



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** June 3, 2008  
**TO:** Mayor and Councilmembers  
**FROM:** Transportation Division, Public Works Department  
**SUBJECT:** Measure A Investment Plan

**RECOMMENDATION:** That Council

- A. Receive a presentation from the Santa Barbara County Association of Governments; and
- B. Adopt, by reading of title only, A Resolution of the Council of the City of Santa Barbara Approving the Measure A 2008 Transportation Investment Plan to be Placed on the November 4, 2008, General Election Ballot.

### **EXECUTIVE SUMMARY:**

Measure D is the existing ½ percent County-wide sales tax that funds local and regional transportation projects. The tax currently represents 35.7% of the City's Fiscal Year 2008 Street Capital and Operations budgets. The Measure D program has funded 15 major regional projects including the Milpas Roundabout, and La Cumbre Bridge Interchange and is partially funding the Highway 101 Operational Improvements that will begin construction this summer. The funding provided by Measure D will expire March 31, 2010.

The Santa Barbara County Association of Governments (SBCAG) is moving forward with a non-tax increase investment plan in November 2008 known as Measure A (see Attachment). Measure A has been divided into separate North and South County Investment plans that represent the respective needs of each region. Polling experts have conducted countywide surveys showing that the currently proposed measure has a good chance for success. SBCAG staff will present an overview of the process and investment plan and is asking that Council endorse the plan by resolution.

### **DISCUSSION:**

The 20-year Measure D transportation funding program has been a vital funding source for the City and County of Santa Barbara. The City has been able to maintain its roads, build sidewalks and bicycle infrastructure, as well as fund the Downtown/Waterfront and Crosstown electric shuttles, and the enhanced transit service. Much of the funding required to implement the Circulation Element, Pedestrian Master Plan and the Bicycle Master Plan has come from Measure D. The funding is often used as the local share in leveraging state and federal grants.

Measure D was approved in 1989 with 55% of county voters in favor, at a time when only a simple majority was required for passage. However, with the current requirement of a super majority (2/3) approval, Measure A will require greater public interest in transportation, and agreement on funding goals.

At the May 2007 meeting of the SBCAG Board, members voted to adopt a Measure Renewal Framework that consisted of four principles:

- Select the November 2008 General Election as the date for placing a ½ cent renewal of Measure D on the ballot
- Prepare separate subregional investment plans for North County and the South Coast
- Assign SBCAG's subregional planning committee responsibility for developing recommendations for investment plans including 1). Basis for allocating funds for North and South County, 2). Allocating funds in subregional plans to projects/programs, 3). Determine and carry out process for including the public, and 4). Term of tax
- Investment plan should include funding for 101 widening south of Santa Barbara "off the top"

This framework was intended to ensure that the renewal plan has the broad support needed to pass the two-thirds voter approval requirement.

### **North/South Investment Plans**

SBCAG anticipates that Measure A will generate approximately \$1 billion over 30 years. The SBCAG Board assigned \$145 million off the top for the Highway 101 widening project south of the City to the County Line. The remainder of the \$1 billion estimated revenue was divided evenly between the North and South Counties, with each region to develop individual North and South County investment plans. This strategy was to address fair share issues and to develop regional investment plan ownership.

For the past year, regional policy committees in the North and South Counties have been working on separate draft investment plans. The North County and South Coast Subregional Planning committees both decided to involve the public directly in crafting the new investment plans. The two committees chose to form new committees (referred to as the Measure D Renewal Policy Development Committee) and to expand membership of those new committees to include representatives from community, business and environmental organizations to work together to prepare the new subregional Measure A investment plans. The committees have worked hard to achieve consensus on the projects and programs in the two draft plans. The negotiations were often difficult and compromise was necessary to build consensus plans that have wide support. The North and South County draft plans are different with each plan recognizing the unique

transportation needs and priorities of each region of the county. The combined North/South Measure A Transportation Investment Plan is included as an Exhibit of the Resolution (Attached).

### **South County Investment Plan Highlights**

The South County Investment Plan is significantly different from the current Measure D expenditure plan in that it gives both operational and capital replacement funding directly to the Santa Barbara Metropolitan Transit District (MTD), assigns competitive funding to Safe Routes to School and to bicycle and pedestrian projects, sets aside South County money for commuter and passenger rail, dedicates funding for Traffic Solutions, dedicates funding for Easy Lift, and dedicates funding for interregional transit (Clean Air Express, Coastal Express, Valley Express).

The biggest change from the past expenditure plan is a dedicated funding source that goes directly to MTD. The amount of direct operational revenue that MTD would receive was determined by the respective amounts of Measure D funds that are currently being given to MTD by the South County cities and the County by contract for basic transit service (Crosstown Shuttle, Mesa Loop, and Enhanced Transit Service on lines 1, 2, 3, 6, and 11). The MTD transit services currently paid for by Measure D for the above referenced service will go directly to MTD with Measure A. Specialized transit service for the Downtown/Waterfront and Commuter Lot Shuttle will continue under a City contract with MTD.

The Measure A plan also includes \$58 million to MTD for capital replacement of buses. This amount was determined by the population.

Pedestrians/bicycles and a Safe Routes to School Program have been assigned \$26 million in two funds (\$13 million each) that will be competitively given to city and county projects on the South Coast. Staff considers this money to be included in our local share because South Coast cities and the County will be the only recipients of these funding sources.

