



2020

MEASURE A STRATEGIC PLAN 2020 UPDATE

FINAL | DECEMBER 2020

**DELIVERING ON OUR PROMISE TO THE VOTERS
OF SANTA BARBARA COUNTY**

**PREPARED BY SANTA BARBARA COUNTY
ASSOCIATION OF GOVERNMENTS**



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Related Measure A Documents

- [Measure A Investment Plan and Ordinance](#)
- [2015 Measure A Strategic Plan](#)
- California Transportation Commission (CTC) Senate Bill 1 (SB1) [website](#)

Executive Summary



SBCAG, as the Local Transportation Authority for Santa Barbara County, must adopt an update to the Measure A Strategic Plan every five years as detailed in the [Measure A Ordinance and Investment Plan](#) approved by voters in November, 2008. The Strategic Plan serves as the master document for the delivery of the Investment Plan projects and programs and can be amended at any time.

The purposes of the Strategic Plan are to:

- Define the scope, cost, and schedule of each project
- Identify accomplishments and critical issues
- Document Investment Plan amendments
- Detail revenue projections and possible financing tools to deliver the Investment Plan
- Consolidate policies and procedures adopted to implement the Investment Plan.

Major Highlights Since 2015

When the [Strategic Plan was last updated in 2015](#), there were limited state and federal funding opportunities available to leverage Measure A funds to deliver the Highway 101 Widening: Carpinteria to Santa Barbara project in a timely manner.



However, in 2017, the California State Legislature passed, and Governor Jerry Brown signed Senate Bill 1 (SB1) (Beall) known as the Road Repair and Accountability Act of 2017. SB 1 provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

SB1 is estimated to generate \$5.2 billion in new revenues for transportation each year per an increase in the gas tax and creation of new registration fees on vehicles. The passage of SB1 was a game changer not just for transportation in California, but for the SBCAG region as SB1 provided new funding programs to fund and deliver the Highway 101 Widening: Carpinteria to Santa Barbara project and other critical projects in our region within a reasonable horizon.

In addition to augmenting existing State funding programs, SB1 created new discretionary (competitive) programs to help fund transformative projects. These new programs include:

- Local Partnership Program - \$200 million available per year
- Solutions for Congested Corridors Program - \$250 million available per year
- Trade Corridor Enhancement Program – \$300 million available per year

These programs cumulatively provide approximately \$750 million annually to help fund and deliver transformative projects throughout the state. These SB1 programs, along with others, are administered by the California Transportation Commission (CTC).

As a result of these new opportunities, in 2018 SBCAG and Caltrans jointly applied for funding from the three programs to fund the first three segments of the Highway 101 Project and related parallel projects. SBCAG and Caltrans were awarded \$184 million in full funding by the CTC for these projects. The SB1 award was largely successful since we were able to leverage voter approved Measure A funding as a match for the SB1 programs. The award was also possible due to our partnership with Caltrans and the fact that the project was ready for delivery as part of the Cycle 1 schedule.



Additionally, Caltrans committed \$184 million in SHOPP funding to upgrade pavement surfaces, reconstruct ramps, and address other safety and operational needs in the Highway 101 corridor. SBCAG and Caltrans began construction on Segment 4A in April with construction scheduled to begin in November for Segment 4C and construction of 4B scheduled for summer 2021.

Goals and Objectives of the 2020 Update

The goals and objectives of the 2020 Strategic Plan are:

- 1) Update Measure A revenues and other discretionary revenues; and
- 2) Update costs, delivery schedules, scope changes, and funding needs for projects.

The SBCAG Board of Directors did approve a Financial Memorandum in 2019 that provided direction on use of discretionary funding and financing needs for the Measure A Program. Due to the need for matching funds for the construction of Highway 101 HOV segments, there is not enough cash flow in the Measure A program to provide the required funding and continue to fund all the other Measure A programs. SBCAG will be working with a financial advisory firm in early 2021 to identify bonding or borrowing opportunities to remedy this cashflow issue.

In Summer 2020, SBCAG and Caltrans submitted SB1 Cycle 2 applications to the CTC to fully fund the remaining segments of the Highway 101 Widening: Carpinteria to Santa Barbara project (Segments 4D and 4E) and related parallel projects. The CTC announced their Cycle 2 Staff Recommendations on Monday, November 16 and no funding was recommended for the Highway 101 Widening project or Cabrillo Boulevard Bicycle and Pedestrian Improvements project. SBCAG and Caltrans will review applications and prepare to submit funding applications for Cycle 3 in 2022 to fully fund the corridor. While funding was not recommended, upcoming Federal and State opportunities still provide a path forward for the corridor to be fully funded and completed by the 2026/2027 timeframe.

Key Policy Items for 2020 Update

SBCAG staff, working with project sponsors for remaining named projects, have identified three policy topics for inclusion in the 2020 Plan as shown below and discussed further in the document:

- 1) Clarification on Percentage of Revenues for Named Projects
- 2) Project Priorities
- 3) Amendment to Investment Plan Description for South Coast Transit Capital Program

Conclusions

With the passage of SB1 and award of Cycle 1 funding, SBCAG and Caltrans are making great progress in delivering the Highway 101 Carpinteria to Santa Barbara Project. SBCAG and Caltrans will continue to seek federal and state funding to fully the Highway 101 project. There are no major risks to delivery of the program as of this update. SBCAG staff proposes a major update to the Strategic Plan in 2023 once the outcome of SB1 Cycle 3 awards are known.

Section 1. Measure A Background

Voter Approval in 2008



In November 2008, the voters of Santa Barbara County overwhelmingly supported the passage of the Road Repair, Traffic Relief and Transportation Safety Measure (referred to as Measure A). In 2008, the Measure A Investment Plan estimated that \$1.050 billion (in 2008 dollars) would be generated for transportation needs over 30 years within Santa Barbara County, from 2010 to 2040. This figure was not inflated to account for revenue growth over the 30 years. To date, through Fiscal Year 19/20, SBCAG has received \$359.9 million in Measure A revenues which is projected to grow to approximately \$1.357 billion in total revenues through 2040. Of that total, approximately \$1.262 billion will be available for allocation. Per the 2008 Ordinance and Investment Plan, the dedicated sales tax revenue generated will help leverage and match an estimated \$0.5 billion in state and federal funds. Measure A went into effect and revenues began to be collected on April 1, 2010. Funds will be spent in accordance with the Investment Plan that was part of the measure.

Summary of the Measure A Program

Measure A, consisting of an ordinance and investment plan, will implement needed road repair, traffic relief, and transportation safety projects and programs in Santa Barbara County. The measure calls for investments in three program categories. Each program category will receive a percentage share of sales tax revenues, currently estimated at \$1.050 billion (in 2008 dollars) over 30 years. The measure calls for 13.4% of revenues off the top for the Highway 101 Carpinteria to Santa Barbara project. The North County and South Coast to each receive 43.3 percent of revenues, over 30 years, for high priority transportation projects and programs that advisory committees in each region have selected to address the current and future needs of that region.

In the *North County*, the Investment Plan includes widening the Highway 101 Santa Maria River Bridge, improving safety on rural highways like Highway 166, improving safety at school crossings and providing safe routes to schools, increasing senior and disabled accessibility to public transit, making local street improvements such as pothole and bridge repairs and adding turn lanes at intersections.

On the *South Coast*, the Investment Plan includes maintaining and improving general public transit services, providing incentives for commuters to form carpools and vanpools, safer walking and bike routes to schools, increasing senior and disabled accessibility to public transit and making local street improvements such as pothole repairs and synchronized traffic signals. The widening and installing of HOV lanes on Highway 101 south of the City of Santa Barbara was identified in the Investment Plan as a project of countywide importance that could be accelerated by ten years through the use of Measure A funds.

SBCAG Board of Directors serve as the Santa Barbara County Local Transportation Authority, consisting of local elected officials from the eight cities and the board of supervisors who, administer the measure according to strict accountability provisions including annual independent financial audits and public review of expenditures by a citizen's oversight committee.

Ordinance and Investment Plan

The Investment Plan identified which projects and programs will receive Measure A revenue, and the amounts they will receive, but not the dates they will receive these funds. Recognizing that not all the projects can be delivered at the outset of the program, the Measure A ordinance requires that the Authority prepare a Strategic Plan, which will outline an implementation and delivery plan for the projects and programs. The Strategic Plan is to be updated at least every five years. The initial strategic plan was adopted October 21, 2010. The Strategic Plan prioritizes the projects and establishes a timeline for their implementation. This document contains the Strategic Plan update 5 years after the 2015 Strategic Plan was adopted.

Measure A Documents Overview



List of Measure A Projects and Programs

The following are a list of projects and programs included in the Measure A Investment Plan. Projects that are italicized were added subsequent to voter approval by 2/3 approval of the SBCAG Board of Directors.

Table 1: Original Measure A Projects and Programs

	2008 Measure A Investment Plan Amount
HIGHWAY 101 WIDENING: CARPINTERIA TO SANTA BARBARA	\$140,000,000
NORTH COUNTY SUBPROGRAM	
- LOCAL STREET & TRANSPORTATION IMPROVEMENTS	\$341,000,000
- TRANSIT AND OTHER PROGRAMS	
Specialized Transit, Seniors-Disabled	\$4,500,000
Safe Routes to Schools, Bicycle & Pedestrian	\$3,000,000
Carpool and Vanpool Program	\$2,000,000
Interregional Transit	22,500,000
- NAMED PROJECTS	
Buellton Circulation Improvements	\$3,000,000
Guadalupe Circulation Improvements	\$3,000,000

Solvang Circulation Improvements	\$3,000,000
Highway 166 Safety Improvements	\$3,000,000
Highway 246 Passing Lanes	\$20,000,000
Highway 246 Santa Ynez River Bridge (Robinson Bridge)	\$8,000,000
Highway 101 Santa Maria River Bridge	\$10,000,000
Highway 101/Highway 135 (Broadway) Interchange	\$10,000,000
Highway 101/Betteravia Road Interchange	\$2,000,000
Highway 101/McCoy Interchange	\$10,000,000
Highway 101/Union Valley Parkway Interchange	\$10,000,000
SOUTH COAST SUBPROGRAM	
- LOCAL STREET & TRANSPORTATION IMPROVEMENTS	\$272,700,000
- TRANSIT AND OTHER PROGRAMS	
Specialized Transit, Seniors-Disabled	\$6,000,000
Interregional Transit	\$25,350,000
Safe Routes to Schools	\$13,000,000
Bike & Pedestrian Program	\$13,000,000
South Coast Transit Operations Program	\$58,000,000
South Coast Transit Capital Program	\$27,000,000
Carpool and Vanpool Program	\$7,000,000
Commuter/Passenger Rail	\$25,000,000
- NAMED PROJECTS	
Carpinteria Circulation Improvements	\$1,000,000
Goleta Overpass Improvements	\$7,000,000

Added Projects as part of cost savings:

NORTH COUNTY SUBPROGRAM	Cost Savings Amount
- NAMED PROJECTS	
Highway 246 Buellton Streetscape & Sidewalk	\$250,000
Highway 101/Union Valley Parkway Interchange:	
-Highway 101 Union Valley Parkway - Barrier Walls	\$1,627,000
Highway 101 Union Valley Parkway Phase 3	\$1,733,130
Alamo Pintado Creek Pedestrian and Bicycle Bridge	\$600,000

Measure A Program Successes



The last decade is marked by Measure A leveraging resources to relieve traffic congestion and improve safety on Highway 101. Even more, Measure A has delivered on high priority transportation programs and projects for Santa Barbara County’s North and South Coast regions to address local street improvements such as pothole repairs and synchronized traffic signals, provide Highway Improvements in Santa Maria Valley,

increase senior and disabled accessibility to public transit, build safer walking and bike routes to schools and provide increased opportunities for carpool and vanpool programs. The items below highlight the various successes under the Measure A program over the last seven years.

