

Measure D Renewal

2008 TRANSPORTATION INVESTMENT PLAN

North County Measure D Renewal Investment Plan Proposal

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

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

Proposed Regional Program Project Descriptions

Regional Highway & Circulation Projects

Funding for these projects will be used in combination with other revenue sources such as state and federal gas taxes or local fees to deliver the projects and can be loaned to the State to deliver the projects sooner than would normally be expected using state and federal gas taxes. The cost of these projects can include such items as traffic signals, sidewalks, bike lanes, intersection channelization, curbs and gutters, shoulders, and landscaping as long as these costs are directly related to the project.

Interregional Bus Service

Maintain and expand bus service between North County and South Coast regions and between Santa Barbara County and adjoining counties. Expenses for planning and promotions, vehicles, capital facilities such as transportation hubs, and operations are eligible. Funding would be used to continue existing services after federal funding grants expire, deliver expanded peak hour commute and express bus service and provide greater frequencies on existing routes. Any public transit operator providing interregional services shall be eligible to receive these funds and funds allocated under this program shall be allocated directly to the public transit operator providing the service. Eligible projects that may be funded from under this program include, but are not limited to:

- Clean Air Express service from North County cities to employment centers on the South Coast and a future reverse commute service to North County employment centers. *(Funding identified in the North County Investment Plan represents 50% of the total Measure D Renewal allocation for the Clean Air Express. The remaining 50% would be included in the proposed draft South Coast Investment Plan.*
- Breeze bus service between Santa Maria, Vandenberg Air Force Base and Lompoc.
- Valley Express service from Buellton, Solvang, Santa Ynez Valley to employment centers on the South Coast. *(Funding identified in the North County Investment Plan represents 50% of the total Measure D Renewal allocation for the Valley Express. The remaining 50% would be included in the proposed draft South Coast Investment Plan.)*

Regional Projects Not Funded

Rural Highway Safety Program

Funds awarded to projects that will leverage state and federal funding to make safety improvements to rural highways in the county. Eligible highways are 246, 166, 1, 154, and 135.

Traffic Demand Reduction Program

This countywide program is intended to reduce traffic congestion, improve air quality, and expand commuter choices through the formation of carpools and vanpools and by facilitating the use of transit services, bicycle and pedestrian options, telecommuting and flexible work schedules. Whenever possible, funds would be used in partnership with employers that are seeking to improve employee retention and mitigate the jobs-housing imbalance by expanding commute options for their employees. Funds would be used for planning, implementation, education, marketing and incentives to increase use of these options. An annual report would be published quantifying the effectiveness of the program to ensure that performance measures are being met. It is intended that program funds be used to match federal, state, local, and private funding to maximize the number of commute options implemented.

Specialized Transit

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