

MEASURE “D” RENEWAL

TRANSPORTATION EXPENDITURE PLAN

For Santa Barbara County

Adopted April 20, 2006



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Santa Barbara, CA 93110
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**EXHIBIT A,
RESOLUTION 5337(06)**

SANTA BARBARA COUNTY MEASURE “D”
RENEWAL TRANSPORTATION EXPENDITURE PLAN

This document contains the Santa Barbara County Measure “D” Renewal Expenditure Plan. This Expenditure Plan, which is required to be adopted by the Santa Barbara County Local Transportation Authority pursuant to Public Utilities Code commencing with Section 180000, describes how revenues generated by the continuation for 30 years of the ½ percent local retail transactions and use tax (sales tax) and a ¼ percent increase in the sales tax will be spent for specific transportation projects and programs. An ordinance authorizing the sales tax, including this expenditure plan, must be approved by the Local Transportation Authority and a two-thirds majority of county voters. The ordinance becomes effective at the close of the polls on the day of the election at which the local transportation measure is approved by the voters. The full text of the Expenditure Plan is provided on the following pages.

Member Jurisdictions

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

EXECUTIVE SUMMARY

The Measure “D” Renewal Expenditure Plan is intended to meet existing and future transportation needs in Santa Barbara County and reduce a shortfall of over \$3.0 billion in transportation funding required to meet these needs. The plan calls for local street repairs, safety, operational and congestion relief improvements on local streets and highways, and alternatives to the automobile, including expanded bus service, commuter rail service, and new bicycle and Safe Routes to School programs.

Revenue to fund the plan will come from the continuation of Measure D, a local sales tax approved by county voters in 1989 which will expire in 2010. Under the plan, the current sales tax of one half percent (1/2 %) would be continued for a term of 30 years beginning in 2010 and the tax rate would be increased by one quarter percent (1/4 %) The Measure D Renewal is expected to generate \$1.575 billion for needed transportation projects and programs and leverage an estimated \$544 million in federal and state gas taxes, developer fees and contributions from neighboring counties.

Categorical allocations are as follows:

- 50% or \$787.5 million to a **Local Program** for projects selected by city councils and the Board of Supervisors.
 - At least \$179.6 million will be expended on projects that provide alternatives to the automobile.
- 50% or \$787.5 million to a **Regional Program** for projects of regional importance.
 - \$278.5 million for highway safety and congestion relief improvements
 - \$509.0 million for alternatives to the automobile, including intercity and inter-county bus, carpool\vanpools, a commuter rail program, and reduced transit fares for seniors and the disabled.

CATEGORICAL ALLOCATIONS

LOCAL PROGRAM – These are projects of local importance selected by city councils and the Board of Supervisors. All cities and the County will share 80.1% of local program revenues allocated by their proportionate share of the population of the county after each jurisdiction has received a \$50,000 annual base allocation. North County jurisdictions will share 13.2% of local program revenues, which shall be sub-allocated to the incorporated cities and the County by the share of population in the North County. South County jurisdictions will share 6.7% of local program revenues, which shall be sub-allocated to the incorporated cities and the County by the share of population in the South County.

The funds must be used to supplement current transportation spending levels and cannot be used to replace general fund expenditures currently expended by the local agencies for street and road purposes. Funding may be used in combination with other revenue sources such as state funds or local fees to deliver projects and may be used to augment funding of projects in the Regional Program.

Projects that may be funded from the Local Program include:

- The maintenance, repair and rehabilitation of local roads and bridges and seismic bridge safety improvements.
- Roadway drainage facilities
- The operation of urban forestry-street tree programs.
- Traffic signal coordination, intersection channelization.

- Safety improvements.
- New local roads, extensions of existing roads, and increased roadway capacity.
- Maintaining, improving or constructing bicycle and pedestrian facilities
- Safe Routes to School improvements.
- Traffic calming.
- Reduced transit fares for seniors and the disabled.
- Bus and rail transit services that provide alternatives to the automobile.
- Programs that reduce transportation demand.