- ✓ **2013:** Completion of the Union Valley Parkway Interchange as new connection between Orcutt and the Santa Maria airport area;
- ✓ **2014:** Completion of the Santa Maria River Bridge widening project that added a new bike lane for cyclists;
- ✓ **2015:** Construction completed for Highway 166 Cuyama Safety Improvements that widened shoulders for school bus pull outs;
- ✓ **2017:** Three new Clean Air Express buses purchased in partnership with the City of Santa Maria.
- ✓ **2018:**
 - \$184 million Awarded in Senate Bill 1, Cycle 1 funding from the California Transportation Commission for Highway 101 Widening: Carpinteria to Santa Barbara project. Measure A funding was used as leveraging funds for this award;
 - New peak hour Amtrak Pacific Surfliner rail service between Ventura and Santa Barbara counties;
 - Completion of Phase 1 for Highway 246 Passing Lanes;
 - Construction completed for a new sidewalk project on Alisal Road in the City of Solvang;
 - Installation completed of a new mid-block crosswalk with rapid flashing beacon on Mission Drive in the City of Solvang;
 - Completion of San Jose Creek Bike Path, North Segment.
- ✓ **2019:**
 - Completion of the Betteravia Road/Highway 101 interchange traffic flow improvement project in the City of Santa Maria;
 - Completion of the Fairview Avenue sidewalk infill project to provide safer access to schools, library and neighborhoods in the City of Goleta;
 - Started construction on City of Santa Barbara's Old Coast Highway Sidewalk and North La Cumbre Road Sidewalk and Pedestrian Safety Improvements.
- ✓ **2020:**
 - Started construction on Highway 101: Carpinteria to Santa Barbara (Segment 4A);
 - Completion of the City of Guadalupe Pedestrian Improvements Project;
 - Completion of Highway 246 and Sycamore Road Safe Route to School improvement project in the City of Buellton.

Measure A as a Leveraging Tool



One of the most invaluable benefits of Measure A is that it provides local agencies with the ability to leverage funding. As included in the Measure A Ordinance, Measure A was intended to be used as a match to help fully fund and deliver projects and programs in the Investment Plan. Leveraging is using existing funds to get a commitment of additional funding from a different source. This means that besides the sales tax revenue that Measure A directly provides, those funds have brought in even more funding for Santa Barbara

County agencies. A common practice in transportation funding programs is a local match. Funding administrators at the state and federal level want to see that local funds are going towards a project before contributing. Sometimes a local match is required to receive funding at all, as is the

case with many federal programs. Sometimes a local match is not required but makes a project significantly more competitive if provided, such as with the Active Transportation Program. This proves to reviewers that the project is truly a priority for the region and worthy of investment. Serving as local match is how Measure A leverages funds.

Cost Savings Policy



Cost Savings Background: North County Measure A project cost savings were made available by the delivery of the U.S. 101 Union Valley Parkway interchange, U.S. 101 Santa Maria River Bridge, and Union Valley Parkway arterial projects. A total of \$5.73 million in cost savings (based on 2010 Measure A allotments) resulted from a favorable bidding climate during the recession. Measure A project cost savings are available for reallocation at the completion of construction of a named project. The priorities for using project cost savings are:

1. Close shortfalls in the same category. Close shortfalls on projects within the same category (North, South, US 101) to maintain their delivery schedule. A project included in the Measure A Investment Plan having issues maintaining its delivery schedule because of a shortfall of funding would receive top priority for cost savings realized from within its own category.
2. Advance projects in the same category as the cost savings. Allow safety and congestion relieving benefits to motorists (and taxpayers) to be realized in advance of their delivery schedule in the Measure A Strategic Plan.
3. Hold savings in a reserve until all named projects in the category are delivered. This would assure that there will be no shortfalls on other projects or opportunities to advance other projects in the category.
4. Loan funds to projects in another category. Allow funds in the reserve in #3 above to be loaned to projects in other Measure A categories (North, South, US 101) if it is needed to close a gap in funding for a named project, or advance a project, in that respective category provided that the loan does not delay the delivery or advancement of named projects in the category where the savings originated.
5. Allow cost savings to be loaned to local agencies for local street repair. Allow cost savings in the reserve in #3 above to be loaned to local agencies for Measure A eligible Local Street and Transportation Investment projects, provided that the loan does not delay the delivery or advancement of named projects in the category where the savings originated.

Section 2. Purpose of Strategic Plan

Purpose

Per the Measure A Ordinance, the primary purposes of the Strategic Plan update are to:

- Update scope, cost and schedule for each project in Measure A;
- Project Measure A and matching fund revenue streams and identify possible financing tools needed to deliver the Plan;
- Define a schedule for delivery of those projects spread out over the remaining years of Measure A to match cash flows and potential debt financing obligations;
- Identify sources of matching and leveraged funds for projects in the Plan;
- Identify critical issues and risks to program delivery;
- Layout a year by year implementation schedule and cash flow; and,
- Gather into one document the policies and procedures adopted to implement the Measure A Strategic Plan.

What has changed since the 2015 Strategic Plan Update?

A. Passage of Senate Bill 1 (SB1)



The funding picture for delivering Measure A priorities has dramatically changed since the last Strategic Plan update in 2015 due to the passage of Senate Bill 1 (SB1) by the state in 2017. SB1 has provided new opportunities to help fund transformational projects throughout the State of California, including the Highway 101 Widening: Carpinteria to Santa Barbara project, remaining named Measure A projects and local agency improvements. SB1 created new competitive funding programs that will allow SBCAG and Caltrans to fund and deliver the HOV Highway 101 Widening: Carpinteria to Santa Barbara project and parallel projects. SB1 also augmented existing State funding programs like the State Highway Operations and Protection Program (SHOPP), Local Streets and Roads Maintenance and Rehabilitation, Active Transportation Program (ATP) and State Transportation Improvement Program (STIP),

These state funding programs will be key for SBCAG, Caltrans and local jurisdictions to plan, fund and deliver priority projects in our region.

B. Full Funding for first 7 miles of Highway 101 Widening and Parallel Projects

In 2018, SBCAG and Caltrans applied for and were awarded \$184 million in SB1 competitive funding (Cycle 1) for the first seven miles of the Highway 101 Widening: Carpinteria to Santa Barbara project and related parallel projects. The award was made possible due to the readiness of the project, the leverage of local Measure A funding and our partnership with Caltrans. Construction of all three funded segments will be underway by summer 2021.



C. Adoption of Measure A Strategic Plan Memo in Fall 2019

SBCAG staff, in coordination with TTAC, prepared the Measure A Strategic Plan memo that was ultimately adopted by the SBCAG Board in September 2019 ([link to adopted memo](#)). The memorandum included scenarios examining the cash flow needs and financing options for the Measure A program due to the match required for Senate Bill 1 (SB1) grants awarded by the California Transportation Commission in May 2018 for the HOV Highway 101 Widening: Carpinteria to Santa Barbara project Segments 4A, 4B and 4C and parallel projects.

Ultimately, the Board adopted Scenario 2 ‘Clarified’ which provided the authority to use \$42 million in Regional Surface Transportation Program (RSTP) reserve funding for the HOV Highway 101 Widening: Carpinteria to Santa Barbara phase four project and parallel projects.

Assumptions for the 2020 Update

- Measure A is assumed to generate \$1.357 billion in revenues for the 30-year life of the measure. Following deductions for the California Department of Finance and Administration, administration costs for Measure A, and financing costs, approximately \$1.262 billion will be available for allocation.
- SBCAG Board Policy, State Transportation Improvement Program (STIP) Regional funds are reserved for the Highway 101 Widening: Carpinteria to Santa Barbara Project until completion. Any STIP Regional funds for remaining named projects will be available starting in Fiscal Year 27/28 at an estimated amount of \$5 million per year.
- The same policy is in place for RSTP with funds being placed in a reserve for the Highway 101 Widening: Carpinteria to Santa Barbara Project.
- SBCAG Staff recommends that the Senate Bill 1 (SB1) Local Partnership Program (LPP) Formula funds that SBCAG is apportioned annually for being a self-help county be reserved for the Highway 101 Widening: Carpinteria to Santa Barbara Project until completion. This amount is approximately \$1.2 million per year. Prior LPP Formula funds have been used for the Highway 101 Widening: Carpinteria to Santa Barbara Project. On November 17, the California Transportation Commission staff recommended approval of SBCAG’s Cycle 2 funding for the Highway 101 Carpinteria to Santa Barbara project for the Montecito and Santa Barbara segments. The funding will be utilized for the Right of Way phase of the project.

Policies

1. Percentage of Revenues for Regional Named Projects

The 2008 voter approved Investment Plan, included a list of “named” regional projects and a prescribed allotment of Measure A funds in 2008 dollars. The overall Measure A program was estimated to generate \$1.05 billion over 30 years, or \$35 million per year in 2008 dollars. This figure did not account for future revenue growth over the 30 years.

Consequently, a project like the Highway 101/Santa Maria River Bridge which, per the Investment Plan, was to get \$10 million in funding out of \$1.05 billion in 2008 dollars will accrue \$12.0 million based on revenue growth over 30 years. As part of the 2020 Strategic Plan, SBCAG staff would like to confirm that each named project receives its share of Measure A revenues as intended in the Measure A Ordinance/Investment Plan. Consequently, staff is proposing specific percentages of total revenue for each named project and these are shown in **Appendix I**.

2. Project Priorities

Highway 246 Santa Ynez River Bridge (Robinson Bridge) Project and Highway 246 Alamo Pintado Bridge Project Added to SHOPP

Currently, SBCAG staff is proposing two changes to the Strategic Plan Project Sequencing Schedule when compared to the 2015 Strategic Plan. See **Appendix II** for Schedule of Projects. Those two changes are both related to align Measure A funds with Caltrans funds from the State Highway Operations and Protection Program (SHOPP). Caltrans District 5 has been able to develop a more robust program of bridge replacements and pavement projects as a result of the passage of SB1 which has increased the level of funding for the SHOPP.

