the freeway median. The second alternative maximizes median planting by performing some widening to the outside. The third alternative is a hybrid of the first two.
3	Segmentation will include PS&E + Right of Way Phases.
4	The project cost data is based on the completed PSR. Additional alternative specific estimates are not expected to be available prior to adoption of the Strategic Plan.
5	All Measure A funds are assumed to go to the Construction Phase.
6	For purposes of the Strategic Plan, the Cost of PS&E + R/W Capital + Construction for each of the four Segments are assumed to be an equal one forth of the total cost.

PROJECT PHASES		Preliminary Engineering and Environmental	Design and Right of Way Engineering	Right of Way Capital	Construction Capital and Management	Total
<b>COST (2009 dollars)</b>		\$3,749	\$20,400	\$3,700	\$470,000	\$497,849
F U N D I N G	1 Measure A	\$0	\$0	\$0	\$140,000	\$140,000
	2 Local Agency Funding	\$0	\$0	\$0	\$0	\$0
	3 Local Agency Dev Funds	\$0	\$0	\$0	\$0	\$0
	4 STIP	\$3,749	\$20,400	\$3,700	\$107,151	\$135,000
	5 FED - Earmark	\$0	\$0	\$0	\$0	\$0
	6 IIP	\$0	\$0	\$0	\$150,000	\$150,000
	7 Unfunded	\$0	\$0	\$0	\$72,849	\$72,849
	8 Unfunded	\$0	\$0	\$0	\$0	\$0
	9 Unfunded	\$0	\$0	\$0	\$0	\$0
Total		\$3,749	\$20,400	\$3,700	\$470,000	\$497,849

SCHEDULE	dates		duration months	dates		duration months	dates		duration months	dates		duration months	dates		duration months
	start	finish		start	finish		start	finish		start	finish		start	finish	
<b>Segment #1</b>	4/1/10	11/1/11	19	11/1/11	1/1/14	26	11/1/11	1/1/14	26	7/1/14	7/1/19	60	4/1/10	7/1/19	111
<b>Segment #2</b>			0	7/1/12	2/1/15	31	7/1/12	2/1/15	31	7/1/15	7/1/19	48	7/1/12	7/1/19	84
<b>Segment #3</b>			0	7/1/13	2/1/16	31	7/1/13	2/1/16	31	7/1/16	7/1/20	48	7/1/13	7/1/20	84
<b>Segment #4</b>			0	7/1/14	2/1/17	31	7/1/14	2/1/17	31	7/1/17	7/1/21	48	7/1/14	7/1/21	84

### RISKS/ISSUES

1	Segmentation approach.
2	Availability of STIP and IIP Funding.

## Measure A Strategic Plan - Project Data Sheet

Project Number:	MSA-02	Sponsoring Agency:	Caltrans	Date Updated:	08/05/09
Project Name:	Hwy 101/Union Valley Parkway Interchange			Version:	#3

### PROJECT DESCRIPTION

1	This project constructs an interchange between Clark Avenue Overcrossing and Santa Maria Way Undercrossing on Route 101 at the proposed easterly extension of the Union Valley Parkway. The new interchange will consist of a modified spread diamond interchange.
2	The new interchange will accommodate a potential northbound slip ramp from eastbound Union Valley Parkway and the Route 101 southbound off-ramp will have a free-flow lane movement onto westbound Union Valley Parkway.
3	The Union Valley Parkway Extension between Blosser Road and Hummel Drive is a separate project being built by the City of Santa Maria. Construction of the UVP Extension is expected to start construction in 2009.
4	The new interchange greatly alleviates projected congestion at the adjacent interchanges on Route 101 (Clark Avenue and Santa Maria Way), will transfer through traffic to the regional system, provide congestion relief on local streets and support existing and planned local development.

### ASSUMPTIONS

1	STIP funding has been limited to \$6M. The total unfunded portion of the project is \$11.6M.
2	All of the Measure A funding is assumed to be earmarked for Construction.
3	\$1M dollars of Federal Earmark funding is assumed.
4	The source for cost data and schedule data is from the Draft Project Report dated May 2009 as provided by Caltrans Project Manager, David Beard.

PROJECT PHASES	Preliminary Engineering and Environmental	Design and Right of Way Engineering	Right of Way Capital	Construction Capital and Management	Total
<b>COST (2009 dollars)</b>	NA	\$1,563	\$2,324	\$24,758	\$28,645

<b>FUNDING</b>	1	Measure A	\$0	\$0	\$10,000	\$10,000
	2	Local Agency Funding	\$0	\$0	\$0	\$0
	3	Local Agency Dev Funds	\$0	\$0	\$0	\$0
	4	STIP	\$1,563	\$2,324	\$2,113	\$6,000
	5	FED - Earmark	\$0	\$0	\$1,000	\$1,000
	6	IIP	\$0	\$0	\$0	\$0
	7	Unfunded	\$0	\$0	\$11,645	\$11,645
	8	Unfunded	\$0	\$0	\$0	\$0
	9		\$0	\$0	\$0	\$0
		Total	\$0	\$1,563	\$24,758	\$28,645

SCHEDULE (Unconstrained)	dates			duration months	dates			duration months	dates			duration months
	start	finish	start		finish	start	finish					
		4/1/10	7/1/11	15	4/1/10	7/1/11	15	2/1/12	7/1/13	17	4/1/10	7/1/13

### RISKS/ISSUES

1	There is \$11.6 of unfunded for this project.
2	

## Measure A Strategic Plan - Project Data Sheet

Project Number: MSA-03      Sponsoring Agency: Caltrans  
 Project Name: Hwy 101/Santa Maria River Bridge

Date Updated: 08/05/09  
 Version: #3

### CURRENT PROJECT DESCRIPTION

1	This project will expand the existing four-lane Santa Maria River Bridge to six-lanes between Route 166 and Route 135. The widening will provide one additional lane in each direction separated by a concrete barrier and will accommodate a Class I Bike Path.
2	The wider bridge will relieve traffic congestion and improve both safety and operational efficiency for local, regional and interregional travel for both present and future demands.

### ASSUMPTIONS

1	Project will be shovel ready by Sumer 2010.
2	No STIP funding is assumed.
3	The Strategic Plan will only address the construction phase of this project.
4	IIP funding is assumed in an amount of \$28,300,000.
5	The State is pursuing TIGER Discretionary Grant funding as part of the Stimulus Package. If successful, these grant funds could replace or reduce the IIP funding identified.
6	The source for cost data and schedule data was from Caltrans Project Status Form and per discussion with the Caltrans Project Manager.

PROJECT PHASES	Preliminary Engineering and Environmental	Design and Right of Way Engineering	Right of Way Capital	Construction Capital and Management	Total
<b>COST (2009 dollars)</b>	NA	NA	NA	\$42,000	\$42,000

<b>F U N D I N G</b>	1	Measure A			\$10,000	\$10,000	
	2	Local Agency Funding			\$0	\$0	
	3	SLO County			\$2,700	\$2,700	
	4	STIP			\$0	\$0	
	5	FED - Earmark			\$1,000	\$1,000	
	6	IIP			\$28,300	\$28,300	
	7	Unfunded			\$0	\$0	
	8	Unfunded			\$0	\$0	
	9				\$0	\$0	
		Total	\$0	\$0	\$0	\$42,000	\$42,000

SCHEDULE (Unconstrained)	dates		duration months	dates		duration months
	start	finish		start	finish	
		7/1/10	7/1/13	36	7/1/10	7/1/13

### RISKS/ISSUES

1	IIP Funding assumed at \$28.3M which is currently not obligated.
2	Pending - Caltrans success securing TIGER Discretionary Funds.
3	

## Measure A Strategic Plan - Project Data Sheet

Project Number:	MSA-04	Sponsoring Agency:	City of Santa Maria	Date Updated:	08/05/09
Project Name:	Hwy 101/135 Interchange			Version:	#3

### PROJECT DESCRIPTION

1	This "gateway" project proposes to reconfigure the existing interchange at Hwy 101 and State Route 135 in the City of Santa Maria. Two alternatives are being considered, one is a diamond interchange the second a three-quarter diamond/partial cloverleaf interchange to replace the existing trumpet design.
2	The improvements will provide new access to Highway 101 and will mitigate future development to the east of Highway 101 and alleviate subsequent congestion at the adjacent Highway 101/Donovan Interchange.
3	Some right of way to the west of Highway 101 has already been acquired.

### ASSUMPTIONS

1	STIP funding has been limited to \$10.5.
2	All of the Measure A funding is assumed to be earmarked for Construction.
3	\$0.5M dollars of Federal Earmark funding is assumed.
4	The City is recommending \$4.4 M of Development Fees towards Right of Way Capital.
5	The source for cost data and schedule data is from the Draft Project Report and from discussions with the City Public Works Department.