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

REGIONAL PROGRAM - These are projects of regional importance which add lanes, improve safety, make operational improvements and maintain and expand transit services within and between cities and other counties. Projects include state highway facilities and local, regional and interregional transit. Funding will be used in combination with other revenue sources such as state and federal funds or local fees to deliver projects and can be loaned to the State to deliver highway projects sooner than would normally be expected using state and federal gas taxes. This Expenditure Plan assumes that \$544 million in other funding would be leveraged for Regional Program projects using funding from the sales tax, as shown in Table 1.

Improvements that would be funded from the Regional Program include:

- **Capacity, Operational and Safety Improvements.**
 - Widen Highway 101 to six lanes from the Ventura County line to Milpas Street in the city of Santa Barbara.
 - In Santa Maria, reconstruct the Highway 101\135 interchange, add a northbound loop on-ramp at Highway 101\Betteravia Road and construct a new interchange at Highway 101\McCoy Lane.
 - Widen the Highway 101 Santa Maria River Bridge to six lanes.
 - Improve the connection of Route 246 to Lompoc providing an all weather crossing of the Santa Ynez River
 - Widen Highway 246 to 4 lanes from Purisima Road to Domingos Road.
 - Improve traffic circulation in Guadalupe by improving railroad crossings, installing traffic signals, constructing bike\ped paths, and widening roads.
 - Widen Highway 1 in Lompoc, from Central Avenue to Purisma Road
 - Improve traffic circulation in Goleta by adding a new overpass of Highway 101
- **Rural Highway Safety Program.** Leverage state and federal funds to make safety improvements to rural highways. This includes, but is not limited to passing lanes, fog reflectors, intersection turn lanes, bicycle and pedestrian improvements and traffic calming. Eligible facilities are Highways 246, 166, 1, 154, 135 and 192.
- **Bus Transit Service.**
 - Local\Regional Service. Funding would be allocated to transit providers operating intercity services in the North County and South County. The funds would be used to continue existing services after federal funding grants expire and to increase frequencies on existing routes or establish new inter-city services. Examples of services that would be funded include the Breeze intercommunity service (Lompoc\Santa Maria\Vandenberg Air Force Base) and MTD inter-city service on the South Coast (Carpinteria\Santa Barbara\Goleta). Expenses for vehicles, capital facilities such as transportation hubs, planning, marketing, and operations are eligible.

- **Interregional Service.** Funding would be allocated to transit providers to continue existing interregional services after federal funding grants expire and to expand peak hour commute and express bus service. Examples of services that would be funded are the Valley Express (Santa Ynez Valley to South Coast), Clean Air Express (North County to South Coast), and Coastal Express (Ventura County to South Coast). Expenses for vehicles, capital facilities such as transportation hubs, planning, marketing and operations are eligible
- **Reduced Transit Fares for Elderly and Disabled.** Fare reductions for the elderly, the handicapped, and the transportation disadvantage would be maintained and expanded by providing funding for the operating expenses of specialized transit service providers.
- **Expanded Use of Carpools, Vanpools and Alternative Modes.** Expand the number of carpools and vanpools and encourage telecommuting and alternative modes to reduce congestion during commute times. Funds would be used for planning, developing, and marketing carpools, vanpools and trip-demand reduction programs including bicycle and transit usage.
- **Implementation of Passenger Rail Transit.** A commuter rail service would be initiated in the Ventura County-to-Goleta corridor to reduce peak period traffic congestion on the South Coast 101 corridor. Eligible costs include planning, operations, purchase or lease of locomotives and passenger cars, track improvements, station facilities, train and grade crossing controls.
- **Expanded Regional Bicycle Network.** Expand and improve the regional bicycle network. Eligible projects include new bike routes to eliminate missing links in the regional network, bike path lighting, bike system planning, development, construction and education.
- **Safe Routes to School.** Increase pedestrian and bicycle safety to, from and near schools. Eligible projects include wider shoulders and sidewalks near schools, crosswalk signals, school zone signage, traffic calming, and pedestrian and bicycle safety education for students.