Two Measure A projects that have benefitted from being added to the Caltrans SHOPP and consequently have had delivery advanced when compared to the 2015 Strategic Plan are the: 1) Highway 246 Santa Ynez River Bridge (Robinson Bridge) project, and; 2) The Highway 246 Alamo Pintado Bridge project. The delivery year in the SHOPP for the Robinson Bridge project is now in Fiscal Year 2027/28. The delivery year for the Highway 246 Alamo Pintado Bridge project is in Fiscal Year 2026/27. The table below shows the comparison in delivery years from the 2015 Strategic Plan (SP) and the 2020 Strategic Plan.

Table 2: Strategic Plan Delivery Year Comparison

Project	2020 SP Delivery Year	2015 SP Delivery Year
Highway 246 Santa Ynez River Bridge	FY 27/28	FY 34/35
Highway 246 Alamo Pintado Creek	FY 26/27	N/A

As part of the 2020 Strategic Plan update, two other projects were considered for advancement at the request of the City of Santa Maria. Those two regional named projects are: 1) Highway 101/Highway 135 (Broadway) Interchange, and; 2) Highway 101/Betteravia Road Interchange. The City requested advancement under the presumption that no matching funds were required from STIP. In previous Strategic Plans from 2010 and 2015, these two Santa Maria projects

required STIP funding and thus were prioritized to occur after completion of Highway 101 Widening: Carpinteria to Santa Barbara project.

When the City of Santa Maria provided updated project cost figures as part of the 2020 Strategic Plan update, there was still a need for STIP funds to match Measure A and other City sources to deliver the projects. The City of Santa Maria, however, is continuing to work to advance the projects to be ready for construction. SBCAG is working with City of Santa Maria staff to develop a cooperative agreement to allow the city to be reimbursed by Measure A regional funds for any project development costs related to the Highway 101/Highway 135 Interchange project to get the project ready for delivery.

Similar to the Highway 101 Widening: Carpinteria to Santa Barbara project, SBCAG is also committed to seeking discretionary funding for remaining projects in advance of the Strategic Plan programming year to potentially fund and deliver the projects sooner. In the interim, City of Santa Maria will be completing an update to their circulation element which will provide the city with more information on the necessary projects.

SBCAG staff will continue to work with all local agency partners regarding priorities as part of the next Strategic Plan update to identify ways to fully fund and deliver remaining projects.

3. Commitment of STIP Regional Funding and Other Discretionary Funds to Highway 101

In the 2015 Strategic Plan, the SBCAG board affirmed a delivery strategy and policy to have all regional discretionary funding made to available to the Highway 101 project until that project is completed. The Highway 101 project is currently anticipated to be completed by end of FY 26/27, assuming it is funded through SB1 in the next Cycle 3. Based on the anticipated completion of the Highway 101 HOV project, SBCAG staff estimates that the first year STIP Regional funding will be available will be in FY 27/28 as part of the 2024 STIP cycle and that there will be approximately \$4.0 to \$5.0 million per year to program in STIP funds. STIP funding is one source of funds identified to deliver the remaining named projects in the Measure A funding. In addition, approximately \$1.2 million per year will be made available under the Local Partnership Formula Program. According to the Measure A regional project sheets, there is a need of approximately \$88 million in matching funds in order to deliver the remaining regional Measure A projects.

4. Investment Plan Amendment for Santa Barbara MTD Transit Capital Program



Santa Barbara Metropolitan Transit District (SBMTD) receives funds from two separate Measure A regional programs: the South Coast Transit Operations Program and the South Coast Transit Capital Program. The use of funds is limited to operations and capital as included in the respective program titles.

The funding programs were identified as part of the development of the Investment Plan since the Santa Barbara County region was in non-attainment status by the Federal government for the status of our air quality. Prior to the development of the Investment Plan, the Santa Barbara region reached attainment status thus disqualifying our region from being able to receive Congestion Mitigation and Air Quality (CMAQ) funding which was used by transit operators to fund transit operations and capital projects. The 2008 Investment Plan thus included two separate funding pots for Santa Barbara Metropolitan Transit District for operations and capital.

Currently, SBMTD is able to utilize Federal Transit Administration 5307 funding for both operating and capital as a small Urbanized Area (population less than 200,000). If the Santa Barbara Urbanized Area crosses the 200,000-population threshold which likely occur as part of the 2020 Census, then SBMTD will be limited to using FTA 5307 funding only for capital. As such, SBMTD is requesting that SBCAG consider an Investment Plan amendment to modify the Transit Capital Program to provide flexibility and allow for use of funding for operations. This change would require an amendment to the Ordinance and Investment Plan. Any amendments require a 2/3rds approval of the SBCAG Board of Directors (9 affirmative votes), after a noticed public hearing. Amendments require readings of the amended ordinance at two board meetings prior to a 2/3rds approval of the SBCAG Board of Directors. Following the amendment process, the SBCAG Board of Directors approved the amendment shown below to the Ordinance and Investment Plan at their November 19, 2020 meeting.



Revision to Investment Plan:

South Coast Transit Program

Maintain and expand public bus service within and between the cities on the South Coast of Santa Barbara County through two sub-programs.

A.	South Coast Transit Operations Program	\$58,000,000
	Funding for costs related to operating general public bus services, planning, marketing and promotions directly allocated to SBMTD.	
B.	South Coast Transit Capital <u>and Operations</u> Program	\$27,000,000
	Funding for transit capital projects <u>and/or operating general public transit services directly</u> allocated to SBMTD for general public bus services.	

Please note: new text is italicized and underlined in the description above.

Critical Issues and Risks

The greatest risks to program delivery are the receipt of revenues projected in the 2010 plan. The receipt of “outside” funding awarded to the Highway 101 Widening: Carpinteria to Santa Barbara project was a risk realized upfront in 2010. Thanks to SB1 this has lessened the need for outside funding. A potential emerging risk is the decline of formula based, gas price driven STIP funding assumed in the Strategic Plan. This could impact project schedules and, in the next Strategic Plan update in 2023, could require a reevaluation of the core board strategies adopted in 2010.

Section 3. Measure A Revenues and State and Federal Funding Opportunities

Measure A Revenues



In the 2008 Investment Plan, Measure A was estimated to generate \$35 million per year for a total amount of \$1.05 billion for the life of Measure A.

In late June, SBCAG's revenue analysis and forecasting firm has provided SBCAG with updated long-term revenue analysis and projections that reflect the near-term impacts of COVID19 on sales tax receipts for the Measure A Program. Per the updated figures provided by HdL, Measure A is projected to generate \$1.357 billion in total revenues and \$1.262 billion for allocation through March 31, 2040.

SBCAG will be updating the cash flow model to consider the impacts of revenues and costs and the needs for outside financing. Further analysis will also be conducted as part of the scope of services for the Federal TIFIA consultant scope of work in late 2020 and early 2021 as SBCAG identifies outside financing options to address cash flow needs for the program. The figures by project are included in **Appendix I**.

Regional Funding: Regional Surface Transportation Program (RSTP)

The Measure A Strategic Plan assumes that SBCAG will receive an estimated \$3 to 4 million per year in Regional Surface Transportation Program funding over the life of the Measure A Program. A portion of these funds are proposed to be held in a reserve to be used for the Highway 101 HOV Widening only if efforts to secure funding from outside the county are not successful.

The Regional Surface Transportation Program (RSTP) is one of two sub-programs of the Surface Transportation Program (STP). STP is a federal program that provides states and local jurisdictions with funding for highway improvements, street rehabilitation and transportation enhancements. SBCAG receives an annual apportionment of STP funding, passed through the State, for two sub-programs: the Regional Surface Transportation Program (RSTP) and the Local Surface Transportation Program (LSTP).

SBCAG receives the funds annually in the form of State cash. The funds arrive via check sent to SBCAG by the State for the two programs and SBCAG deposits the funds in a local account. Jurisdictions receive their LSTP or RSTP funding by submitting a one-page claim to SBCAG for reimbursement of expenditures on the projects for which the funds are programmed. Their low administrative cost and ease of use make the RSTP and LSTP programs very popular with local and regional agencies, many of whom have come to rely on these sources of funding.

In recent fiscal years, approximately \$5 to \$6 million has been received annually for the programs. In our county, \$1.8 million of "local" STP must be allocated to local agencies according to a state prescribed formula. SBCAG apportions the LSTP funds to local agencies using a population-based formula. LSTP funds are used on projects selected by local agencies with the approval of the SBCAG Board. The balance is used for "Regional" STP projects selected by SBCAG. Prior to Measure A, RSTP funds, like LSTP funds, have been programmed by SBCAG exclusively to local projects including road rehabilitation, bike improvements, and new local road construction. With the creation of the RSTP Reserve for the Highway 101 HOV Widening, the RSTP funds

would not be available for these purposes until either completion of the Highway 101 Widening: Carpinteria to Santa Barbara project or until another source of funding was secured.

Senate Bill 1 (SB1) Funding Opportunities



As mentioned, in 2017, the California State Legislature passed, and Governor Jerry Brown signed Senate Bill 1 (SB1) (Beall) known as the Road Repair and Accountability Act of 2017. SB 1 provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

SB1 is estimated to generate \$5.2 billion in new revenues for transportation each year per an increase in the gas tax and creation of new registration fees on vehicles. The passage of SB1 was a game changer not just for transportation in California, but for the SBCAG region as SB1 provided new funding programs that would provide opportunities to fund and deliver the Highway 101 Widening: Carpinteria to Santa Barbara project and other critical projects in our region within a reasonable horizon.

In addition to augmenting existing State funding programs, SB1 created new discretionary (competitive) programs to help fund transformative projects. These new programs include:

- Local Partnership Program - \$200 million available per year
- Solutions for Congested Corridors Program - \$250 million available per year
- Trade Corridor Enhancement Program – \$300 million available per year

These programs cumulatively provide approximately \$750 million annually to help fund and deliver transformative projects throughout the state. These SB1 programs, along with others, are administered by the California Transportation Commission (CTC).

Solutions for Congested Corridors Program (SCCP)

SCCP provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes \$250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan. Regional transportation planning agencies, county transportation commissions and Caltrans are eligible to apply for program funds through the nomination of projects. Eligible project elements within the corridor plans may include improvements to state highways, local streets and roads, rail facilities, public transit facilities, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space.

In July 2020, SBCAG and Caltrans submitted a joint SCCP application to the California Transportation Commission for the completion of the Santa Barbara U.S. 101 Multimodal Corridor. SBCAG and Caltrans are jointly requesting \$182.61 million in SCCP funding to construct the remaining two U.S. 101 segments (Segment 4D/4E) as well as funding for the Cabrillo Boulevard Bicycle and Pedestrian Improvements project. On November 16, the CTC Staff Recommendations were announced, and no funding was recommended for the project. SBCAG and Caltrans will review applications and prepare to submit funding applications for Cycle 3 in 2022 to fully fund the corridor. While funding was not recommended, upcoming Federal and State

opportunities still provide a path forward for the corridor to be fully funded and completed by the 2026/2027 timeframe.