PROJECT PHASES	Preliminary Engineering and Environmental	Design and Right of Way Engineering	Right of Way Capital	Construction Capital and Management	Total	
<b>COST (2009 dollars)</b>	\$150	\$1,064	\$10,200	\$15,200	\$26,614	
<b>F U N D I N G</b>	1 Measure A	\$0	\$0	\$0	\$10,000	\$10,000
	2 Local Agency Funding	\$150	\$1,064	\$400	\$0	\$1,614
	3 Local Agency Dev Funds	\$0	\$0	\$4,000	\$0	\$4,000
	4 STIP	\$0	\$0	\$5,300	\$5,200	\$10,500
	5 FED - Earmark	\$0	\$0	\$500	\$0	\$500
	6 IIP	\$0	\$0	\$0	\$0	\$0
	7 Unfunded	\$0	\$0	\$0	\$0	\$0
	8 Unfunded	\$0	\$0	\$0	\$0	\$0
	9	\$0	\$0	\$0	\$0	\$0
Total		\$150	\$1,064	\$10,200	\$15,200	\$26,614

SCHEDULE (Unconstrained)	dates		duration	dates		duration	dates		duration	dates		duration	dates		duration
	start	finish	months	start	finish	months	start	finish	months	start	finish	months	start	finish	months
	4/1/10	7/1/10	3	7/1/10	7/1/12	24	7/1/10	7/1/12	24	1/1/13	1/1/15	24	4/1/10	1/1/15	57

### RISKS/ISSUES

1	Development Fees could increase depending on success of securing other grant funding.
2	

**Measure A Strategic Plan - Project Data Sheet**

Project Number:	MSA-05	Sponsoring Agency:	City of Santa Maria	Date Updated:	08/05/09
Project Name:	Hwy 101/Betteravia Road Interchange			Version:	#3

**PROJECT DESCRIPTION**

1	This project proposes to construct operational improvements at the existing "diamond" configuration Betteravia Road interchange in the City of Santa Maria. The proposed improvements focus on the northbound side of the interchange with the construction of either hook-ramps to the existing frontage road (Nicholson Road) or the addition of a partial clover leaf configuration.
2	Some of the right of way was previously acquired for the potential cloverleaf design on the northbound side of the interchange.
3	The interchange modifications would improve traffic circulation for vehicles entering and exiting Route 101 at Betteravia Road and for local through traffic on Betteravia Road itself. Current congestion at the northbound and southbound ramp intersections is significant with further degradation anticipated in the year 2030.
4	The interchange modifications would improve traffic circulation for vehicles entering and exiting Route 101 at Betteravia Road and for local through traffic on Betteravia Road itself. Current congestion at the northbound and southbound ramp intersections are significant with further degradation anticipated in the year 2030.

**ASSUMPTIONS**

1	STIP funding has been limited to \$2M.
2	All of the Measure A funding is assumed to be earmarked for Construction.
3	\$0.5M dollars of Federal Earmark funding is assumed.

PROJECT PHASES		Preliminary Engineering and Environmental	Design and Right of Way Engineering	Right of Way Capital	Construction Capital and Management	Total
<b>COST (2009 dollars)</b>		\$150	\$424	\$700	\$5,300	\$6,574
<b>FUNDING</b>	1 Measure A	\$0	\$0	\$0	\$2,000	\$2,000
	2 Local Agency Funding	\$150	\$424	\$200	\$300	\$1,074
	3 Local Agency Dev Funds	\$0	\$0	\$500	\$500	\$1,000
	4 STIP	\$0	\$0	\$0	\$2,000	\$2,000
	5 FED - Earmark	\$0	\$0	\$0	\$500	\$500
	6 IIP	\$0	\$0	\$0	\$0	\$0
	7 Unfunded	\$0	\$0	\$0	\$0	\$0
	8 Unfunded	\$0	\$0	\$0	\$0	\$0
	9		\$0	\$0	\$0	\$0
Total		\$150	\$424	\$700	\$5,300	\$6,574

SCHEDULE (Unconstrained)	dates		duration	dates		duration	dates		duration	dates		duration	dates		duration
	start	finish	months	start	finish	months	start	finish	months	start	finish	months	start	finish	months
	4/1/10	1/1/13	33	1/1/13	1/1/15	24	1/1/13	1/1/15	24	7/1/15	1/1/17	18	4/1/10	1/1/17	81

**RISKS/ISSUES**

1	
2	

**Measure A Strategic Plan - Project Data Sheet**

Project Number:	MSA-06	Sponsoring Agency:	City of Santa Maria	Date Updated:	08/05/09
Project Name:	Hwy 101/McCoy Lane Interchange			Version:	#3

**PROJECT DESCRIPTION**

1	This project proposes to construct a new interchange at Hwy 101 and McCoy Lane in the City of Santa Maria. The project includes the extension of existing McCoy Lane to the freeway to form a "diamond" configuration interchange with Hwy 101.
2	The new proposed interchange is necessary to provide additional access to Hwy 101 to mitigate current and forecast congestion at the adjacent Hwy 101/Santa Maria Way interchange and Hwy 101/Betteravia Road interchange. The additional congestions is a result of development and growth within the City of Santa Maria and in the north County area.
3	Approval of this project is predicated on the development of lands east of Highway 101.

**ASSUMPTIONS**

1	No STIP funding is required by this project.
2	All of the Measure A funding is assumed to be earmarked for Construction.
3	\$1M dollars of Federal Earmark funding is assumed.
4	The City is recommending \$13.8M of Development Fees towards Right of Way Capital and Construction Capital.
5	While the project cost exceeds the Measure A Investment Plan estimate, the project does not compete for any STIP funding.
6	The source for cost data and schedule data is from the Draft Project Report and from discussions with the City Public Works Department.

PROJECT PHASES	Preliminary Engineering and Environmental	Design and Right of Way Engineering	Right of Way Capital	Construction Capital and Management	Total
<b>COST (2009 dollars)</b>	\$250	\$1,452	\$1,600	\$24,200	\$27,502

FUNDING	1	Measure A	\$0	\$0	\$0	\$10,000	\$10,000
	2	Local Agency Funding	\$250	\$1,452	\$0	\$1,000	\$2,702
	3	Local Agency Dev Funds	\$0	\$0	\$1,600	\$12,200	\$13,800
	4	STIP	\$0	\$0	\$0	\$0	\$0
	5	FED - Earmark	\$0	\$0	\$0	\$1,000	\$1,000
	6	IIP	\$0	\$0	\$0	\$0	\$0
	7	Unfunded	\$0	\$0	\$0	\$0	\$0
	8	Unfunded	\$0	\$0	\$0	\$0	\$0
	9		\$0	\$0	\$0	\$0	\$0
	Total		\$250	\$1,452	\$1,600	\$24,200	\$27,502

SCHEDULE (Unconstrained)	dates		duration	dates		duration	dates		duration	dates		duration	dates		duration
	start	finish	months	start	finish	months	start	finish	months	start	finish	months	start	finish	months
	4/1/10	1/1/12	21	1/1/12	1/1/15	36	1/1/12	1/1/15	36	7/1/15	1/1/18	30	4/1/10	1/1/18	93

**RISKS/ISSUES**

1	Project is contingent on development - hence the significant Development Funding.
2	

## Measure A Strategic Plan - Project Data Sheet

Project Number:	MSA-07	Sponsoring Agency:	Caltrans	Date Updated:	08/05/09
Project Name:	Hwy 246 Passing Lanes			Version:	#3

### PROJECT DESCRIPTION

1	This project proposes to construct passing lanes and operational improvements on Hwy 246 from Purisma Road near the City of Lompoc to Domingos Road near the City of Buellton.
2	The project is necessary to improve the mobility along this segment of Hwy 246 by reducing the length of traffic queues caused by the lack of passing opportunities. The project will increase site distance for drivers and reduce the length of the approaching uphill grade at the intersection of Tularoas Road.
3	The project will reduce conflicts and improve the flow of traffic at several intersections.

### ASSUMPTIONS

1	Extensive STIP required - \$28M.
2	Funding shortfall/unfunded = \$10.1M.
3	The State had assumed that all project costs would be funded through Measure A and STIP.
4	The State had previously reduced project scope by removing the La Purisma intersection portion of the project to create a separate project funded through SHOPP.
5	The source for cost data and schedule data was from Caltrans Project Status Form and per discussion with the Caltrans Project Manager.

PROJECT PHASES	Preliminary Engineering and Environmental	Design and Right of Way Engineering	Right of Way Capital	Construction Capital and Management	Total
<b>COST (2009 dollars)</b>	NA	\$3,990	\$494	\$55,659	\$60,143

<b>F U N D I N G</b>	1	Measure A	\$0	\$0	\$20,000	\$20,000	
	2	Local Agency Funding	\$0	\$0	\$0	\$0	
	3	Local Agency Dev Funds	\$0	\$0	\$0	\$0	
	4	STIP	\$3,990	\$494	\$23,516	\$28,000	
	5	FED - Earmark	\$0	\$0	\$2,000	\$2,000	
	6	IIP	\$0	\$0	\$0	\$0	
	7	Unfunded	\$0	\$0	\$0	\$0	
	8	Unfunded	\$0	\$0	\$10,143	\$10,143	
	9		\$0	\$0	\$0	\$0	
		Total	\$0	\$3,990	\$494	\$55,659	\$60,143

SCHEDULE (Unconstrained)	dates		duration	dates		duration	dates		duration	dates		duration
	start	finish	months	start	finish	months	start	finish	months	start	finish	months
		4/1/10	1/1/13	33	4/1/10	1/1/13	33	7/1/13	7/1/15	24	4/1/10	7/1/15

### RISKS/ISSUES

1	Shortfall or unfunded portion is \$10M.
2	Cost increases anticipated to mitigate Tiger Salamanders.
3	STIP Funding is very high.

## Measure A Strategic Plan - Project Data Sheet

Project Number:	MSA-08	Sponsoring Agency:	City of Lompoc	Date Updated:	08/05/09
Project Name:	Hwy 246 Santa Ynez River Bridge			Version:	#3

### PROJECT DESCRIPTION

1	This project proposes to improve existing Hwy 246 to the east side of the City of Lompoc, either through replacing the existing Hwy 246 Bridge, widening the roadway and shoulders and elevating the bridge and roadway above the base flood elevation; or by establishing a new alignment with a new bridge at a different location, such as an extension of Central Avenue.
2	The project is necessary in order to provide a reliable eastern connection to the City, elevated above the base flood elevation, allowing adequate lane and shoulder widths to accommodate safely vehicles, bicycles, pedestrians, and farm equipment.
3	The project will reduce conflicts between different vehicle types.