TABLE 1

FUNDING LEVERAGED BY
REGIONAL PROGRAM INVESTMENTS

Regional Program Projects with Leveraged Funding	Sales Tax Funds to be Used as a Match	Leveraged State and Federal Gas Tax, Developer Fees and Funds from Other Counties
Widen Highway 101, Ventura County Line to Milpas Street	\$140,000,000	\$288,000,000
Widen the Highway 101 Santa Maria River Bridge from 4 to 6 lanes	\$8,000,000	\$32,000,000
Construct New Highway 101 Interchange at McCoy Lane, Santa Maria	\$21,000,000	\$3,000,000
Widen Highway 246 from 2 to 4 lanes from Purisma Road to Domingos Road, near Lompoc	\$30,000,000	\$33,000,000
Improve the connection of Route 246 to Lompoc providing an all weather crossing of the Santa Ynez River	\$8,000,000	\$18,000,000
Rural Highway Safety Program	\$25,000,000	\$5,000,000
Circulation improvements, Guadalupe: widen roads, install traffic signals, construct bike/ped paths, improve RR crossing safety	\$6,000,000	\$4,000,000
Widen Highway 1 in Lompoc, Central Avenue to Purisma Road	\$11,000,000	\$11,000,000
Highway 101 Overpass Improvement, Goleta	\$7,500,000	\$17,500,000
Commuter Rail Program, Ventura County to Goleta	\$126,000,000	\$100,000,000
Regional Bicycle Program	\$42,500,000	\$22,500,000
Safe Routes to School Program	\$44,000,000	\$20,000,000
TOTAL	\$469,000,000	\$554,000,000

SANTA BARBARA COUNTY **LOCAL TRANSPORTATION AUTHORITY**

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

SBCAG Board Members

Fiscal Year 2005-06

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

STATEMENT OF PRINCIPLES

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

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

TABLE 2

ANTICIPATED SANTA BARBARA COUNTY
THIRTY YEAR REVENUE FROM A ¾% SALES TAX
FOR CATEGORICAL ALLOCATION

Thirty Year Revenue Total in 2005 Dollars: \$1,575,000,000

TABLE 3

CATEGORICAL ALLOCATIONS
(30-Year Estimate in 2005 Dollars)

REVENUES FOR ALLOCATION		\$1,575,000,000
LOCAL PROGRAM		50% \$787,500,000
Countywide Allocation by population after providing an annual \$50,000 base allocation (80.1% of Local Program)	\$630,500,000	
Minimum Alternative Modes Expenditures	\$145,300,000	
Shared by North County Jurisdictions (13.2% of Local Program)	\$104,000,000	
Minimum Alternative Modes Expenditures	\$19,200,000	
Shared by South County Jurisdictions (6.7% of Local Program)	\$53,000,000	
Minimum Alternative Modes Expenditure	\$15,100,000	
REGIONAL PROGRAM		50% \$787,500,000
Highway Safety & Congestion Relief	\$278,500,000	
Transit & Alternative Modes	\$509,000,000	

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

CATEGORY DESCRIPTIONS

LOCAL PROGRAM

Cities and the County will share fifty percent (50%) of the sales tax revenue for projects selected by local jurisdictions. Different regions of the county place different weight on infrastructure maintenance, alternative modes and local flexibility, depending on how they expect their communities to change over time or the amount of uncertainty they face in the future. In the South County, many of the transportation needs are evident today and can be addressed by specific projects included in the expenditure plan such as commuter rail. In the North County, which is rapidly urbanizing, transportation needs are evolving. More flexibility is required to address future needs. Consequently, a larger share of Local Program funding is allocated to North County agencies under the Measure D Renewal Expenditure Plan.

