

Discussion Draft

South Coast Measure D Renewal Investment Plan

South Coast Subregional Share (30 years) - \$455 million	
Local Program (80%) – \$364.65 million	Measure D Contribution
Local Flexible Funding: Annual allocations to local jurisdictions for projects selected by cities and the County	\$235.65 - \$364.65 mil.
SBMTD: Direct annual allocation to MTD for South Coast transit service.	\$0 - \$129 mil.
Total Local Program	\$364.65 M
Regional Program (20%) - \$90.35 million	Measure D Contribution
Commuter & Passenger Rail Planning & Service Improvements - Improve passenger rail service between Ventura and Goleta to reduce congestion on Highway 101 and provide commuters with an alternative to driving	\$15 million
Traffic Demand Reduction - Expand the use of carpools, vanpools and trip reduction programs on the South Coast (South Coast 50% share)	\$8 million
Regional Bicycle and Pedestrian Program - Expand and improve the South Coast's regional bicycle and pedestrian network	\$14 million
Safe Routes to Schools Regional Program - Increase pedestrian and bicycle safety to, from and near schools on the South Coast	\$14 million
Goleta Overpass Improvement - Improve traffic circulation in Goleta by adding a new overpass of Highway 101	\$7.5 million
Specialized Transit - Reduce fares charged to the elderly, the disabled, and the transportation disadvantaged on the South Coast (South Coast 50% share)	\$4.5 million
Interregional Transit Program: Current examples of services that may be funded include, but are not limited to: Coastal Express: Fund operations and capital costs to maintain and expand existing transit service between Ventura County and South Coast. Valley Express: Fund operations and capital costs to maintain existing service from Buellton, Solvang, Santa Ynez Valley to employment centers on the South Coast (South Coast 50% share) 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 (South Coast 50% Share)	\$27.35 million
Total Regional Program	\$90.35 M

Local Program Notes & Assumptions

- The Local Program share is 80% of the funds for the South Coast, or \$364.65 mil. This provides an annual Local Program allocation equivalent to 70% in the current measure.
- Local agencies have the option in the current measure of contributing Local Program funds to MTD to help pay operating and capital costs. The amount the County and cities contribute can vary agency to agency and year to year. This makes it a challenge for MTD to plan service and prepare its budget. MTD has requested that the committee make it a direct recipient of funds in the 2008 investment plan. The committee has to decide whether to continue the status quo and let each local agency decide whether or how much to contribute to MTD from its respective Local Program share or provide MTD with a direct annual allocation. MTD estimated it has a \$4.3 million in annual funding need (\$1.3 million capital, \$3.0 operating) not covered by state or federal sources, or \$129.0 million over 30 years, so a range of \$0 to \$129.0 million could be directly allocated to MTD by the committee.
- The Local Program funds would be distributed to the cities and County by formula, creating a range of funding between \$235.65 mil. if \$129.0 mil. is allocated to MTD and \$364.65 if \$0 is directly allocated. On the attached Local Program spreadsheet \$90 million is shown going directly to MTD over 30 years. This is not a recommendation just a number used to illustrate how the Local Program formula would work.

Regional Program Project Definitions

Commuter & Passenger Rail Planning & Service Improvements

Eligible expenditures include capital and operating costs for improving passenger rail service 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. 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.

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.

Regional Bicycle and Pedestrian Program

This program will fund projects through a competitive grant process that would expand and improve the South Coast's regional bicycle and pedestrian facilities network. Cities and the County, Caltrans, and transit agencies would be eligible to compete for funding. School 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 and pedestrian paths to eliminate missing links in the regional network, path lighting, route plans and maps.

Safe Routes to School Program

This program will fund projects through a competitive grant process that increase pedestrian and bicycle safety to, from and near schools on the South Coast. 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.

Specialized Transit

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

Interregional Transit Program

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 new or existing 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 and a future reverse commute service to North County employment centers.
- Clean Air Express service from North County cities to employment centers on the South Coast.
- Valley Express bus service from Buellton, Solvang, Santa Ynez Valley to employment centers on the South Coast

Goleta Overpass Improvement

This project would improve traffic circulation in Goleta by constructing a new overpass of Highway 101. Funding will be used in combination with other revenue sources such as state and federal gas taxes or local fees to deliver the project and can be loaned to the State to deliver the project sooner than would normally be expected using state and federal gas taxes. The cost of this project 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.