Local Partnership Program (LPP)

Local Partnership Program and continuously appropriates \$200 million annually to local and regional transportation agencies that have sought and received voter approval of taxes or that have imposed fees, which taxes or fees are dedicated solely for transportation improvements. The LPP provides funding to local and regional agencies to improve aging Infrastructure, road conditions, active transportation, transit and rail, and health and safety benefits. The funds are distributed through a 40% statewide competitive component and a 60% formulaic component. The Santa Barbara region receives approximately \$1.227 million a year through the formulaic component. This funding will be allocated to SBCAG through the remainder of the Measure A program or through 2040. In total, SB1 will provide SBCAG with approximately \$30 million in Local Partnership Program Formula funding to help deliver remaining Measure A projects.

In June 2020, SBCAG submitted two LPP applications to the California Transportation Commission for the completion of the Highway 101 Widening Project and the Cabrillo Boulevard Bicycle and Pedestrian Improvement Project. SBCAG requested \$40 million total in LPP competitive funding.

On November 16, the CTC Staff Recommendations were announced, and no LPP competitive funding was recommended for the project; only LPP Formula funding was recommended in the amount of \$3.7 million. SBCAG and Caltrans will review applications and prepare to submit funding applications for Cycle 3 in 2022 to fully fund the corridor. While funding was not recommended, upcoming Federal and State opportunities still provide a path forward for the corridor to be fully funded and completed by the 2026/2027 timeframe.

Trade Corridor Enhancement Program (TCEP)

The Trade Corridor Enhancement Program funds projects designed to move freight more efficiently on corridors with high volumes of freight. This statewide, competitive program will provide approximately \$300 million per year in state funding.

In August 2020, SBCAG submitted a TCEP application to the California Transportation Commission. SBCAG requested \$5.56 million in TCEP regional funding to construct the remaining two segments of the Highway 101 Widening Project (Segments 4D/4E).

On November 16, the CTC Staff Recommendations were announced, and no funding was recommended for the project. SBCAG and Caltrans will review applications and prepare to submit funding applications for Cycle 3 in 2022 to fully fund the corridor. While funding was not recommended, upcoming Federal and State opportunities still provide a path forward for the corridor to be fully funded and completed by the 2026/2027 timeframe.

State Highway Operations and Protection Program (SHOPP)

The State Highway Operations and Protection Program (SHOPP) is a four-year program of projects administered by Caltrans and is the State Highway System's "fix-it-first" program that funds the repair and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System. After the U.S.101 was awarded SB1

Cycle 1 funding, Caltrans programmed \$184 million in SHOPP funds for U.S. 101 Segments 4A, 4B and 4C. This funding offers safety, operational and long-term maintenance benefits to the project.

State Transportation Improvement Program (STIP)

The State Transportation Improvement Program (STIP) is the biennial five-year plan adopted by the California Transportation Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. The STIP consists of two broad programs, the regional program funded from 75% of new STIP funding and the interregional program (ITIP) funded from 25% of new STIP funding. The 75% regional program is further subdivided by formula into county shares. County shares are available solely for projects nominated by regions in their RTIPs. The Caltrans ITIP will nominate only projects for the interregional program. Per SBCAG Board Policy, State Transportation Improvement Program (STIP) Regional funds are reserved for the Highway 101 Widening: Carpinteria to Santa Barbara Project until completion. Any STIP Regional funds for remaining named projects will be available starting in Fiscal Year 27/28 at an estimated amount of \$4.0 to \$5.0 million per year.

Federal Funding Opportunities

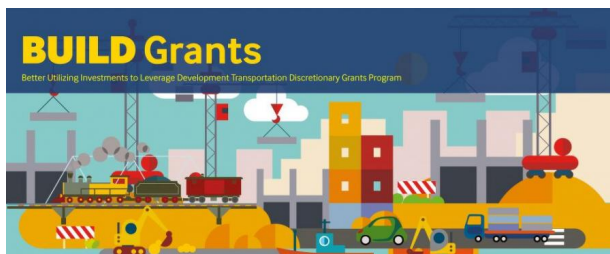
Infrastructure for Rebuilding America (INFRA)



The INFRA discretionary grant program makes approximately \$906 million available for major highways, bridges, ports, and railroad improvement projects. INFRA discretionary grants provide opportunities for all levels of government and the private sector to fund infrastructure. SBCAG has submitted INFRA applications for the Highway 101 Widening:

Carpinteria to Santa Barbara project. While SBCAG has not been successful with receiving an INFRA award, SBCAG will continue to pursue future funding opportunities under the program for remaining Measure A named projects.

Better Utilizing Investments to Leverage Development (BUILD)

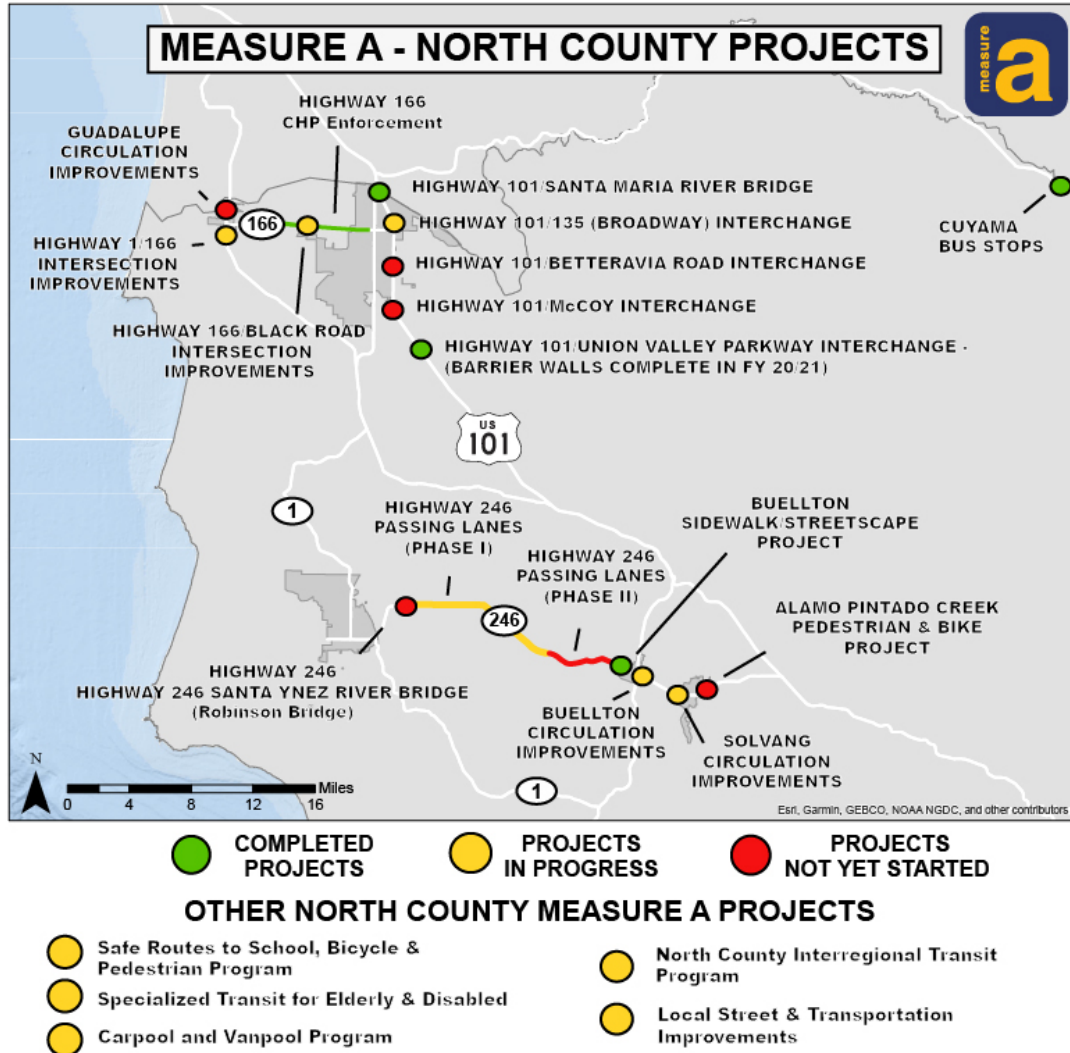


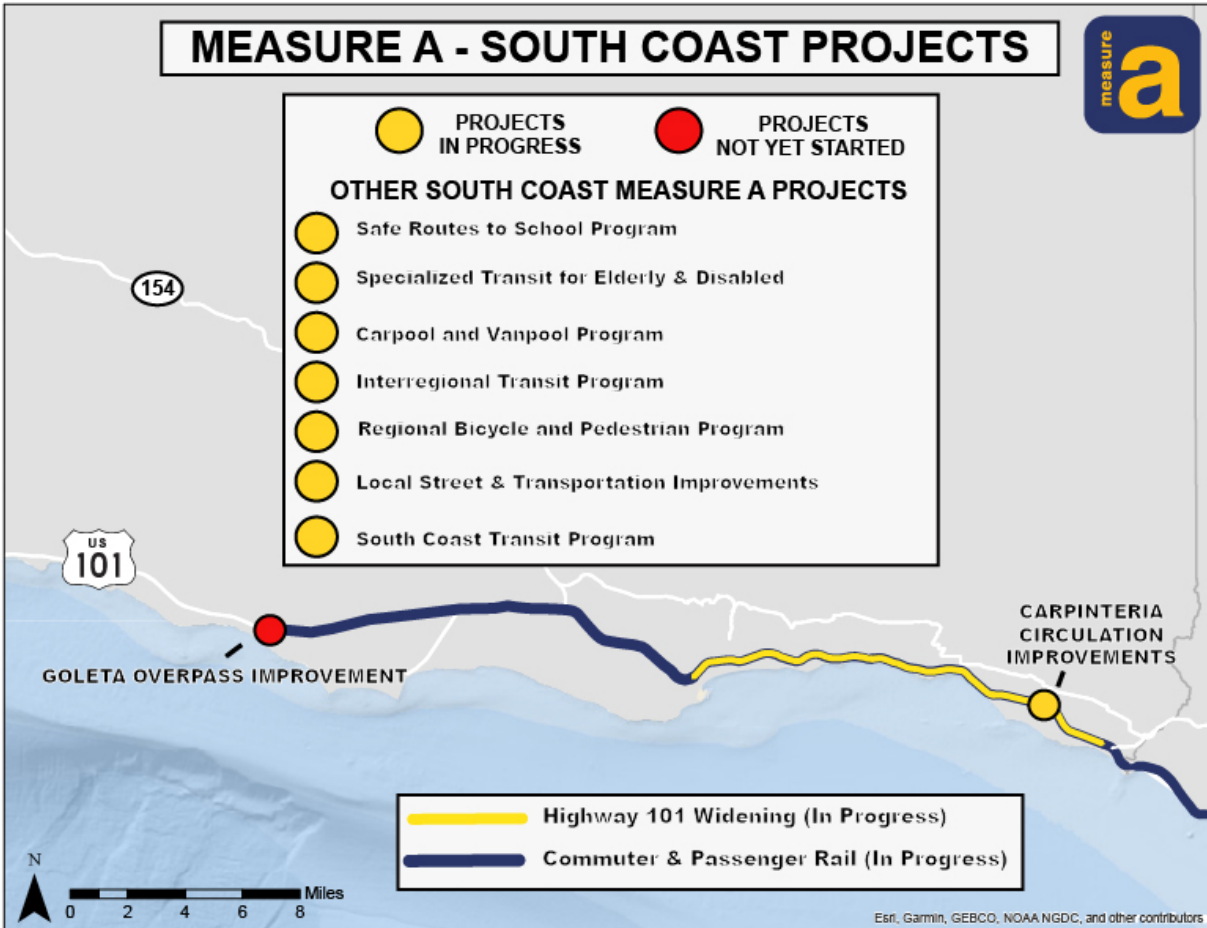
The BUILD discretionary grant program makes approximately \$1 billion available to projects that improve access to reliable, safe, and affordable transportation for communities in rural and urban areas.