### ASSUMPTIONS

1	Little work has been done on this project. As part of the Strategic Plan development, a concept level cost estimate has been developed.
2	A Project Study Report will need to be prepared to assess all options.
3	\$16M of STIP funding is required by this project. STIP funding will cover the PAED and PS&E phases.
4	All of the Measure A funding is assumed to be earmarked for Construction.
5	\$2M dollars of Federal Earmark funding is assumed.

PROJECT PHASES	Preliminary Engineering and Environmental	Design and Right of Way Engineering	Right of Way Capital	Construction Capital and Management	Total
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<b>COST (2009 dollars)</b>	\$600	\$1,715	\$500	\$24,495	\$27,310
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F U N D I N G	1	Measure A	\$600	\$0	\$0	\$7,400	\$8,000
	2	Local Agency Funding	\$0	\$0	\$0	\$0	\$0
	3	Local Agency Dev Funds	\$0	\$0	\$0	\$0	\$0
	4	STIP	\$0	\$1,715	\$500	\$13,785	\$16,000
	5	FED - Earmarks	\$0	\$0	\$0	\$2,000	\$2,000
	6	IIP	\$0	\$0	\$0	\$0	\$0
	7	Unfunded	\$0	\$0	\$0	\$0	\$0
	8	Unfunded	\$0	\$0	\$0	\$1,310	\$1,310
	9		\$0	\$0	\$0	\$0	\$0
		Total	\$600	\$1,715	\$500	\$24,495	\$27,310

SCHEDULE (Unconstrained)	dates		duration months	dates		duration months	dates		duration months	dates		duration months	dates		duration months
	start	finish		start	finish		start	finish		start	finish		start	finish	
		4/1/10	7/1/14	51	7/1/14	7/1/17	36	7/1/14	7/1/17	36	10/1/17	1/1/20	27	4/1/10	1/1/20

### RISKS/ISSUES

1	\$1.3 of the project is unfunded.
2	The City of Lompoc would prefer an extension of Central Avenue to Route 246 into Lompoc. A concept cost estimate for this option exceeds that of current project.
3	

## Measure A Strategic Plan - Project Fact Sheet

Project Number:	MSA-09	Sponsoring Agency:	Caltrans	Date Updated:	08/05/09
Project Name:	Highway 166 Safety Improvements			Version:	#3

### PROJECT DESCRIPTION

1	This project proposes to improve safety and operations on Highway 166 by adding passing lanes, turnouts, wider shoulders and enhanced enforcement.
2	A number of locations for improvements were identified in the PSR completed in 2001. However, no further selection of these potential improvements have been made.

### ASSUMPTIONS

1	No STIP funding is required by this project.
2	All of the Measure A funding is assumed to be earmarked for Construction.
3	\$1M dollars of Federal Earmark funding is assumed along with \$2M of SHOPP.
4	Funding shortfall/unfunded = \$2.4M.

PROJECT PHASES	Preliminary Engineering and Environmental	Design and Right of Way Engineering	Right of Way Capital	Construction Capital and Management	Total
<b>COST (2009 dollars)</b>	\$276	\$690	\$500	\$6,900	\$8,366

<b>F U N D I N G</b>	1	Measure A	\$0	\$0	\$0	\$3,000	\$3,000
	2	Local Agency Funding	\$0	\$0	\$0	\$0	\$0
	3	SHOPP	\$0	\$0	\$0	\$2,000	\$2,000
	4	STIP	\$0	\$0	\$0	\$0	\$0
	5	FED -Earmarks	\$0	\$0	\$0	\$1,000	\$1,000
	6	IIP	\$0	\$0	\$0	\$0	\$0
	7	Unfunded	\$276	\$690	\$500	\$900	\$2,366
	8	Unfunded	\$0	\$0	\$0	\$0	\$0
	9		\$0	\$0	\$0	\$0	\$0
Total		\$276	\$690	\$500	\$6,900	\$8,366	

SCHEDULE (Unconstrained)	dates		duration months	dates		duration months	dates		duration months	dates		duration months	dates		duration months
	start	finish		start	finish		start	finish		start	finish				
		4/1/10	7/1/13	39	7/1/13	1/1/16	30	7/1/13	1/1/16	30	7/1/16	7/1/18	24	4/1/10	7/1/18

### RISKS/ISSUES

1	Shortfall or unfunded portion is \$2.4M.
3	

**Measure A Strategic Plan - Project Data Sheet**

Project Number:	MSA-10	Sponsoring Agency:	City of Goleta	Date Updated:	08/05/09
Project Name:	Goleta Overpass Improvements			Version:	#3

**PROJECT DESCRIPTION**

1	This project proposes to improve traffic circulation in Goleta by the construction of a new overpass of Hwy 101 and the Union Pacific Railroad.
2	The project will increase access for residents on both sides of Hwy 101, will reduce traffic congestion at the adjacent Storke Road interchange with Hwy 101, will improve emergency response times and will improve bicycle and pedestrian access across Highway 101 and Union Pacific Railroad.

**ASSUMPTIONS**

1	Most of the Measure A funding is assumed to be earmarked for Construction, a small portion is allocated for PAED and Design.
2	\$3M dollars of Federal Earmark funding is assumed.
3	Since this project has some ties to future development, the City is recommending \$6.3M of Development Fees towards PAED, PS&E and Construction Capital.
4	The project assumes \$13.5M of STIP Funding.
5	The source for cost data and schedule data is from the project Feasibility Study and from discussions with the City Public Works Department.

PROJECT PHASES	Preliminary Engineering and Environmental	Design and Right of Way Engineering	Right of Way Capital	Construction Capital and Management	Total
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<b>COST (2009 dollars)</b>	\$1,010	\$1,262	\$10,676	\$16,825	\$29,772
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FUNDING	ID	Description	Preliminary Engineering and Environmental		Design and Right of Way Engineering		Right of Way Capital		Construction Capital and Management		Total	
			Cost	Duration	Cost	Duration	Cost	Duration	Cost	Duration	Cost	Duration
	1	Measure A	\$200		\$150		\$0		\$6,650		\$7,000	
	2	Local Agency Funding	\$0		\$0		\$0		\$0		\$0	
	3	Development Fees	\$810		\$200		\$0		\$5,300		\$6,310	
	4	STIP	\$0		\$912		\$10,676		\$1,875		\$13,463	
	5	FED -Earmarks	\$0		\$0		\$0		\$3,000		\$3,000	
	6	IIP	\$0		\$0		\$0		\$0		\$0	
	7	TBD - Grant Funding	\$0		\$0		\$0		\$0		\$0	
	8	Unfunded	\$0		\$0		\$0		\$0		\$0	
	9		\$0		\$0		\$0		\$0		\$0	
		<b>Total</b>	\$1,010		\$1,262		\$10,676		\$16,825		\$29,772	

SCHEDULE (Unconstrained)	dates		duration months	dates		duration months	dates		duration months	dates		duration months	dates		duration months
	start	finish		start	finish		start	finish		start	finish		start	finish	
		4/1/10	7/1/12	27	7/1/12	3/1/14	20	7/1/12	3/1/14	20	7/1/14	7/1/16	24	4/1/10	7/1/16

**RISKS/ISSUES**

1	Desire by City to construct Overcrossing to accommodate future freeway ramps -justified by current congestion at 101/Storke Road Interchange.
2	

**Measure A Strategic Plan - Project Data Sheet**

Project Number:	MSA-11	Sponsoring Agency:	City of Solvang	Date Updated:	08/05/09
Project Name:	Solvang Circulation Improvements			Version:	#3

**PROJECT DESCRIPTION**

1	As its circulation improvements, the City of Solvang has proposed operational improvements at the Route 246/Almo Pintado interchange.
2	The project will improve traffic circulation and alleviate heavy vehicle back-ups during peak hour periods.
3	Three alternatives have been developed and will be evaluated during the environmental phase. Two of the alternatives include a roundabout element.

**ASSUMPTIONS**

1	All of the Measure A funding is assumed to be earmarked for Construction. Total project cost is based on a lower cost alternative.
2	\$0.5M dollars of Federal Earmark funding is assumed.
3	Since this project benefits the Chumash Casino Resort, contributions from Indian Gaming has occurred for PAED and PS&E and can be expected for the Construction Capital phase.
4	No STIP funding is envisioned for the project and the unfunded portion of the project is \$6.3M.
5	The source for cost data and schedule data is from the PSR and from discussions with the City Public Works Department.

