



Measure D Renewal

2008 TRANSPORTATION INVESTMENT PLAN

Proposed Alternative Transportation Allocations for Measure D 2008 Local Program (assuming a \$200K Base Allocation for Buellton, Guadalupe and Solvang)

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 identified in the investment plan.

The local program alternative transportation proposal including the minimum percentages on this table were provided to SBCAG by local agencies and approved by each city council and the Board of Supervisors during the preparation of the 2006 Measure D Expenditure Plan. They are the starting point for a discussion of percentages for the 2008 Investment Plan.

The definition of eligible Alternative Transportation expenditures is the same as that used for the 2006 plan except that maintenance, repair, construction and improvement of Class 2 bikes lanes has been added as an alternative transportation expenditure. A Class 2 bike lane is a lane on a street designated by striping or signage for bicycle use.

	Annual Guaranteed Base Allocation	Total Annual Allocation	Total 30 Year Allocation	Alternative Transportation Minimum Percentage	Alternative Transportation 30 Year Minimum Allocation
North County Jurisdictions					
Buellton	\$200,000	\$436,554	\$13,096,633	5.0%	\$654,832
Guadalupe	\$200,000	\$524,520	\$15,735,612	5.0%	\$786,781
Lompoc	\$50,000	\$2,181,425	\$65,442,745	15.0%	\$9,816,412
Santa Maria	\$50,000	\$4,632,601	\$138,978,043	25.0%	\$34,744,511
Solvang	\$200,000	\$478,762	\$14,362,856	15.0%	\$2,154,428
SB County (Unincorporated North County)	\$25,000	\$3,500,304	\$105,009,112	15.0%	\$15,751,367
North County Total	\$725,000	\$11,754,167	\$352,625,000	-	\$63,908,330

Eligible Alternative Transportation Expenditures

- Maintenance, repair, construction and improvement of bicycle and pedestrian facilities, including Class 2 bike lanes
- Safe Routes to School improvements
- Reduced transit fares for seniors and the disabled
- Bus and rail transit services
- Education and incentive programs designed to reduce single occupant auto trips
- Traffic calming