SBCAG has submitted BUILD applications for the Highway 101 Widening: Carpinteria to Santa Barbara project. While SBCAG has not been successful with receiving a BUILD award, SBCAG will continue to pursue future funding opportunities under the program for remaining Measure A named projects

Section 4. Status of Measure A Projects

The figures below and on the next page show the locations and current status of the projects in North County and South Coast that are included in the Measure A Strategic Plan.





Schedule of Projects

The Strategic Plan schedule of projects ensures that allocations of Measure A funds to local agencies and transit operators are made annually. It also ensures that the 101 HOV widening project is given the region’s highest priority by setting aside SBCAG’s non-measure matching funds that are required to deliver the project on the earliest possible schedule. All of the projects specified in Measure A can be delivered within the 30-year term, but this will require substantial commitments of matching funds including STIP, RSTP and local development impact fees as well as aggressive advocacy efforts to secure state and federal discretionary funding. The cash flow analysis of the program delivery strategy shows that the three major programs identified the Measure A Investment Plan (North, South and 101 HOV project) would each receive the required funding levels. Because of the economic recession and the need for large amounts of matching funds, not all of the Measure A projects can be delivered in the early years and the strategic plan delivery strategy establishes priorities for project delivery schedules. Due to the constrained economic climate at all levels of government, use of those matching funds by Measure A projects that are also available for local agencies will affect the delivery schedule for local agencies non-Measure A improvement programs as well. **Appendix II** shows the 2020 Strategic Plan Delivery schedule.

Projects Amended into Investment Plan

A. Highway 246 Streetscape and Sidewalk Improvement

Due to cost savings realized on projects under the North County sub-program, the Highway 246 Streetscape and Sidewalk Improvement Project located in Buellton was added into the Measure A Investment Plan in 2015. \$250,000 was identified for the project.

B. Alamo Pintado Pedestrian and Bike Bridge

Due to cost savings realized on projects under the North County sub-program, the SBCAG board added a new project to the subprogram. This new project included partnering with the City of Solvang to fund approximately 50% of the estimated construction cost to complete the Alamo Pintado Creek Pedestrian and Bike Bridge Project. In January 2016, the SBCAG board adopted this investment plan amendment. \$600,000 was identified for the project.

C. Union Valley Parkway Arterial Phase 3

Due to cost savings realized from the U.S. 101 Santa Maria River Bridge, The Union Valley Parkway Extension was amended into Measure A program and funded in May 2011. The project was ultimately completed in 2013. \$1,733,130 was identified for the project.

Table 3: Completed Projects

Project Number	Project Name	Completion Year	Investment Plan Amount	Actual Expenditures
MSA-03	Highway 101/Santa Maria River Bridge	2014	\$10,000,000	\$7,836,397
MSA-28	Highway 246 Buellton streetscape and sidewalk- Phase 2*	2019	\$250,000	\$250,000
Highway 101/Union Valley Parkway:			Total:	\$10,000,000
MSA-02-1	Highway 101/Union Valley Parkway Interchange	2013		\$4,474,843
MSA-02-2	Highway 101 Union Valley Parkway Arterial (Phase 3)	2013		\$1,319,532
Highway 246 Passing Lanes:			Total:	\$20,000,000
MSA-07-1	- Phase 1: Western (Purisima to Hapgood)	2018		\$20,869,295
Highway 166 Safety and Operational Improvements:			Total:	\$3,000,000
MSA 09-6	- CHP Enforcement (Phase 1)	2020		\$199,508
MSA 09-5	- Cuyama Bus stops	2015		\$220,553
Buellton Circulation Improvements:			Total:	\$3,000,000
MSA-12	- Highway 246 Buellton streetscape and sidewalk (Phase 1)	2012		\$619,530

*Added as part of amendment to Investment plan
 There are still remaining projects in development (shaded in blue)

A. Highway 101/Santa Maria River Bridge

In January 2014, construction on the Highway 101/Santa Maria River Bridge widening project was officially completed and commemorated with a ribbon cutting event.

Local, state, and federal officials were in attendance to celebrate the project completion, which adds a critical third lane in each direction of Highway 101 to improve operations and safety at this key crossroads of Santa Barbara and San Luis Obispo counties that serves approximately 60,000 vehicles per day in each direction. The project was funded by Measure A, Proposition 1B and other local and federal sources. Measure A funds of \$10.0 million were allocated to this project.



B. Highway 101/Union Valley Parkway Interchange



The construction of the interchange at Union Valley Parkway and Highway 101 was completed on November 22, 2013, to provide Orcutt residents and businesses with access to and from Highway 101.

The interchange greatly alleviates projected congestion at the adjacent interchanges on Highway 101 (Clark Avenue and Santa Maria Way) and transfers traffic to the regional system, providing congestion relief on local streets and support existing and planned local development.

C. Highway 101 Union Valley Parkway Arterial (Phase 3)

The third phase of Union Valley Parkway was complete in 2013 and it improves east-west circulation and access to Highway 101 in Orcutt and south Santa Maria by constructing the final segment of the Union Valley Parkway arterial between Highway 135 and Hummel Drive.



D. Highway 246 Passing Lanes (Phase 1)



The safety and operational improvements associated with the Highway 246 Passing Lanes project were opened to the public in May 2018. This project included construction of eastbound and westbound passing lanes, improved turning lanes into public intersections, and drainage improvements between Purisima Road and Haggood Road on Highway 246, between the Lompoc Valley and Buellton. Measure A funding was used to advance construction. Follow up contract for mitigation landscaping and maintenance is still underway and will be complete in 2023.

E. Highway 246 Buellton Streetscape and Sidewalk Project – Phase 1



The Highway 246 Buellton Streetscape and Sidewalk Project, competed in 2012, provided a long-needed gap in the City of Buellton’s sidewalk system along the south side of Highway 246 between the Avenue of Flags and Highway 101.

The city partnered with Caltrans to have the improvements implemented and constructed as part of a larger Caltrans pavement rehabilitation project along Highway 246. The project enhanced the entire streetscape and included lighting, tree wells, and reconstructed driveways and curb ramps.

F. Highway 246 Buellton Streetscape and Sidewalk Project – Phase 2

The Highway 246 Buellton Streetscape and Sidewalk Project (Phase 2) was completed in 2019. This project constructed a concrete sidewalk on the south side of Highway 246 and installed streetscape in Buellton between Avenue of Flags and the southbound U.S. 101 interchange ramp. Measure A provided \$250,000 for construction of the project.

G. Highway 166 CHP Enforcement

The California Highway Patrol recently completed Phase 1 of its Measure A funded safety and enforcement patrols on Highway 166 from Highway 1 in Guadalupe to Cuyama in June 2020. The Measure A Investment Plan included \$3 million for safety improvements on Highway 166. The enhance CHP enforcement was conducted on both rural Highway 166 east of U.S. 101 to Cuyama and west of U.S. 101 between Santa Maria and Guadalupe. The additional patrols have shown to be effective in reducing accidents on Highway 166.



H. Highway 166 Cuyama School Bus Stops



The Highway 166 Cuyama Bus Stops project was completed in March 2015 to address a need requested by the Cuyama Unified School District. The project constructed four bus stop turnouts on Highway 166 near Cuyama to provide students with a safe area to board and de-board school buses. Two locations are in Santa Barbara County and the other two are in San Luis Obispo County.

The Highway 166 Cuyama School Bus Stop Improvement project was the first safety and operational improvement project funded as part of Highway 166 Operational and Safety projects. The project was jointly funded by SBCAG and the San Luis Obispo Council of Governments (SLOCOG). The San Luis Obispo Council of

Governments (SLOCOG) contributed \$150,000 towards the project's environmental studies, design and construction.

Projects in Progress

A. Carpinteria Circulation Improvements Project

SBCAG entered into a cooperative agreement with the City for the Linden Avenue Improvements project in May 2020. The Linden Avenue Improvements is for an amount not to exceed \$326,430 with a period of performance from April 16, 2020 through August 31, 2023. The project is currently in the design phase and construction is anticipated to start in March 2021. The remaining balance of funding available for a future project for the Carpinteria Circulation Improvements is programmed in FY 22/23.

B. Solvang Circulation Improvements

SBCAG entered into a cooperative agreement with the City for the South Alisal Road Pavement Reconstruction Project in May 2020. The South Alisal Road Pavement Reconstruction Project is for an amount not to exceed \$600,000. The City of Solvang is contributing \$1,300,000 towards the project. The project is currently in the design phase and construction is anticipated to start in August 2021. The remaining balance of funding available for a future project(s) is programmed in FY 25/26 - 27/28.

C. Buellton Circulation Improvements

The City of Buellton and SBCAG anticipate entering additional cooperative agreements to use these remaining funds for subsequent phases of the circulation project. The remaining balance for the Buellton Circulation Improvements project will be available for future projects that meet the investment plan scope.

D. Highway 166 Safety and Operational Improvements

In 2012, the SBCAG identified and approved for implementation four projects to meet objectives and purpose of the Highway 166 Safety and Operational Improvements project in the Measure A Investment Plan. Two of those projects are complete and two others are underway as noted below.

1) Highway 1/166 Intersection Improvements

Highway 1/166 Intersection Improvement Project will improve the intersection control and operations at the intersection of State Route 1 (SR 1) and State Route 166 (SR 166) in the City of Guadalupe. The proposed project consists of installing a signal-controlled intersection, road widening, drainage improvements, railroad grade crossing improvements, signage and striping, lighting, utility relocations, and right-of-way acquisition. Conceptual scoping and coordination with other local projects, and Union Pacific Railroad has been undertaken and work on the environmental studies and preliminary engineering will commence in late 2020. Anticipated completion in 2023/2024.