<b>PROJECT PHASES</b>	Preliminary Engineering and Environmental	Design and Right of Way Engineering	Right of Way Capital	Construction Capital and Management	Total
<b>COST (2009 dollars)</b>	\$250	\$600	\$1,000	\$9,775	\$11,625

<b>F U N D I N G</b>	1	Measure A	\$0	\$0	\$0	\$3,000	\$3,000
	2	Local Agency Funding	\$0	\$0	\$0	\$0	\$0
	3	Development Fees	\$0	\$0	\$0	\$0	\$0
	4	STIP	\$0	\$0	\$0	\$0	\$0
	5	FED -Earmarks	\$0	\$0	\$0	\$500	\$500
	6	Indian Gaming Funds	\$250	\$600	\$0	\$1,000	\$1,850
	7	Unfunded	\$0	\$0	\$0	\$0	\$0
	8	Unfunded	\$0	\$0	\$1,000	\$5,275	\$6,275
	9		\$0	\$0	\$0	\$0	\$0
		Total	\$250	\$600	\$1,000	\$9,775	\$11,625

<b>SCHEDULE (Unconstrained)</b>	dates		duration months	dates		duration months	dates		duration months	dates		duration months	dates		duration months
	start	finish		start	finish		start	finish		start	finish		start	finish	
		4/1/10	7/1/11	15	7/1/11	1/1/14	30	7/1/11	1/1/14	30	7/1/14	7/1/16	24	4/1/10	7/1/16

**RISKS/ISSUES**

1	There may be insufficient funding towards the PS&E phase.
2	The extent of Indian Gaming funds towards the construction phase is unknown at this time - City has estimated \$1M based on historic contributions.
3	

**Measure A Strategic Plan - Project Fact Sheet**

Project Number:	MSA-12	Sponsoring Agency:	City of Buellton	Date Updated:	08/05/09
Project Name:	Buellton Circulation Improvements			Version:	#3

**PROJECT DESCRIPTION**

1	The City of Buellton has recommended four operational and safety improvement projects as its Circulation Improvements.
2	Projects include the McMurray/246 Widening and traffic signal modification, Highway 246 Median improvements, Park and Ride at Jonata Park Road, and Avenue Of The Flags median and road improvements.

**ASSUMPTIONS**

1	All Measure A funds are dedicated to Construction Capital.
2	\$0.5M dollars of Federal Earmark funding is assumed.
3	No STIP funding is envisioned for the project and the unfunded portion of the project is \$2.3M.
4	The source for cost data and schedule data is from discussions with the City Public Works Department.

PROJECT PHASES	Preliminary Engineering and Environmental	Design and Right of Way Engineering	Right of Way Capital	Construction Capital and Management	Total
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<b>COST (2009 dollars)</b>	NA	\$520	\$650	\$5,130	\$6,300
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<b>FUNDING</b>	1	Measure A	\$0	\$0	\$3,000	\$3,000
	2	Local Agency Funding	\$0	\$0	\$0	\$0
	3	Development Fees	\$520	\$0	\$0	\$520
	4	STIP	\$0	\$0	\$0	\$0
	5	FED -Earmarks	\$0	\$0	\$500	\$500
	6	IIP	\$0	\$0	\$0	\$0
	7	Unfunded	\$0	\$650	\$1,630	\$2,280
	8	Unfunded	\$0	\$0	\$0	\$0
	9		\$0	\$0	\$0	\$0
		Total	\$0	\$520	\$5,130	\$6,300

SCHEDULE (Unconstrained)	dates			duration	dates			duration	dates			duration	dates			duration
	start	finish	months	start	finish	months	start	finish	months	start	finish	months	start	finish	months	
	4/1/10	1/1/11	9	4/1/10	1/1/11	9	4/1/11	7/1/12	15	4/1/10	7/1/12	27				

**RISKS/ISSUES**

1	The project is unfunded by \$2.3M.
2	

## Measure A Strategic Plan - Project Information Sheet

Project Number:	MSA-13	Sponsoring Agency:	City of Guadalupe	Date Updated:	08/05/09
Project Name:	Guadalupe Circulation Improvements			Version:	#3

### PROJECT DESCRIPTION

1	As part of the City of Guadalupe's Circulation Improvements, the City has recommended one main project to improve local streets and highways consistent with the City of Guadalupe's circulation element.
2	The City's priority project is the Pioneer Street Extension.

### PROJECT ASSUMPTIONS

1	The City is assuming one priority project - the Pioneer Street Extension to utilize \$2M of Measure A funds. The remaining Measure A Allocation of \$1M is to be used for other smaller City projects, as yet undefined. The expenditure of these remaining Measure A Funds are assumed to occur at the same time as the Pioneer Street Construction schedule.
2	The Pioneer Street Extension Project assumes \$2M from Measure A, which will cover all environmental and design costs, right of way plus some of the construction budget. Remaining funding for construction is assumed to come from Federal Earmarks.
3	No STIP funding has assumed for any improvements.
4	\$0.5M of Federal Earmarks is assumed.
5	The program has \$300K unfunded.
6	The source for cost data and schedule data was from discussions with City Public Works.

PROJECT PHASES	Preliminary Engineering and Environmental	Design and Right of Way Engineering	Right of Way Capital	Construction Capital and Management	Total
<b>COST (2009 dollars)</b>	\$130	\$290	\$80	\$3,300	\$3,800

<b>F U N D I N G</b>	1	Measure A	\$130	\$290	\$80	\$2,500	\$3,000
	2	Local Agency Funding	\$0	\$0	\$0	\$0	\$0
	3	Development Fees	\$0	\$0	\$0	\$0	\$0
	4	STIP	\$0	\$0	\$0	\$0	\$0
	5	FED -Earmarks	\$0	\$0	\$0	\$500	\$500
	6	IIP	\$0	\$0	\$0	\$0	\$0
	7	Unfunded	\$0	\$0	\$0	\$300	\$300
	8	Unfunded	\$0	\$0	\$0	\$0	\$0
	9		\$0	\$0	\$0	\$0	\$0
Total		\$130	\$290	\$80	\$3,300	\$3,800	

SCHEDULE (Unconstrained)	dates		duration months	dates		duration months	dates		duration months	dates		duration months			
	start	finish		start	finish		start	finish		start	finish				
		4/1/10	7/1/12	27	7/1/12	7/1/15	36	7/1/12	7/1/15	36	1/1/16	7/1/17	18	4/1/10	7/1/17

### RISKS/ISSUES

1	A project cost estimate has not been developed - so cost information is conceptual.
2	The project is unfunded by \$0.3M.
3	

**Measure A Strategic Plan - Project Data Sheet**

Project Number:	MSA-14	Sponsoring Agency:	City of Carpinteria	Date Updated:	08/05/09
Project Name:	Carpinteria Circulation Improvements			Version:	#2

**SCHEDULE**

Data Source	History - Conceptual/ PSR/PA&ED			Future - Conceptual/ PSR/PA&ED			Future - PS&E + R/W Support			Future - R/W Cap			Future - Construction Cap + CM			Future - Total		
	dates		duration months	dates		duration months	dates		duration months	dates		duration months	dates		duration months	dates		duration months
	start	finish		start	finish		start	finish		start	finish		start	finish		start	finish	
Draft PSR	NA	NA	0	04/01/10	07/01/12	27	07/01/12	07/01/14	24	07/01/12	07/01/14	24	01/01/15	07/01/16	18	04/01/10	07/01/16	75
Notes								RTL			RTL							

**COST**

Data Source	History - Conceptual/ PSR/PA&ED			Future - Conceptual/ PSR/PA&ED			Future - PS&E + R/W Support			Future - R/W Cap			Future - Construction Cap + CM			Future - Total		
																history	future	total
	(x1000)			(x1000)			(x1000)			(x1000)			(x1000)			(x1000)		(x1000)
Draft PSR	\$0			\$63			\$114			\$100			\$1,265		\$0	\$1,542	\$1,542	
Notes				At 5% of construction			At 9% of construction			Assumption			\$1.1 M Constr + 15% CM					

**FUTURE COST BY YEAR**

FY1011	FY1112	FY1213	FY1314	FY1415	FY1516	FY1617	FY1718	FY1819	FY1920	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	Total
35	28	107	107	422	843														1,542

Cost Estimate in Year:	2009 \$	Escalation to Years of Delivery Applied:	No
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**CURRENT PROJECT DESCRIPTION**

1	As part of the City of Carpinteria's Circulation Improvements, the City is recommending a priority project related to the Linden/Casitas Interchange project.
2	The City anticipates that the priority project could address needed soundwalls or other improvements connected with the Linden/Casitas Interchange.

**ASSUMPTIONS**

1	It is assumed that all Measure A funds are dedicated to Construction Capital.
2	The project schedule has been aligned with the schedule of the Linden Casitas Interchange Project.
3	No STIP funding has assumed for any improvements.
4	\$542K of Federal Earmarks is assumed to cover PAED, PS&E R/W, and some Construction Capital.
5	The program is fully funded.
6	The source for cost data and schedule data was based on discussions with City Public works.