Local jurisdictions will receive an annual funding allocation based on the following formula:

- All cities and the County will share 80.1% of local program revenues allocated by their proportionate share of the population of the county after each jurisdiction has received a \$50,000 annual base allocation.
- North County jurisdictions will share 13.2% of local program revenues, which shall be sub-allocated to the incorporated cities and the County by the share of population in the North County.
- South County jurisdictions will share 6.7% of local program revenues, which shall be sub-allocated to the incorporated cities and the County by the share of population in the South County

The Authority will annually update the population estimates used in the allocation formula based on the most recent information available from the California Department of Finance. Table 4 displays an estimate of each jurisdiction's allocation of local program funding.

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

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

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

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

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

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

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

TABLE 4

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

	30-Year Allocation	Alternative Transportation
Buellton	\$10,300,000	5%
Carpinteria	\$26,500,000	30%
Goleta	\$55,000,000	20%
Guadalupe	\$13,700,000	5%
Lompoc	\$83,500,000	15%
Santa Barbara City	\$159,200,000	40%
Santa Barbara County	\$253,800,000	15%
Santa Maria	\$173,500,000	25%
Solvang	\$12,000,000	15%
Total =	\$787,500,000	

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

REGIONAL PROGRAM

Fifty percent (50%) of the revenue generated under this measure will be allocated to projects of regional importance which add capacity to roadways, improve safety, provide major operational improvements or improve transit and passenger rail services within and between cities and other counties.

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

More improvement projects are needed to address regionally significant transportation problems than existing state and federal revenues can fund. Of the total funds that would be available in the Regional Program, an estimated \$787.5 million in project funding would be used to leverage an estimated \$554 million in federal and state revenues to complete the following list of projects. Funding can be loaned to the state to deliver a project sooner than would normally be expected using state and federal gas taxes. The cost of these projects can include such items as traffic signals, intersection channelization, curbs and gutters, shoulders, bus rapid transit infrastructure, as long as these costs are directly related to the project

HIGHWAY SAFETY AND CONGESTION RELIEF

<u>Highway 101: South Coast</u> Widen from 4 to 6 lanes and make safety and operational improvements between the Ventura County line and Milpas Street.	\$140.0 million
<u>Highway 101: Santa Maria</u> Widen the Santa Maria River Bridge from 4 to 6 lanes.	\$8.0 million
<u>Highway 101: Santa Maria</u> Construct a new interchange at McCoy Lane	\$21.0 million
<u>Highway 101: Santa Maria</u> Add a northbound loop on-ramp at Betteravia Road	\$5.0 million
<u>Highway 101: Santa Maria</u> Reconstruct the Highway 135 (Broadway) interchange.	\$17.0 million
<u>Highway 246: Lompoc</u> Widen 2 to 4 lanes from Purisma Road to Domingos Road	\$30.0 million
<u>Highway 246: Lompoc</u> Improve the connection of Route 246 to Lompoc providing an all weather crossing of the Santa Ynez River	\$8.0 million
<u>Rural Highway Safety Program</u> Funds would be awarded through a competitive grant process to projects that will leverage state and federal funding to make safety improvements to rural highways in the county. Eligible highways are 246, 166, 1, 154, 135, 192	\$25.0 million
<u>Circulation Improvements: Guadalupe</u> Widen roads, install traffic signals, construct bike\ped paths, improve RR crossing s	\$6.0 million

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

Highway 101 Overpass Improvement: Goleta \$7.5 million
Improve traffic circulation in Goleta by adding a new overpass of Highway 101 ¹

TRANSIT AND ALTERNATIVE MODES

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

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

Bus transit projects that would be funded are:

Interregional Bus Service Program \$62.0 million
Maintain and expand bus service between North County and South Coast regions and between Santa Barbara County and adjoining counties. Expenses for planning 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:

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

Local/Regional Bus Service Program \$198.5 million
Maintain and expand bus services in cities and between cities within the North County region and South Coast region. Funding would be used to continue existing services after federal funding grants expire, deliver expanded peak hour commute and express bus service and provide greater frequencies on existing routes. Expenses for vehicles, capital facilities, planning and promotions, and operations are eligible.