2) Highway 166 Black Road Intersection Improvements

The Highway 166 / Black Road intersection project will improve the operations at the intersection of State Route (SR) 166 and Black Road approximately 2 miles west of the City of Santa Maria, in unincorporated area of Santa Barbara County. The project consists of the installation of a traffic signal at the intersection, roadway widening, drainage improvements, signage and striping, lighting, utility relocations and right-of-way acquisition. The project will add or maintain the channelization on the approach to each leg of the intersection.

E. Highway 101/135 (Broadway) Interchange

The project is currently in the preliminary engineering phase. Some right of way to the west of Highway 101 has already been acquired.

Remaining Projects

A. State Route 246 Passing Lanes (Phase 2)

A second phase on State Route 246 to the west is proposed which will also add passing lanes and safety improvements from Hapgood Road west to Drum Canyon/Mail Road. The timing of this second phase will be revisited during the next Strategic Plan update in 2023 at which time the plant establishment for Phase 1 will be complete and any unused Measure A for this project will be known.

B. Highway 101/ Betteravia Road Interchange

This project proposes to improve the operations of intersections at Betteravia Road and Highway 101 by constructing a northbound loop on ramp in the south east interchange quadrant in the City of Santa Maria. The proposed improvements will be performed in two phases to address traffic congestion and improve circulation. The Phase I improvements include southbound off-ramp widening, the extension of dual northbound left-turn lanes on Betteravia Road, median upgrades and capacity improvements at Bradley/Betteravia. This project was completed in October 2019. Phase II improvements shall consist of final interchange improvements. Improvements will

improve traffic circulation for vehicles entering and exiting Highway 101 at Betteravia Road and for local through traffic on Betteravia Road.

C. Highway 101/McCoy Lane Interchange

This project proposes to construct a new interchange at Highway 101 and McCoy Lane in the City of Santa Maria. The project includes the extension of existing McCoy Lane to the freeway to form a "diamond" configuration interchange with Highway 101. The new proposed interchange is necessary to provide additional access to Highway 101 to mitigate current and forecast congestion at the adjacent Highway 101/Santa Maria Way interchange and Highway 101/Betteravia Road interchange. The additional congestion is a result of development and growth within the City of Santa Maria and in the north County area. Approval of this project is predicated on the development of lands east of Highway 101. The project is currently in the preliminary engineering phase. The lead agency is the City of Santa Maria.

D. Goleta Overpass Improvements

This project proposes to improve traffic circulation in Goleta through the construction of a new overpass of Highway 101 and the Union Pacific Railroad. The project will increase access for residents on both sides of Highway 101, will reduce traffic congestion at the adjacent Storke Road interchange with Highway 101, will improve emergency response times and will improve bicycle and pedestrian access across Highway 101 and Union Pacific Railroad. The City of Goleta has not identified a project as of 2020.

E. Guadalupe Circulation Improvements

This project will improve local streets and highways, consistent with the City of Guadalupe's circulation element, including widening roads, installing traffic signals, improving bicycle and pedestrian safety, and improving intersections. The City of Guadalupe has not identified a project as of 2020. The funds are programmed in FY 22/23 as requested by the city.

F. Union Valley Parkway (UVP) Barrier Walls

1) Union Valley Parkway - Southbound On Ramp Barrier Wall

This improvement, which was identified as a post-construction enhancement to the Union Valley Parkway Interchange, would provide a barrier wall on Caltrans right of way along the new southbound on-ramp at the UVP Interchange. The County of Santa Barbara is the implementing agency for this improvement. Design is underway and the County is seeking an encroachment permit from Caltrans to go to construction. The SBCAG board approved \$993,000 for this improvement.

2) Union Valley Parkway - Woodmere Road Barrier Wall

This improvement, which was identified as a post-construction enhancement to the Union Valley Parkway Interchange, would provide a barrier wall on County of Santa Barbara right of way along Woodmere Road just south of the UVP Interchange. The County of Santa Barbara is the implementing agency for this improvement. The improvement was completed in 2018. The SBCAG board approved \$634,000 for this improvement.

G. Hwy 246 Santa Ynez River Bridge (Robinson Bridge Replacement)

The replacement of the Robinson Bridge, which is a bridge on Highway 246 that spans the Santa Ynez River, has been included as part of a broader Caltrans project which also includes scope to improve pavement, drainage facilities and traffic management systems such as traffic signing, striping and guardrails to current standards along Highway 246. This project will be programmed for project development and through construction in the 2022 SHOPP. Measure A funds will be contributed toward the cost of the bridge replacement construction. Project delivery is scheduled for FY 27/28.

SBCAG, Caltrans, the City of Lompoc and the County of Santa Barbara will collaborate in the Spring of 2021 on the development a Project Initiation Document in order to further define the project scope consistent with the Measure A Strategic Plan project sheet.

Section 5. Strategic Plan Scenarios

Strategy to Deliver Measure A

Three scenarios are included in the 2020 Strategic Plan. The scenarios were developed with input from the Technical Transportation Advisory Committee (TTAC), SBCAG North and South Sub-regional Committees, and Measure A Citizen’s Oversight Committee. All the scenarios are centered dependent upon SBCAG’s ability to secure state/federal discretionary funding in 2020 to fully fund and deliver the remaining segments of the Highway 101 Widening: Carpinteria to Santa Barbara project and associated parallel projects. SBCAG and Caltrans submitted SB1 competitive applications to the CTC for full funding. The CTC announced their Cycle 2 Staff Recommendations on Monday, November 16 and no funding was recommended for the Highway 101 Widening or parallel projects. SBCAG and Caltrans will review applications and prepare to submit funding applications for Cycle 3 in 2022 to fully fund the corridor. While funding was not recommended, upcoming Federal and State opportunities still provide a path forward for the corridor to be fully funded and completed by the 2026/2027 timeframe.

Table 4: Proposed Scenarios

Scenario	Purpose
U.S. 101 HOV Fully Funded in 2020	This scenario assumes that U.S. 101 HOV Phases 4D and 4E and the related parallel projects are fully funded in 2020 via State and/or Federal funding. If fully funded, then remaining named projects may have delivery schedules advanced.
U.S. 101 HOV is Partially Funded in 2020	This scenario assumes that U.S. 101 HOV Phases 4D and 4E and the related parallel projects are partially funded in 2020 via State and/or Federal funding. This would then require an analysis of utilizing other SBCAG discretionary funding like STIP Regional and RSTP to fund and deliver the project.
U.S. 101 HOV Segments 4D and 4E are not awarded funding in 2020	This scenario assumes that SBCAG is not awarded state or federal funding in 2020 which will impact the delivery schedule for Phases 4D and 4E and will impact funding available for remaining named projects that follow the U.S. 101 HOV project.

Section 6 - Financing

Need for Financing

In March 2019, the SBCAG Board approved the Measure A Strategic Plan Financial Memorandum. The memorandum included scenarios examining the cash flow needs and financing options for the Measure A program due to the match required for Senate Bill 1 (SB1) grants awarded by the California Transportation Commission in May 2018 for the U.S. 101 HOV project Segments 4A, 4B and 4C and parallel projects.

The two scenarios in the March memorandum are as follows:

1. Two Bond Issuances (Fiscal Year (FY) 21/22 and FY 24/25) – No use of Regional Surface Transportation Program (RSTP) funds.
2. Single Bond Issue in FY 23/24 by using U. S. 101 HOV RSTP reserve funds in FY 21/22, FY 22/23, and FY 23/24. (Approved by the SBCAG Board in March).

Ultimately, the SBCAG Board approved Scenario 2 where \$42 million in RSTP reserve funds would be utilized in lieu of Measure A funds for the Measure A program to maintain minimum cash annual cash balance of no less than \$5 million. The use of RSTP would begin in FY 19/20 and continue through FY 22/23 specifically for the U.S. 101 HOV project and parallel projects. Another result was that one bond issue or other form of financing was eliminated and the other downsized in FY 23/24. The use of RSTP funds to address the needs for the U.S. 101 project reduced the need for bond financing which also resulted in lessening the impact of Measure A revenues to local agencies.

Due to impact of the COVID19 pandemic on the national economy, in mid-April, SBCAG received revised Measure A revenue estimates from our revenue monitoring firm, HdL. Per revised Measure A Revenue Estimates approved by the Board in May 2020 after updating the Measure A cash flow document to reflect new costs, SBCAG staff has identified the need for financing for Measure A in FY 21/22. This is earlier than projected in the Fall of 2019 which further impacts Measure A revenues due to 'off the top' costs for issuing a public bond or for securing a federal TIFIA loan.

Options for Financing

Based on the revised HdL revenue forecast, it is now estimated that the need for financing will be accelerated to FY 21/22. Two financing options were identified: i) a public bond offering or ii) a loan secured through the Federal Transportation Infrastructure Finance and Innovation Act (TIFIA) program. The advantage of a TIFIA loan versus a public bond financing is that the interest rate on the loan could be locked in at financial close in advance of the borrowing need – limiting future interest rate increases and providing potentially lower rates at the time financing is needed. TIFIA also provides the benefit of drawing down only funds that are necessary.

Federal TIFIA



In December 2019, SBCAG submitted a Letter of Interest (LOI) to the Federal Build America Bureau (Bureau) for the TIFIA program. The TIFIA loan is a financing tool that SBCAG identified to assist in financing the Measure A program as a result of the match needed for the Senate Bill 1 (SB1) programs awarded by the California Transportation Commission for U.S. 101 High Occupancy Vehicle (HOV) project.

Following internal review by the Bureau, SBCAG received positive feedback regarding our Letter of Interest and our project. SBCAG is now in a position to continue with the TIFIA process which will be determination of project eligibility by the BAB and the request for additional information such as a preliminary rating letter and cash flow model, and submission of an application to the Bureau. If successful, it is estimated that SBCAG could close on a TIFIA Loan by the end of FY 20/21 in advance of the projected financing need in FY 21/22. The TIFIA Loan borrowing will impact the overall program once loan repayments commence.

Public Bond

The potential relative merits of the use of a traditional revenue public bond weigh heavily upon what interest rates will be when SBCAG will need financing (FY 21/22). Depending on the interest rate environment, SBCAG could abandon the TIFIA loan and finance the project with a Bond financing. The end result would be that the TIFIA Loan served as a hedge with a cost equal to the

transaction costs of the TIFIA Loan. The revised revenue estimates also reflect a bond issuance of \$60.1 million by SBCAG in FY 21/22 to accommodate the construction of the U.S. 101 HOV Phase 4 project. This bond issuance will impact the overall program with debt payments beginning in FY 21/22.

Section 7 - Next Update to the Measure A Strategic Plan in 2023

Currently, SBCAG is proposing that the next update to the Strategic Plan be conducted in Fall 2023 following the submittal of SB1 Cycle 3 funding applications and award of funds by the CTC.