**Measure A Strategic Plan - Project Data Sheet**

Project Number:	MSA-14	Sponsoring Agency:	City of Carpinteria	Date Updated:	08/05/09
Project Name:	Carpinteria Circulation Improvements			Version:	#2

COST	Future - Conceptual/ PSR/PA&ED			Future - PS&E + R/W Support			Future - R/W Cap			Future - Construction Cap + CM			Future - Total		
	dates		duration months	dates		duration months	dates		duration months	dates		duration months	dates		duration months
	start	finish		start	finish		start	finish		start	finish		start	finish	
	04/01/10	07/01/12	27	07/01/12	07/01/14	24	07/01/12	07/01/14	24	01/01/15	07/01/16	18	04/01/10	07/01/16	75
	\$63			\$114			\$100			\$1,265			\$1,542		

FUNDING SOURCE	LINE ITEM	DESCRIPTION	Future - Conceptual/ PSR/PA&ED			Future - PS&E + R/W Support			Future - R/W Cap			Future - Construction Cap + CM			Future - Total				
			start	finish	duration	start	finish	duration	start	finish	duration	start	finish	duration	start	finish	duration		
FUNDING SOURCE	1	Measure A															\$1,000	\$1,000	
	2	Local Agency Funding																\$0	\$0
	3	Development Fees																\$0	\$0
	4	STIP																\$0	\$0
	5	FED -Earmarks	\$63			\$114			\$100			\$265						\$542	\$542
	6	IIP																\$0	\$0
	7	Unfunded																\$0	\$0
	8	Unfunded																\$0	\$0
	9	Unfunded																\$0	\$0
	Total		\$63	27	\$114	24	\$100	24	\$1,265	18	\$1,542	75							

**FUTURE FUNDING BY YEAR**

FY1011	FY1112	FY1213	FY1314	FY1415	FY1516	FY1617	FY1718	FY1819	FY1920	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	Total
<b>Measure A</b>																			
				\$333	\$667														\$1,000
<b>Local Agency Funding</b>																			
																			\$0
<b>Development Fees</b>																			
																			\$0
<b>STIP</b>																			
																			\$0
<b>FED -Earmarks</b>																			
\$35	\$28	\$107	\$107	\$88	\$177														\$542
<b>IIP</b>																			
																			\$0
<b>Unfunded</b>																			
																			\$0
<b>Unfunded</b>																			
																			\$0
<b>Total</b>																			
\$35	\$28	\$107	\$107	\$422	\$843	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,542

Project Risks/Issues		Project History	
1	Assumption that \$265K of Federal Funds will be secured.	1	No project details have been developed.
2		2	
3		3	

## Measure A Strategic Plan - Project Data Sheet

Project Number: MSA-14      Sponsoring Agency: City of Carpinteria  
 Project Name: Carpinteria Circulation Improvements

Date Updated: 08/05/09  
 Version: #2

### PROJECT DESCRIPTION

1	As part of the City of Carpinteria's Circulation Improvements, the City is recommending a priority project related to the Linden/Casitas Interchange project.
2	The City anticipates that the priority project could address needed soundwalls or other improvements connected with the Linden/Casitas Interchange.

### ASSUMPTIONS

1	It is assumed that all Measure A funds are dedicated to Construction Capital.
2	The project schedule has been aligned with the schedule of the Linden Casitas Interchange Project.
3	No STIP funding has assumed for any improvements.
4	\$542K of Federal Earmarks is assumed to cover PAED, PS&E R/W, and some Construction Capital.
5	The program is fully funded.
6	The source for cost data and schedule data was based on discussions with City Public works.

PROJECT PHASES	Preliminary Engineering and Environmental	Design and Right of Way Engineering	Right of Way Capital	Construction Capital and Management	Total
<b>COST (2009 dollars)</b>	\$63	\$114	\$100	\$1,265	\$1,542

<b>F U N D I N G</b>	1	Measure A	\$0	\$0	\$0	\$1,000	\$1,000
	2	Local Agency Funding	\$0	\$0	\$0	\$0	\$0
	3	Development Fees	\$0	\$0	\$0	\$0	\$0
	4	STIP	\$0	\$0	\$0	\$0	\$0
	5	FED -Earmarks	\$63	\$114	\$100	\$265	\$542
	6	IIP	\$0	\$0	\$0	\$0	\$0
	7	Unfunded	\$0	\$0	\$0	\$0	\$0
	8	Unfunded	\$0	\$0	\$0	\$0	\$0
	9		\$0	\$0	\$0	\$0	\$0
Total		\$63	\$114	\$100	\$1,265	\$1,542	

SCHEDULE (Unconstrained)	dates		duration months	dates		duration months	dates		duration months	dates		duration months			
	start	finish		start	finish		start	finish							
		4/1/10	7/1/12	27	7/1/12	7/1/14	24	7/1/12	7/1/14	24	1/1/15	7/1/16	18	4/1/10	7/1/16

### RISKS/ISSUES

1	Assumption that \$265K of Federal Funds will be secured.
2	
3	

**Measure A Strategic Plan - Project Data Sheet**

Project Number: MSA-15      Sponsoring Agency: North County Agencies  
 Project Name: Safe Routes to School, Bicycle & Pedestrian Program

Date Updated: 08/05/09  
 Version: #3

**PROJECT DESCRIPTION**

1	This program will fund pedestrian and bicycle safety projects though out the North County through a competitive grant process.
2	Funds can be for planning, project development, construction of capital facilities, education programs and maintenance.

**ASSUMPTIONS**

1	Measure A funds are assumed to be drawn down on an annual basis.
2	Distribution of funds to Local Agency projects will be on a competitive basis through a process to be determined by SBCAG.
3	The amount of funds to be drawn down annual may vary depending on overall program prioritizations and needs.
4	The frequency of fund distribution will be determined by SBCAG.

Funding	Total Funds	Annual Draw-Down of Funds			Total
<b>MEASURE A - COST (2009 dollars)</b>	\$3,000	\$100			\$3,000

<b>F U N D I N G</b>	1	Measure A	\$3,000	\$100		\$3,000
	2	Local Agency Funding	\$0	\$0		\$0
	3	Local Agency Dev Funds	\$0	\$0		\$0
	4	STIP-TE	\$1,000	\$33		\$1,000
	5	FED - Earmark	\$2,000	\$67		\$2,000
	6	IIP	\$0	\$0		\$0
	7	Unfunded	\$0	\$0		\$0
	8	Unfunded	\$0	\$0		\$0
	9		\$0	\$0		\$0
	<b>Total</b>		\$6,000	\$200		\$6,000

<b>SCHEDULE (Unconstrained)</b>	dates		duration months	dates		draw-down every year	dates		duration months
	start	finish		start	finish		start	finish	
		4/1/10	7/1/40	835	4/1/10		7/1/40		4/1/10

## Measure A Strategic Plan - Project Data Sheet

Project Number: MSA-16      Sponsoring Agency: South Coast Agencies  
 Project Name: Safe Routes to School Program

Date Updated: 08/05/09  
 Version: #3

### PROJECT DESCRIPTION

1	This program will fund pedestrian and bicycle safety projects to and from schools through out the South Coast through a competitive grant process.
2	Funds can be for project development and construction of capital facilities, education programs and maintenance.

### ASSUMPTIONS

1	Measure A funds are assumed to be drawn down on an annual basis.
2	Distribution of funds to Local Agency projects will be on a competitive basis through a process to be determined by SBCAG.
3	The amount of funds to be drawn down annual may vary depending on overall program prioritizations and needs.
4	The frequency of fund distribution will be determined by SBCAG.

Funding	Total Funds	Annual Draw-Down of Funds			Total
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<b>MEASURE A - COST (2009 dollars)</b>	\$13,000	\$433			\$13,000
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<b>F U N D I N G</b>	1	Measure A	\$13,000	\$433			\$13,000
	2	Local Agency Funding	\$0	\$0			\$0
	3	Local Agency Dev Funds	\$0	\$0			\$0
	4	STIP-TE	\$1,000	\$33			\$1,000
	5	FED - Earmark	\$2,000	\$67			\$2,000
	6	IIP	\$0	\$0			\$0
	7	Unfunded	\$0	\$0			\$0
	8	Unfunded	\$0	\$0			\$0
	9		\$0	\$0			\$0
		Total	\$16,000	\$533			\$16,000

<b>SCHEDULE (Unconstrained)</b>	dates		duration months	dates		draw-down every year	dates		duration months
	start	finish		start	finish		start	finish	
	4/1/10	7/1/40	835	4/1/10	7/1/40		4/1/10	7/1/40	835

## Measure A Strategic Plan - Project Data Sheet

Project Number: MSA-17      Sponsoring Agency: South Coast Agencies  
 Project Name: Regional Bicycle and Pedestrian Program

Date Updated: 08/05/09  
 Version: #3

### PROJECT DESCRIPTION

1	This program will fund pedestrian and bicycle safety projects though out the South Coast through a competitive grant process.
2	Funds can be for planning, project development, construction of capital facilities, education programs and maintenance.

### ASSUMPTIONS

1	Measure A funds are assumed to be drawn down on an annual basis.
2	Distribution of funds to Local Agency projects will be on a competitive basis through a process to be determined by SBCAG.
3	The amount of funds to be drawn down annual may vary depending on overall program prioritizations and needs.
4	The frequency of fund distribution will be determined by SBCAG.

Funding	Total Funds	Annual Draw-Down of Funds			Total
<b>MEASURE A - COST (2009 dollars)</b>	\$13,000	\$433			\$13,000

F U N D I N G	1	Measure A	\$13,000	\$433		\$13,000
	2	Local Agency Funding	\$0	\$0		\$0
	3	Local Agency Dev Funds	\$0	\$0		\$0
	4	STIP-TE	\$1,000	\$33		\$1,000
	5	FED - Earmark	\$2,000	\$67		\$2,000
	6	IIP	\$0	\$0		\$0
	7	Unfunded	\$0	\$0		\$0
	8	Unfunded	\$0	\$0		\$0
	9		\$0	\$0		\$0
	Total			\$16,000	\$533	

SCHEDULE (Unconstrained)	dates		duration months	dates		draw-down every year	dates		duration months
	start	finish		start	finish		start	finish	
		4/1/10	7/1/40	835	4/1/10		7/1/40		4/1/10

## Measure A Strategic Plan - Project Data Sheet

Project Number: MSA-18      Sponsoring Agency: SBCAG  
 Project Name: Commuter & Passenger Rail Planning and Service Improvements

Date Updated: 08/05/09  
 Version: #3

### PROJECT DESCRIPTION

1	Improve passenger rail service between Ventura and Goleta.
2	The project will reduce congestion on Highway 101 and provide commuters with an alternative to driving.
3	Eligible expenditures are capital and operating costs including developing new schedules and service plans, obtaining environmental clearances, negotiating agreements, operating subsidies, rolling stock and related equipment, promotions and marketing, maintenance, connecting transit service, track improvements, station facilities, train and grade crossing controls.
4	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.