Although a full commuter rail train is not included in the current investment plan, \$25 million is proposed to be set aside for commuter and passenger rail planning and service improvements. This amount could be used to implement the On-TRAC proposal to develop commuter-friendly Amtrak service and build Santa Barbara and Ventura County support and funding for a more formal commuter rail solution.

In addition to specific allocations, the Measure A Investment Plan also specifies that each South Coast City and the County will spend a minimum of 10% of their Net 30 Year Allocation on eligible alternative transportation projects. This requirement must be met by the fifth year of the program, and every fifth year thereafter.

For comparison purposes, below is a summary of the current estimated 2011 Measure D allocation and the proposed Measure A allocation for the same year. The table shows the MTD amounts from the City being allocated directly to transit service and capital replacement. The final column includes adjustments for Easy Lift, Commuter Rail, a Safe Routes to School Program, a Regional Bicycle and Pedestrian Program and additional money to the City of Carpinteria. The City estimates that it will be competitive in the regional Safe Routes to School and Regional Bicycle and Pedestrian Programs, which would be approximately \$375,000 per year.

2011 Estimated Dollars				
Current Measure D	Proposed Measure A	Direct to MTD for Service	Direct to MTD for Capital	Other Adjustments
\$5,179,100	\$3,468,500	\$1,203,300	\$388,800	\$118,500

**Opinion Polling**

The SBCAG South Coast Subregional Committee unanimously approved the South County investment plan and forwarded it to the SBCAG Board, which have now incorporated both the North and South County plans into a single draft measure. The combined draft measure was then used in a recent opinion poll to determine how the measure will be received. SBCAG and its polling consultant, Fairbank, Maslin, Maullin, and Associates, believe that the response to the poll was favorable and indicates that the draft investment plan has a good chance of succeeding in November.

**BUDGET/FINANCIAL INFORMATION:**

Because Measure D currently represents over 35% of the City’s Fiscal Year 2008 Street Capital and Operations Budgets, passage of Measure A is important in order to maintain the current levels of service and expenditures. In the event Measure A is not passed by county voters, dramatic budget cuts and a wholesale review of City transportation spending priorities would be required.

- ATTACHMENT:** Letter from Jim Kemp, Executive Director of SBCAG
- PREPARED BY:** Browning Allen, Transportation Manager/RD/es
- SUBMITTED BY:** Paul Casey, Acting Public Works Director
- APPROVED BY:** City Administrator's Office



April 16, 2008

Mayor Marty Blum  
City of Santa Barbara  
735 Anacapa Street  
Santa Barbara, CA 93101

Subject: Measure A - 2008 Transportation Investment Plan

Dear Mayor Blum:

On March 20, 2008 the SBCAG Board unanimously adopted the attached Measure A - 2008 Transportation Investment Plan; a critical and historic step in securing the future of our local and regional transportation systems. The plan provides \$1.05 billion in funding to relieve traffic congestion, maintain existing transportation infrastructure, improve local roads and highways, provide safe routes to school, expand transportation alternatives and protect mobility for seniors and disabled individuals. The adopted plan would continue Santa Barbara County's existing ½ percent local sales tax for transportation for an additional 30 years to fund specific projects and programs. The existing measure, which was approved by county voters in 1989, will sunset in March 2010 and this critical source of transportation funding will end unless Measure A - 2008 is approved. SBCAG is seeking your council's support of the investment plan so that Measure A - 2008 can be placed before the county voters at the November 4, 2008 general election.

This plan is the product of years of hard work and compromise by SBCAG Board members, staff, consultants, local agency representatives and stakeholder groups after many public outreach workshops and meetings. The plan has been prepared to address important existing and future transportation needs in Santa Barbara County. It proposes a diverse program of transportation investments to address those needs while being sensitive to the regional differences within our county.

The Measure A - 2008 Transportation Investment Plan allocates \$140 million to widening the 101 freeway south of Santa Barbara to three lanes in each direction. The remaining \$910 million dollars is split equally between the north and south county. The investments proposed for each region of the county were determined by advisory groups comprised of elected officials, community, business and environmental organization representatives who worked over the past nine months to reach consensus on the plans. Each regional plan provides local discretionary funding to repair and maintain local streets and roads and also allocates funding for important

Member Agencies

Buellton » Carpinteria » Goleta » Guadalupe » Lompoc » Santa Barbara » Santa Maria » Solvang » Santa Barbara Coun

regional transportation projects and programs that will benefit the citizens of the county and our local economy for years to come.

Mayor Marty Blum

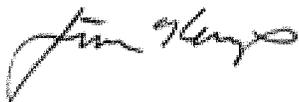
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I would ask if at all possible that your council act on this expenditure plan before June 15, after hearing a presentation on the plan by SBCAG staff. The approval of the County Board of Supervisors and a majority of the city councils representing a majority of the incorporated area population before the SBCAG Board's June meeting is required to place the measure on the November 4, 2008 ballot. Enactment of the measure requires approval by two-thirds of county voters. The support of your council in approving the expenditure plan and informing the public about what is at stake leading up to the November election is very important.

Thank you for your consideration of this matter. Please feel free to call me or Gregg Hart if we can be of assistance to you and answer any questions.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jim Kemp".

Jim Kemp

Executive Director

cc: Jim Armstrong, City Manager