APPENDIX I - PERCENT OF MEASURE A REVENUES BY PROJECT

	STATUS	\$ 2008	% OF TOTAL	\$ ESCALATED (2040)
I. HIGHWAY 101 WIDENING: CARPINTERIA TO SANTA BARBARA	IN PROGRESS	\$140,000,000	13.33%	\$168,286,347
II. NORTH COUNTY SUBPROGRAM				
LOCAL STREET & TRANSPORTATION IMPROVEMENTS	IN PROGRESS	\$341,000,000	32.47%	\$409,897,459
TRANSIT AND OTHER PROGRAMS				
Specialized Transit	IN PROGRESS	\$4,500,000	0.43%	\$5,409,204
Safe Routes to Schools/Bike and Pedestrian	IN PROGRESS	\$3,000,000	0.29%	\$3,606,136
Carpool and Vanpool Program	IN PROGRESS	\$2,000,000	0.19%	\$2,404,091
Interregional Transit	IN PROGRESS	\$22,500,000	2.14%	\$27,046,020
SUBTOTAL		\$32,000,000	3.05%	\$38,465,451
NAMED PROJECTS				
Buellton Circulation Improvements	IN PROGRESS	\$3,000,000	0.29%	\$3,606,136
Guadalupe Circulation Improvements	IN PROGRESS	\$3,000,000	0.29%	\$3,606,136
Solvang Circulation Improvements	IN PROGRESS	\$3,000,000	0.29%	\$3,606,136
Highway 166 Safety and Operation Improvements	IN PROGRESS	\$3,000,000	0.29%	\$3,606,136
Highway 246 Passing Lanes	COMPLETE	\$20,000,000	1.90%	\$24,040,907
Highway 246 Santa Ynez River Bridge (Robinson Bridge)	IN PROGRESS	\$8,000,000	0.76%	\$9,616,363
Highway 101/Santa Maria River Bridge	COMPLETE	\$10,000,000	0.95%	\$12,020,453
Highway 101/Highway 135 (Broadway) Interchange	IN PROGRESS	\$10,000,000	0.95%	\$12,020,453
Highway 101/Betteravia Road Interchange	IN PROGRESS	\$2,000,000	0.19%	\$2,404,091
Highway 101/McCoy Interchange	IN PROGRESS	\$10,000,000	0.95%	\$12,020,453
Highway 101/Union Valley Parkway Interchange	COMPLETE	\$10,000,000	0.95%	\$12,020,453
SUBTOTAL		\$82,000,000	7.81%	\$98,567,717
NORTH COUNTY PROGRAM SUBTOTAL		\$455,000,000	43.33%	\$546,930,627
III. SOUTH COAST SUBPROGRAM				
LOCAL STREET & TRANSPORTATION IMPROVEMENTS	IN PROGRESS	\$272,700,000	25.97%	\$327,797,763
TRANSIT AND OTHER PROGRAMS				
Specialized Transit	IN PROGRESS	\$6,000,000	0.57%	\$7,212,272
Interregional Transit	IN PROGRESS	\$25,350,000	2.41%	\$30,471,849
Safe Routes to Schools	IN PROGRESS	\$13,000,000	1.24%	\$15,626,589
Bike and Pedestrian	IN PROGRESS	\$13,000,000	1.24%	\$15,626,589
South Coast Transit Operations	IN PROGRESS	\$58,000,000	5.52%	\$69,718,629
South Coast Transit Capital	IN PROGRESS	\$27,000,000	2.57%	\$32,455,224
Carpool and Vanpool Program	IN PROGRESS	\$7,000,000	0.67%	\$8,414,317
Commuter/Passenger Rail	IN PROGRESS	\$25,000,000	2.38%	\$30,051,133
SUBTOTAL		\$174,350,000	16.60%	\$209,576,604
NAMED PROJECTS				
Carpinteria Circulation Improvements		\$1,000,000	0.10%	\$1,202,045
Goleta Overpass Project		\$7,000,000	0.67%	\$8,414,317
SUBTOTAL		\$8,000,000	0.76%	\$9,616,363
SOUTH COAST PROGRAM SUBTOTAL		\$455,050,000	43.34%	\$546,990,729
TOTAL		\$1,050,050,000		\$1,262,207,703


*As of 2020 estimates provided by HDL


\$1,262,207,703

APPENDIX II : 2020 Strategic Plan Schedule of Projects

Project Name	Completed	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40
Highway 101: Carpinteria to Santa Barbara HOV																					
Segment 4A: Carpinteria																					
Segment 4B: Padaro																					
Segment 4C: Summerland																					
Segment 4D: Montecito																					
Segment 4E: Santa Barbara																					
North County Subregion: Named Projects																					
Hwy 101 Santa Maria River Bridge	2014																				
Hwy 101 Union Valley Parkway																					
UVP Interchange	2013																				
Barrier Walls ²																					
Hwy 101 Union Valley Parkway Phase 3 ²	2013																				
Hwy 166 Safety and Operational Improvements:																					
Hwy 166/Black Road Intersection																					
Hwy 1/Hwy 166 Intersection																					
CHP Enforcement	2020																				
Cuyama Bus Stops	2014																				
Alamo Pintado Creek Ped and Bike Project																					
Solvang Circulation Improvements																					
Hwy 101/135 Interchange																					
Hwy 101 Betteravia Interchange																					
Hwy 101 McCoy Interchange																					
Hwy 246 Passing Lanes																					
Phase 1: Western (Purisima to Haggood)	2018																				
Phase 2: Eastern (Haggood to Drum Cyn)																					
Hwy 246 Santa Ynez River Bridge (Robinson Bridge)																					
Buellton Circulation Improvements																					
Hwy 246 Buellton streetscape and sidewalk - Phase 1	2012																				
Other Buellton Circulation Improvements																					
Hwy 246 Buellton streetscape and sidewalk- Phase 2																					
Hwy 246 Buellton streetscape and sidewalk- Phase 2	2019																				
Guadalupe Circulation Improvements																					
South Coast Subregion: Named Projects																					
Goleta Overpass Improvements																					
Carpinteria Circulation Improvements																					
Linden Avenue Project																					
Other Future Circulation Projects																					
Other Regional Transit and Transportation Programs																					
Local Street & Transportation Improvements*																					
Specialized Transit for Elderly & Disabled*																					
Carpool and Vanpool Program*																					
Interregional Transit Programs*																					
Safe Routes to School, Bicycle & Pedestrian Programs**																					
South Coast Transit Operations & Capital Programs																					
South Coast Commuter/Passenger Rail																					

Legend:

 Preconstruction

 Construction

- Notes:**
- 1 Anticipated schedule assuming outside funding can match Measure A
 - 2 Added to Investment Plan via Investment Plan Amendment
 - * Separate program
 - ** Periodic Call for Projects