### ASSUMPTIONS

1	A study completed by SCAG in 2008 concluded that rescheduling Amtrak service to be more usable by Ventura County commuters who work in Santa Barbara County could be a cost-effective approach to providing commuter friendly intercity passenger rail service. Adjusting Amtrak schedules to be usable by Ventura-Santa Barbara commuters would require track, signal and other improvements that are needed for the expansion of Amtrak service called for in the LOSSAN North program. It is assumed that the Measure A funds would be used to contribute toward Caltrans/ Amtrak operating expenses.
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Funding	Planning, Engineering and Environmental	Operations			Total
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<b>MEASURE A - COST (2009 dollars)</b>	\$1,500	\$33,500			\$35,000
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<b>F U N D I N G</b>	1	Measure A	\$1,500	\$23,500		\$25,000
	2	Local Agency Funding	\$0	\$0		\$0
	3	Local Agency Dev Funds	\$0	\$0		\$0
	4	STIP-TE	\$0	\$0		\$0
	5	FED - Earmark	\$0	\$0		\$0
	6	IIP	\$0	\$0		\$0
	7	Unfunded	\$0	\$10,000		\$10,000
	8	Unfunded	\$0	\$0		\$0
	9					
		Total	\$1,500	\$33,500		\$35,000

SCHEDULE (Unconstrained)	dates		duration months	dates		duration months	dates		duration months
	start	finish		start	finish		start	finish	
		7/1/10	1/1/12	18	1/1/12	6/30/40	342	7/1/10	6/30/40

## Measure A Strategic Plan - Project Data Sheet

Project Number: MSA-19      Sponsoring Agency: SBCAG  
 Project Name: South Coast Transit Operations Program

Date Updated: 08/05/09  
 Version: #3

### PROJECT DESCRIPTION

1	Funding for costs related to operating general public bus services, planning marketing and promotions directly allocated to SBMTD.
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### ASSUMPTIONS

1	Payments are expected monthly by SBMTD for on-going planning, operating and marketing costs.
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Funding	Operations, Planning & Marketing				Total
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MEASURE A - COST (2009 dollars)	\$322,000				\$322,000
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F U N D I N G	1	Measure A	\$58,000			\$58,000	
	2	Fares	\$125,000				\$125,000
	3	State-TDA/LTF	\$139,000				\$139,000
	4	Unfunded	\$0				\$0
	5						
	Total			\$322,000			\$322,000

SCHEDULE (Unconstrained)	dates		duration months	dates		duration months
	start	finish		start	finish	
		7/1/10	6/30/40	360	7/1/10	6/30/40

## Measure A Strategic Plan - Project Data Sheet

Project Number: MSA-20      Sponsoring Agency: SBCAG  
 Project Name: South Coast Transit Capital Program

Date Updated: 08/05/09  
 Version: #3

### PROJECT DESCRIPTION

1	This funding is for transit capital projects directly allocated to SBMTD for general public bus service.
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### ASSUMPTIONS

1	It is assumed that the Capital funds are to be used for major capital purchases such as engines, radios, and buses. The funding will partially off-set loss in State TDA capital funding.
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Funding	Major Capital Costs				Total
<b>MEASURE A - COST (2009 dollars)</b>	\$27,000				\$27,000
F U N D I N G	1 Measure A	\$27,000			\$27,000
	2				
	3				
	4				
Total	\$27,000				\$27,000

SCHEDULE (Unconstrained)	dates		duration months	dates		duration months
	start	finish		start	finish	
		7/1/10	6/30/40	360	7/1/10	6/30/40

**Measure A Strategic Plan - Project Data Sheet**

Project Number:  Sponsoring Agency:   
 Project Name:

Date Updated:   
 Version:

**PROJECT DESCRIPTION**

1 The South Coast Interregional Transit Program will maintain bus service between South Coast and North County regions and expand service between Santa Barbara County and adjoining counties.

**ASSUMPTIONS**

- 1 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.
- 2 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.
- 3 Expenses for vehicles, capital facilities such as transportation hubs, operations and planning and promotions are eligible.
- 4 The division of funding for operations versus capital is a yet unresolved and still under evaluation.

Funding		Major Capital Costs				Total
<b>NET COST (2009 dollars)</b>		\$19,900				\$19,900
<b>FUNDING</b>	1 Measure A	\$19,900				\$19,900
	2 Contribution to N.C. Inter.	\$1,500				\$1,500
	3 Reserve	\$3,950				\$3,950
	Total	\$25,350				\$25,350

<b>SCHEDULE (Unconstrained)</b>	dates		duration months	dates		duration months
	start	finish		start	finish	
		7/1/10	6/30/40	360	7/1/10	6/30/40

**Measure A Strategic Plan - Project Data Sheet**

Project Number: MSA-22      Sponsoring Agency: SBCAG  
 Project Name: North County Interregional Transit Program

Date Updated: 08/05/09  
 Version: #3

**PROJECT DESCRIPTION**

1	The North County Interregional Transit Program will maintain bus service between South Coast and North County regions.
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**ASSUMPTIONS**

1	Funding would be used to continue existing services after federal funding grants expire.
2	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.
3	Expenses for vehicles, capital facilities such as transportation hubs, operations and planning and promotions are eligible.
4	The division of funding for operations versus capital is a yet unresolved and still under evaluation.
The Measure A South Coast Interregional Transit Program contributes \$50,000 \yr. to the North Interregional Transit Program.	

Funding	Major Capital Costs				Total
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COST (2009 dollars)	\$23,650				\$23,650
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<b>F U N D I N G</b>	1	Measure A	\$22,500				\$22,500
	2	South Coast Inter. Meas. A	\$1,500				\$1,500
	3						
	4						
		Total		\$24,000			

SCHEDULE (Unconstrained)	dates		duration months	dates		duration months
	start	finish		start	finish	
	7/1/10	6/30/40	360	7/1/10	6/30/40	360

**Measure A Strategic Plan - Project Data Sheet**

Project Number:  Sponsoring Agency:   
 Project Name:

Date Updated:   
 Version:

**PROJECT DESCRIPTION**

1	This program will reduce fares to the elderly and the disabled by funding the operating expenses of specialized transit service providers in the North County.
2	Funding is applicable to Transit Operators and Consolidated Transportation Service Agencies (CTSAs).

**ASSUMPTIONS**

1	Funding is assumed to be drawn-down and distributed on an annual basis in equal payments.
---	---

Funding	Total Funds	Annual Distribution of Funds			Total
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<b>MEASURE A - COST (2009 dollars)</b>	\$4,500	\$150			\$4,500
--	---------	-------	--	--	---------

FUNDING	1	Measure A	\$4,500	\$150		\$4,500
	2	Local Agency Funding	\$0	\$0		\$0
	3	Local Agency Dev Funds	\$0	\$0		\$0
	4	STIP	\$0	\$0		\$0
	5	FED - Earmark	\$0	\$0		\$0
	6	IIP	\$0	\$0		\$0
	7	Unfunded	\$0	\$0		\$0
	8	Unfunded	\$0	\$0		\$0
	9		\$0	\$0		\$0
		<b>Total</b>	<b>\$4,500</b>	<b>\$150</b>		<b>\$4,500</b>

SCHEDULE (Unconstrained)	dates		duration months	dates		single distribution every year	dates		duration months
	start	finish		start	finish		start	finish	
		4/1/10	7/1/40	835	4/1/10		7/1/40		4/1/10

## Measure A Strategic Plan - Project Data Sheet

Project Number: MSA-24      Sponsoring Agency: North County  
 Project Name: Car and Vanpool Program

Date Updated: 08/05/09  
 Version: #3

### PROJECT DESCRIPTION

1	This program will reduce traffic congestion, improve air quality and expand commuter choices on the North County roads through the formation of carpools and vanpools.
2	The program will also facilitate the use of transit services, bicycle and pedestrian options, telecommuting and flexible work hours.
3	Where possible funds will be used in partnership with employers seeking to improve employee retention and mitigate the job-housing imbalance by expanding commute options for employees.
4	Funds may be used for planning, implementation, education, marketing and incentives to stimulate use of alternative transportation options.