Over the 30 year life of the program, no less than 40% of the funds allocated for Local/Regional Bus Services shall be allocated for services provided in the North County region and no less than

¹ If measurable progress has not been made on a new Highway 101 overpass project in the city of Goleta by December 31, 2025, the project's unexpended Measure D funds shall be reallocated as follows: 33% to the Regional Bicycle Program, 33% to the Rural Highway Safety Program, 14% to the Safe Routes to School Program, 20% to the Local\Regional Bus Program.

40% of the funds shall be allocated for services in the South County region. Any public transit operator providing local/regional services shall be eligible to receive these funds and funds allocated under this program shall be allocated directly to the public transit operator providing the service.

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

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

Reduced Transit Fares for Seniors/Disabled \$9.0 million
Reduce fares charged to the elderly, the handicapped, and the transportation disadvantaged by funding the operating expenses of specialized transit service providers.

Carpool, Vanpools and Alternative Modes \$27.0 million
Regional Program funds would be spent to expand the use of carpools, vanpools and trip-reduction programs. Funds will be used for planning, developing, and marketing bicycle and transit usage, carpools, vanpools and trip-demand reduction programs. It is intended that these funds be used to match federal, state, local, and private funding to maximize the number of improvements to be implemented. Eligible projects include, but are not limited to:

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

Commuter Rail Program \$126.0 million
This expenditure plan includes funding to operate a five-year commuter rail pilot service in the Ventura County-to-Goleta corridor. Funding is also provided to continue the service if it is determined to be successful by the Authority. The service would operate during morning and evening commute times, providing commuters with an alternative to the automobile to reduce congestion on Highway 101. The service would be implemented in three phases.

Phase 1—Planning and Agreements (2006 to 2010). This is the phase for planning, developing performance measures for approval by the Authority, conducting environmental reviews and working out agreements with UPRR, other counties and the service operator. Measure D would provide a small amount of funding, estimated at \$1.5 million, for expenses related to this phase.

Phase 2—Begin Commuter Train Pilot Service Program (2010 to 2015). This is the pilot service program phase where station improvements, layover facilities, locally funded track improvements, and rolling stock would be purchased to initiate 2 trains/day (plus existing Amtrak service) with connecting bus service. This is also the phase where the Authority would determine whether the service is meeting its performance measures and should be continued under Phase 3. Capital costs are estimated at \$28 million for trains, \$31 million for tracks/stations and \$3.5 million for buses. Annual net operating subsidy costs are estimated to be \$3.5 million for trains and \$0.8 million for buses. Approximately \$50.0 million would come from Measure A and the rest from state or federal sources or other counties.

Phase 3—Continued Service (2015 to 2040). This Expenditure Plan includes funding to continue the service after the pilot program and expand the service to 3 trains/day. Additional funding from local, state and federal sources would be required to fund Phase 3.

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

The Authority may discontinue funding support for the commuter rail service and reallocate funding to other programs during any phase, but only after the approval of an expenditure plan amendment. The first priority use of unexpended, reallocated funds shall be to relieve congestion in the Highway 101 South Coast corridor through other projects and programs in the Regional Program.

Regional Bicycle Program

\$42.5 million

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

Safe Routes to School Program

\$44.0 million

This program will fund projects through a competitive grant process that increase pedestrian and bicycle safety to, from and near schools. Cities, the County, school districts, Caltrans, and transit districts would be eligible to compete for funding. Funds would be used for capital projects and education programs. Eligible projects include, but are not limited to traffic calming near schools, wider shoulders and sidewalks near schools, crosswalk signals and school zone signage, pedestrian and bicycle safety education for students.

ADMINISTRATION

LOCAL TRANSPORTATION AUTHORITY ADMINISTRATION

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

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

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

STRATEGIC PLAN

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

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

AMENDMENTS TO THE EXPENDITURE PLAN

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

TAXPAYER ACCOUNTABILITY SAFEGUARDS

CITIZENS OVERSIGHT COMMITTEE

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

LEGAL DEDICATION OF FUNDS

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

MANDATORY ANNUAL FISCAL AUDIT

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

MANDATORY PLAN UPDATE AND TERMINATION OF SALES TAX

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

END.