### ASSUMPTIONS

1	Funding is assumed to be draw-down and distributed on an annual basis in equal payments.
---	--

Funding	Total Distribution of Funds	Annual Distribution of Funds			Total
<b>COST (2009 dollars)</b>	\$2,000	\$67			\$2,000

F U N D I N G		Measure A	Total Distribution of Funds	Annual Distribution of Funds		Total
	1	Measure A	\$2,000	\$67		\$2,000
	2	Local Agency Funding	\$0	\$0		\$0
	3	Local Agency Dev Funds	\$0	\$0		\$0
	4	STIP	\$0	\$0		\$0
	5	FED - Earmark	\$0	\$0		\$0
	6	IIP	\$0	\$0		\$0
	7	Unfunded	\$0	\$0		\$0
	8	Unfunded	\$0	\$0		\$0
	9		\$0	\$0		\$0
	Total	\$2,000	\$67		\$2,000	

SCHEDULE (Unconstrained)	dates		duration months	dates		single distribution every year	dates		duration months
	start	finish		start	finish		start	finish	
		4/1/10	7/1/40	835	4/1/10		7/1/40		4/1/10

**Measure A Strategic Plan - Project Data Sheet**

Project Number: **MSA-25**      Sponsoring Agency: **South Coast**  
 Project Name: **Specialized Transit for Elderly and Disabled**

Date Updated: **08/05/09**  
 Version: **#3**

**PROJECT DESCRIPTION**

- |   |   |
|---|---|
| 1 | This program will reduce fares to the elderly and the disabled by funding the operating expenses of specialized transit service providers in the South Coast. |
| 2 | Funding is applicable to Transit Operators and Consolidated Transportation Service Agencies (CTSAs).  |

**ASSUMPTIONS**

- |   |   |
|---|---|
| 1 | Funding is assumed to be drawn-down and distributed on an annual basis in equal payments. |
|---|---|

Funding	Total Funds	Annual Distribution of Funds			Total
<b>MEASURE A - COST (2009 dollars)</b>	\$6,000	\$200			\$6,000

<b>F U N D I N G</b>	1	Measure A	\$6,000	\$200			\$6,000
	2	Local Agency Funding	\$0	\$0			\$0
	3	Local Agency Dev Funds	\$0	\$0			\$0
	4	STIP	\$0	\$0			\$0
	5	FED - Earmark	\$0	\$0			\$0
	6	IIP	\$0	\$0			\$0
	7	Unfunded	\$0	\$0			\$0
	8	Unfunded	\$0	\$0			\$0
	9		\$0	\$0			\$0
	Total		\$6,000	\$200			\$6,000

SCHEDULE (Unconstrained)	dates		duration months	dates		single distribution every year	dates		duration months
	start	finish		start	finish		start	finish	
		4/1/10	7/1/40	835	4/1/10		7/1/40		4/1/10

### Measure A Strategic Plan - Project Data Sheet

Project Number: MSA-26      Sponsoring Agency: South Coast  
 Project Name: Car and Vanpool Program

Date Updated: 08/05/09  
 Version: #3

#### PROJECT DESCRIPTION

1	This program will reduce traffic congestion, improve air quality and expand commuter choices on the South Coast roads through the formation of carpools and vanpools.
2	The program will also facilitate the use of transit services, bicycle and pedestrian options, telecommuting and flexible work hours.
3	Where possible funds will be used in partnership with employers seeking to improve employee retention and mitigate the job-housing imbalance by expanding commute options for employees.
4	Funds may be used for planning, implementation, education, marketing and incentives to stimulate use of alternative transportation options.

#### ASSUMPTIONS

1	Funding is assumed to be draw-down and distributed on an annual basis in equal payments.
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Funding	Total Distribution of Funds	Annual Distribution of Funds			Total
<b>COST (2009 dollars)</b>	\$7,000	\$233			\$7,000

	Measure A	Total Distribution of Funds	Annual Distribution of Funds			Total
<b>F U N D I N G</b>	1	\$7,000	\$233			\$7,000
	2	Local Agency Funding	\$0	\$0		\$0
	3	Local Agency Dev Funds	\$0	\$0		\$0
	4	STIP	\$0	\$0		\$0
	5	FED - Earmark	\$0	\$0		\$0
	6	IIP	\$0	\$0		\$0
	7	Unfunded	\$0	\$0		\$0
	8	Unfunded	\$0	\$0		\$0
	9		\$0	\$0		\$0
	Total	\$7,000	\$233			\$7,000

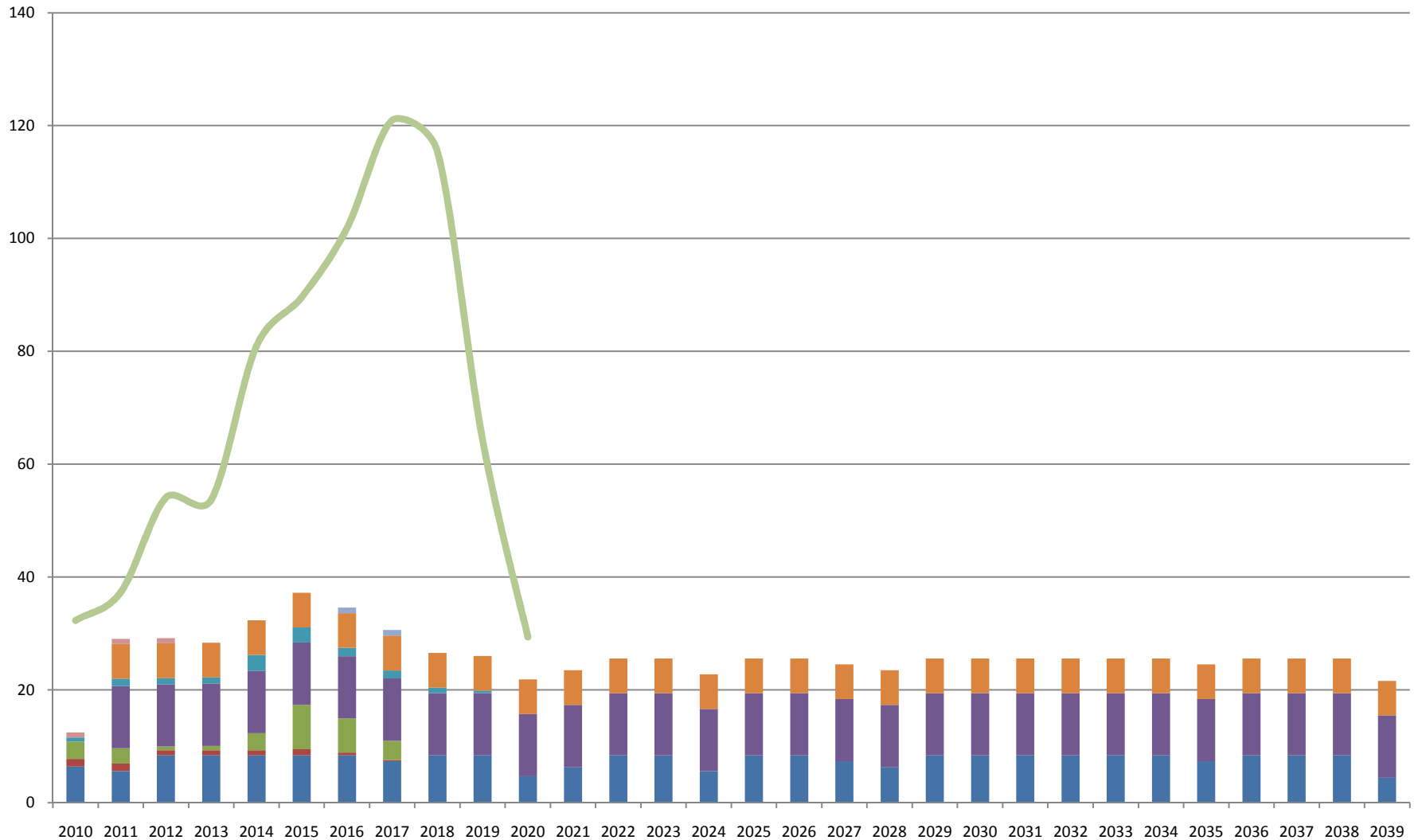
SCHEDULE (Unconstrained)	dates		duration months	dates		single payment every year	dates		duration months
	start	finish		start	finish		start	finish	
		4/1/10	7/1/40	835	4/1/10		7/1/40		4/1/10







## Named Projects Total Funding Needs Compared to Projected Revenue Levels (2009\$ in million)



- Measure A
- Local Agency Funding
- Development Fees
- RTIP
- Federal Earmarks
- ITIP
- SHOPP
- Neighboring County
- Total Funding Needs

## Proposed Protocols for Project Prioritization

To facilitate the orderly development of the Strategic Plan and subsequent updates a set of “protocols” or agreed upon principles for prioritizing the individual projects are proposed. The initial seven protocols that have been presented and discussed with the TTAC are presented in this Technical Memorandum.

Protocol #1. Each of the Local Streets and Transportation Improvement Programs in North and South County will receive Measure A annual revenues.

Protocol #2. Programs for transit, vanpool and carpool operations will receive Measure A funding annually. Programs included are:

South Coast Transit Operations Program
North County Interregional Transit Program (Operations)
South Coast Interregional Transit Program (Operations)
North County Specialized Transit for Elderly and Disabled
North County Car and Vanpool Program
South Coast Specialized Transit for Elderly and Disabled
South Coast Car and Vanpool Program

Protocol #3. Highway 101 Widening South of Santa Barbara is the highest priority capital project to both North County and the South Coast. Because of this the Measure A Strategic Plan will be based on delivering each segment of the Highway 101 Widening as soon as the project development process is completed, and matching funds have been secured.

Protocol #4. Measure A funds for South Coast Transit Capital Program and Capital portions of North County Interregional Transit Program and South Coast Interregional Transit Program will be allocated as follows:

- A. An annual allocation will be made for routine capital replacement items
- B. Major capital projects such as fleet-wide component replacements and vehicle purchase and replacements will be programmed for funding on an agreed upon schedule.

Protocol #5. North County Safe Routes to School, Bicycle & Pedestrian Program, South Coast Safe Routes to School Program, and South Coast Regional Bicycle and Pedestrian Program will each receive Measure A funding at a to-be-determined funding level. Distribution of Measure A funding to specific projects will be based on periodic call for projects to be determined by SBCAG.

Protocol #6. Commuter & Passenger Rail Planning & Services Improvements will receive Measure A funding on an agreed upon schedule once the project needs are further defined. (Note rail funds are assumed for operating improvements, and if spent on capital improvements, they would be in #7).

Protocol #7. The remaining 13 projects will be prioritized using the criteria described in the Initial Project Ratings Technical Memorandum. The projects are:

Revised 7/30/09

Hwy 101/Union Valley Parkway I/C
Hwy 101/Santa Maria River Bridge
Hwy 101/135 I/C
Hwy 101/Betteravia Road
Hwy 101/McCoy I/C
Hwy 246 Passing Lanes
Hwy 246/Santa Ynez River Bridge
Hwy 166 Safety Improvements
Goleta Overpass Improvements
Solvang Circulation Improvements
Buellton Circulation Improvements
Guadalupe Circulation Improvements
Carpinteria Circulation Improvements

# Measure A Strategic Plan

## Initial Project Ratings Technical Memorandum

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

Prepared by:

The PB Team

Parsons Brinckerhoff  
Sharon Greene + Associates  
COM3 Consulting  
MNS Engineers

July 30, 2009

Presented in this Technical Memorandum are definitions of the project prioritization criteria that were discussed at the June and July TTAC meetings, and a spreadsheet that reflects the Consultant Team's initial ratings for the 13 named highway projects. The spreadsheet shows the ratings where the values closest to one reflect the best score and the values closest to three reflect the lowest score. The spreadsheet also shows some of the quantitative data that was used to rate the projects for the Project Readiness and Leveraging of Measure A Dollars criteria. In the absence of hard data, the Congestion Relief offered and Safety Benefits ratings were based on the Consultant Team's professional judgment of each projects characteristics.

The process is not to simply add each projects individual scores as the basis of setting priorities. The objective of providing the scoring by the Consultant Team is to establish three relative priority groupings of projects that can be sub-phased individually in tranches based on funding availability. This initial sorting is intended an aid for the TTAC and Subregional Committees to reach agreement on which projects fall in each of the three groupings.

As such, the Consultant Team's ratings are intended as a starting point for discussions with the TTAC and Subregional Committees on the rating/ grouping process.

**Project Prioritization Criteria**

Six criteria are being used in the project prioritization process:

- Relative Mobility Improvement/ Gap Closure/ Congestion Relief
- Safety Benefit
- Project Readiness
- Leveraging of Measure A Dollars
- Geographic Balance, and
- Modal Balance

The formulas used for each criterion are:

1. Relative Mobility Improvement/ Gap Closure/ Congestion Relief:  $(1A + 1B)/2$ , where:  
 1A = When in Time Will Mobility Improvement/ Gap Closure/ Congestion Relief Be Needed (3 groupings: Immediate, Near-term, Mid-range); and,  
 1B = How Much Mobility Improvement/ Congestion Relief Does It Offer Per \$ Cost (3 groupings: High, Medium, Low Ratio)
  
2. Safety Benefit:  
 Relative Safety Benefit Per \$ Cost (3 groupings: High, Medium, Low Ratio)  
*Factors to consider: Multiple lanes are safer than 2-lane roads; Degree of compliance with Caltrans and/or Green Book Design Standards, etc.*
  
3. Project Readiness:  
 Ranking in Unconstrained Schedule Start of Construction (3 groupings: Years 2010-2013; Years 2014-2016; Year 2017 and beyond)
  
4. Leveraging of Measure A Dollars:  $(4E + 4F + 4G)/3$ , where:
 

4A = Total Project Cost (all funding sources)
4B = Total Measure A Funding Allocated to a Project
4C = Total STIP Funding Earmarked for a Project

4E = Percentage of UPF for a project (3 groupings: rating of 1 = 31% - 100%; rating of 2 = 21% - 30%; rating of 3 = 0% - 20%)
4F = Extend of "Unfunded" for a given project in \$ (3 groupings: rating of 1 = \$0 - \$5M; rating of 2 = \$5.1M - \$10M; rating of 3 = \$10.1M - \$20M)
4G = Percent of STIP Funding in a given project (3 groupings: rating of 1 = 0% - 15%; rating of 2 = 16% - 30%; rating of 3 = 31% - 100%)

The other two criteria, Geographic Balance and Modal Balance will be applied during the actual scheduling of projects in the Strategic Plan to make sure that geographic and modal equity is being maintained.

The Initial Project Prioritization Ratings and Groupings are shown in the table on the next page.

## Measure A - Project Prioritization - Base Case

Prioritization Criteria		#1 - Congestion Relief			#2 - Safety	#3 - Project Readiness	#4 - Project Funding											Composite Rating			
		When is Congest. Relief Needed	Congest. Relief - Value for Cost	Congest. Relief (1A +1B)/2	Safety	Estimated Construction Start Date	Project Readiness	Total Project Cost	Measure A Funding	STIP Funding	Unique Project Funding (UPF)	UPF/ Total Project Cost	Unfunded		STIP Allocation/ Total Project Cost		Funding Rating (4E+4F+4G)/3				
		1A	1B	1	2	3	3	4A	4B	4C	4D	4E		4F		4G				4	
data type		rating	rating	rating	rating	date	rating	\$M	\$M	\$M	\$M	%	rating	\$M	rating	%	rating	rating	Σ 1 to 4	rating	grouping
Projects																					
MSA-02	101/Union Valley Parkway (UVP) Interchange	1	2	1.5	2	Feb-2012	1	28.6	10.0	6.0	1.0	3%	3	11.6	3	21%	2	2.7	1.79	I	
MSA-03	101/Santa Maria River Bridge Widening	1	2	1.5	2	Jul-2010	1	42.0	10.0	0.0	32.0	76%	1	0.0	1	0%	1	1.0	1.38	I	
MSA-04	101/SR135 (Broadway) Interchange	3	2	2.5	2	Jan-2013	1	26.6	10.0	10.5	6.1	23%	2	0.0	1	39%	3	2.0	1.88	II	
MSA-05	101/Betteravia Interchange	3	1	2	2	Jul-2015	2	6.6	2.0	2.0	2.6	39%	1	0.0	1	30%	2	1.3	1.83	II	
MSA-06	101/McCoy Interchange	3	2	2.5	3	Jul-2015	2	27.5	10.0	0.0	17.5	64%	1	0.0	1	0%	1	1.0	2.13	II	
MSA-07	SR246 Passing Lanes	3	3	3	1	Jul-2013	1	60.1	20.0	28.0	2.0	3%	3	10.1	3	47%	3	3.0	2.00	II	
MSA-08	SR246/Santa Ynez River Bridge Replacement	3	3	3	2	Oct-2017	3	27.3	8.0	16.0	2.0	7%	3	1.3	1	59%	3	2.3	2.58	III	
MSA-09	SR166 Safety Improvements	3	3	3	1	Jul-2016	2	8.4	3.0	0.0	3.0	36%	1	2.4	1	0%	1	1.0	1.75	I	
MSA-10	Goleta Overpass	1	2	1.5	2	Jul-2014	2	29.8	7.0	13.5	9.3	31%	1	0.0	1	45%	3	1.7	1.79	I	
MSA-11	Solvang Circulation Improvements	1	2	1.5	2	Jul-2014	2	11.6	3.0	0.0	2.4	21%	2	6.3	2	0%	1	1.7	1.79	I	
MSA-12	Buellton Circulation Improvements	3	3	3	3	Apr-2011	1	6.3	3.0	0.0	1.0	16%	3	2.3	1	0%	1	1.7	2.17	III	
MSA-13	Guadalupe Circulation Improvements	3	3	3	3	Jan-2016	2	3.8	3.0	0.0	0.5	13%	3	0.3	1	0%	1	1.7	2.42	III	
MSA-14	Carpinteria Circulation Improvements	3	3	3	3	Jan-2015	2	1.5	1.0	0.0	0.5	33%	1	0.0	1	0%	1	1.0	2.25	III	

#1 - Relative Mobility Improvement/ Gap Closure/ Congestion Relief: (1A + 1B)/2, where:  
 1A = When in Time Will Mobility Improvement/ Gap Closure/ Congestion Relief Be Needed (3 groupings: Immediate, Near-term, Mid-range)  
 1B = How Much Mobility Improvement/ Congestion Relief Does It Offer Per \$ Cost (3 groupings: High, Medium, Low Ratio)

#2 - Safety Benefit:  
 Relative Safety Benefit Per \$ Cost (3 groupings: High, Medium, Low Ratio)  
 Factors to consider: Multiple lanes are safer than 2-lane roads; Degree of compliance with Caltrans and/or Green Book Design Standards, etc.

#3 - Project Readiness:  
 Ranking in Unconstrained Schedule Start of Construction (3 groupings: rating of 1 = Years 2010 - 2013; rating of 2 = Years 2014 - 2016; rating of 3 = Year 2017 and Beyond)

#4 - Project Funding:(4E+4F+4G)/3, where:  
 4A = Total Project Cost (all funding sources)  
 4B = Total Measure A Funding Allocated to a Project  
 4C = Total STIP Funding Earmarked for a Project  
 4D = Unique Project Funding (UPF) - ie Development Fees, IIP, Local Agency contributions, Federal Earmark  
 4E = Percentage of UPF for a project (3 groupings: rating of 1 = 31% - 100%; rating of 2 = 21% - 30%; rating of 3 = 0% - 20%)  
 4F = Extend of "Unfunded" for a given project in \$ (3 groupings: rating of 1 = \$0 - \$5M; rating of 2 = \$5.1M - \$10M; rating of 3 = \$10.1M - \$20M)  
 4G = Percent of STIP Funding in a given project (3 groupings: rating of 1 = 0% - 15%; rating of 2 = 16% - 30%; rating of 3 = 31% - 100%)

**NOTES: 1 = Highest (best) Rating**

**2 = Medium Rating**

**3 = Lowest (worst) Rating**