APPENDIX III

MEASURE A STRATEGIC PLAN CASH FLOW PROJECTION

FUNDING ASSUMPTIONS		PRIOR	FY 2021	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	FY 31/32	FY 32/33	FY 33/34	FY 34/35	FY 35/36	FY 36/37	FY 37/38	FY 38/39	FY 39/40	TOTAL	
Measure A State Tax Revenue		\$ 399,851,455	\$ 38,365,005	\$ 39,863,605	\$ 41,983,605	\$ 43,169,605	\$ 44,614,605	\$ 45,910,733	\$ 47,245,304	\$ 48,545,874	\$ 49,839,788	\$ 50,708,803	\$ 51,211,236	\$ 52,237,676	\$ 53,116,638	\$ 54,814,703	\$ 55,777,815	\$ 56,738,934	\$ 57,759,424	\$ 58,776,851	\$ 59,813,885	\$ 60,853,112	\$ 1,397,990,708	
Measure A Interest		1,700,754	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	5,700,754	
Administration Fees and Expenses		(8,960,959)	(802,483)	(833,204)	(868,054)	(900,973)	(930,595)	(1,003,081)	(1,031,774)	(1,059,758)	(1,083,062)	(1,106,239)	(1,129,954)	(1,152,010)	(1,173,058)	(1,194,516)	(1,215,223)	(1,236,317)	(1,257,806)	(1,279,698)	(1,302,001)	(1,324,742)	(30,518,307)	
Debt Service			(269,875)	(3,960,877)	(3,960,877)	(3,960,877)	(3,960,877)	(3,960,877)	(3,960,877)	(3,960,877)	(3,960,877)	(3,960,877)	(3,960,877)	(3,960,877)	(3,960,877)	(3,960,877)	(3,960,877)	(3,960,877)	(3,960,877)	(3,960,877)	(3,960,877)	(3,960,877)	(3,960,877)	
Measure A Revenues for Allocation		\$ 352,591,250	\$ 37,762,522	\$ 39,001,726	\$ 37,004,674	\$ 38,977,655	\$ 39,992,933	\$ 41,216,175	\$ 42,522,655	\$ 43,796,240	\$ 44,856,822	\$ 45,911,687	\$ 46,960,915	\$ 47,994,789	\$ 48,992,663	\$ 50,871,115	\$ 51,651,740	\$ 52,905,741	\$ 53,805,076	\$ 54,821,110	\$ 55,821,110	\$ 56,848,893	\$ 1,262,207,702	
Revenue Rate of Growth																								
Cost Escalation Rate																								
U.S. 101 HOV WIDENING PROJECT	Investment Plan Amount	Category Share																						
Hwy 101 Widening - Segment 4A (Carpinteria)			\$ 1,233,176	\$ 348,668	\$ 484,004	\$ 57,334	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,133,182	
Hwy 101 Widening - Segment 4B (Pajaro)			865,470	8,627,250	7,857,000	7,857,000	7,857,000	1,309,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34,173,220	
Hwy 101 Widening - Segment 4C (Summerland)			8,912,604	9,164,731	11,424,333	11,424,333	3,808,111	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44,734,113	
Hwy 101 Widening - Segment 4D (Montecito)			2,077,035	5,584,211	5,680,789	1,366,667	5,766,667	5,766,667	5,466,667	2,733,333	-	-	-	-	-	-	-	-	-	-	-	-	38,452,035	
Hwy 101 Widening - Segment 4E (Santa Barbara)			2,125,270	11,104,211	11,810,789	1,366,667	5,766,667	5,766,667	5,466,667	2,733,333	-	-	-	-	-	-	-	-	-	-	-	-	46,142,770	
All Segments subtotal:	\$140,000,000		\$ 15,013,555																					
NORTH COUNTY PROJECTS	Investment Plan Amount	Category Share																						
Hwy 101/135 Interchange	\$10,000,000	2.2%	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,960,000	\$ 5,960,000							\$ 12,020,000	
Hwy 101/Belleme Interchange	\$2,000,000	0.4%	20,000	-	-	-	-	-	-	-	-	-	-	-	-	2,384,000							2,404,000	
Hwy 101/McCoy Interchange	\$10,000,000	2.2%	100,000	-	-	-	-	-	-	-	-	-	-	-	-	-	3,973,484	3,973,484	3,973,484				12,000,453	
Hwy 246/Santa Ynez River Bridge	\$8,000,000	1.8%	31,099	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9,645,000	
Highway 166 Safety Improvements	\$3,000,000	0.7%	982,000	697,000	2,054,023	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,733,023	
Solving Circulation Improvements	\$3,000,000	0.7%	619,000	-	600,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	600,000	
Guadalupe Circulation Improvements	\$3,000,000	0.7%	-	-	-	3,606,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,606,000	
Specialized Transit - Seniors - Disabled	\$4,500,000	1.0%	1,526,720	161,715	167,022	158,469	165,205	171,266	176,507	182,100	187,554	192,096	196,613	201,235	205,534	209,636	213,818	217,854	221,965	226,153	230,420	234,767	175,428	4,422,077
Safe Routes to School Program - Bicycle & Pedestrian Program	\$3,000,000	0.7%	1,006,109	107,810	111,348	105,646	110,137	114,178	117,672	121,400	125,036	128,064	131,075	134,157	137,022	139,757	142,545	145,236	147,977	150,769	153,613	156,511	116,952	3,603,014
Carpool & Vanpool Program	\$2,000,000	0.4%	671,757	71,873	74,232	70,431	73,425	76,118	78,448	80,933	83,357	85,376	87,384	89,438	91,348	93,172	95,030	96,824	98,651	100,513	102,409	104,341	77,968	2,403,027
Interregional Transit Program	\$22,500,000	4.9%	7,549,631	808,574	855,108	792,347	826,026	856,332	882,537	910,490	937,769	960,478	983,065	1,006,175	1,027,669	1,048,179	1,069,091	1,089,270	1,109,626	1,130,767	1,152,100	1,173,834	877,140	27,028,418
Local Street & Transportation Improvements	\$341,000,000	74.9%	114,403,245	12,234,395	12,656,532	12,008,464	12,818,983	12,978,190	13,375,342	13,799,116	14,212,409	14,556,383	14,898,898	15,249,140	15,574,889	15,885,741	16,202,687	16,508,487	16,820,026	17,137,399	17,460,722	17,790,113	13,263,638	409,584,770
subtotal:	\$455,000,000	100.0%	\$ 127,009,560																					
SOUTH COUNTY PROJECTS	Investment Plan Amount	Category Share																						
Goleta Overpass Improvements	\$7,000,000	1.5%	\$ 57,691	\$ -	\$ -	\$ 875,616	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,178,313	\$ 4,178,313							\$ 8,414,317	
Carpinena Circulation Improvements	\$1,000,000	0.2%	93,266	233,164	-	875,616	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,202,045	
Local Street & Transportation Improvements	\$272,700,000	59.9%	91,412,326	9,799,922	10,121,514	9,603,250	10,011,435	10,378,748	10,696,351	11,035,246	11,365,760	11,640,998	11,914,749	12,194,840	12,455,344	12,703,934	12,957,382	13,201,948	13,451,088	13,704,894	13,963,457	14,226,873	10,630,932	327,470,990
Safe Routes to School Program	\$13,000,000	2.9%	4,361,839	467,176	482,507	457,801	477,259	494,770	509,910	526,056	541,822	554,943	567,993	581,345	593,784	605,615	617,697	629,356	641,233	653,332	665,658	678,215	506,792	15,615,094
Bicycle & Pedestrian Program	\$13,000,000	2.9%	4,361,839	467,176	482,507	457,801	477,259	494,770	509,910	526,056	541,822	554,943	567,993	581,345	593,784	605,615	617,697	629,356	641,233	653,332	665,658	678,215	506,792	15,615,094
Transit Operations	\$58,000,000	12.7%	19,534,425	2,094,323	2,152,724	2,042,495	2,129,311	2,207,434	2,274,985	2,347,064	2,417,350	2,475,800	2,534,123	2,593,695	2,648,101	2,701,974	2,755,879	2,807,895	2,860,884	2,914,866	2,969,899	3,025,884	2,261,071	69,741,255
South Coast Capital Program	\$27,000,000	5.9%	9,061,084	970,289	1,002,130	950,817	991,231	1,027,599	1,059,045	1,082,598	1,125,323	1,152,574	1,179,678	1,207,410	1,233,202	1,257,815	1,282,909	1,307,124	1,331,791	1,356,820	1,382,521	1,408,801	1,052,568	32,423,229
Interregional Transit Program	\$25,300,000	5.6%	8,505,358	909,197	939,033	890,351	928,820	962,898	992,364	1,023,805	1,054,469	1,080,005	1,105,402	1,131,388	1,155,556	1,178,619	1,202,133	1,224,823	1,247,937	1,271,484	1,295,473	1,319,912	986,295	30,405,923
Specialized Transit for Elderly & Disabled	\$6,000,000	1.3%	2,013,744	215,620	222,696	211,293	220,274	228,355	235,343	242,800	250,072	256,126	262,151	268,113	274,045	279,515	285,061	290,472	295,954	301,538	307,227	313,025	233,904	7,297,554
Carpool & Vanpool Program	\$7,000,000	1.5%	2,348,096	251,556	259,811	246,508	256,986	266,414	274,567	283,266	291,750	298,815	305,842	313,032	319,719	326,100	332,606	338,884	345,279	351,794	358,431	365,193	272,888	8,407,541
Commuter/Passenger Rail	\$25,000,000	5.5%	8,389,327	897,898	880,386	917,807	951,480	980,597	1,011,665	1,041,966	1,067,198	1,092,295	1,117,972	1,141,854	1,164,644	1,187,879	1,210,300	1,233,140	1,256,408	1,280,112	1,304,260	1,328,866	974,600	30,030,202
subtotal:	\$455,000,000	100.0%	\$ 150,045,730																					
TOTAL EXPENDITURES ALL PROGRAMS	\$1,050,000,000		\$ 292,068,845	\$ 65,087,382	\$ 70,599,165	\$ 55,430,275	\$ 66,288,503	\$ 44,051,385	\$ 43,006,912	\$ 38,649,291	\$ 47,068,682	\$ 39,182,414	\$ 35,827,261	\$ 42,620,485	\$ 45,796,813	\$ 42,173,799	\$ 42,935,909	\$ 43,671,311	\$ 40,446,984	\$ 41,210,169	\$ 41,987,660	\$ 42,779,744	\$ 31,866,866	\$ 1,209,848,856

Completed Measure A Regional Projects - Actual Expenditures

Project Number	Project Name	Completion Year	Investment Plan Amount	Actual Expenditures	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21
MSA-03	Hwy 101/Santa Maria River Bridge	2014	\$10,000,000	\$7,836,397	\$0	\$2,602,990	\$3,776,769	\$1,148,936	\$128,186	\$87,006	\$92,511	\$0	\$0		
MSA-28	Hwy 246 Buellton streetscape and sidewalk- Phase 2*	2019	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	
Hwy 101/Union Valley Parkway:			Total:	\$10,000,000											
MSA-02-1	Hwy 101/Union Valley Parkway Interchange	2013		\$4,474,843	\$2,344	\$3,389	\$2,424,544	\$2,026,536	\$10,587	\$3,459	\$0	\$3,984	\$0		
MSA-02-2	Hwy 101 Union Valley Parkway Arterial (Phase 3)	2013		\$1,319,532	\$0	\$0	\$0	\$1,124,462	\$195,071	\$0	\$0	\$0	\$0	\$0	
Hwy 246 Passing Lanes:			Total:	\$20,000,000											
MSA-07-1	- Phase 1: Western (Purisima to Hapgood)	2018		\$20,869,295	\$4,682	\$6,737	\$9,787	\$775,448	\$2,010,400	\$1,413,580	\$9,252,143	\$7,489,705	\$1,762,826	\$85,849	-\$1,941,864
Hwy 166 Safety and Operational Improvements:			Total:	\$3,000,000											
MSA 09-6	- CHP Enforcement	2020		\$199,508						\$100,560	\$39,917	\$9,825	\$8,457	\$40,750	
MSA 09-5	- Cuyama Bus stops	2015		\$220,553					\$292,307	-\$71,753	\$0	\$0	\$0		
Buellton Circulation Improvements:			Total:	\$3,000,000											
MSA-12	- Hwy 246 Buellton streetscape and sidewalk - Phase 1	2012		\$619,530	\$0	\$512,947	\$106,583	\$0	\$0	\$0					

*Added as part of amendment to Investment plan

There are still remaining projects in development

Measure A Projects - Index

Project Number	Project Name
MSA-01-4A	Hwy 101 Widening - Segment 4A (Carpinteria)
MSA-01-4B	Hwy 101 Widening - Segment 4B (Padaro)
MSA-01-4C	Hwy 101 Widening - Segment 4C (Summerland)
MSA-01-4D	Hwy 101 Widening - Segment 4D (Montecito)
MSA-01-4E	Hwy 101 Widening - Segment 4E (Santa Barbara)
MSA-04	Hwy 101/135 Interchange
MSA-05	Hwy 101/Betteravia Road
MSA-06	Hwy 101/McCoy Interchange
MSA-07-2	Hwy 246 Passing Lanes - Phase II
MSA-08-2	Hwy 246/Santa Ynez River Bridge
MSA-09-01	Hwy 166 Safety Improvements - Hwy 1/Hwy 166 Intersection
MSA-09-02	Hwy 166 Safety Improvements - Hwy 1/Hwy 166 Intersection
MSA-09-03	Hwy 166 Safety Improvements - Hwy 166/Black Road Intersection
MSA-10	Goleta Overpass Improvements
MSA-11	Solvang Circulation Improvements
MSA-12	Buellton Circulation Improvements
MSA-13	Guadalupe Circulation Improvements
MSA-14	Carpinteria Circulation Improvements
MSA-27	Hwy 246 - Alamo Pintado Creek Bike and Pedestrian Bridge

Measure A Strategic Plan - Project Data Sheet



Project Number: MSA-01-4A
Project Name: Hwy 101 Widening - Segment 4A (Carpinteria)
Sponsoring Agency: SBCAG

Date updated: 08/27/20
Version: #2
Cost Estimate Year: 2020

CURRENT PROJECT DESCRIPTION

Highway 101: Carpinteria will add a peak-period carpool lane to the freeway in each direction within the City of Carpinteria. The new lanes will tie into recently added third lanes to the south and upcoming projects to the north. New bridges will be built over Franklin and Santa Monica Creeks. There will be freeway on- and off-ramp improvements at Santa Monica Road, Carpinteria Avenue, and Reynolds Avenue. Six new sound walls will be constructed to reduce freeway noise for neighbors. On local streets, there will be improvements to the intersections at Santa Monica Road & Via Real, Reynolds & Carpinteria Avenues, and Bailard Avenue & the freeway ramps.

ASSUMPTIONS

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SCHEDULE

Projected schedule	start - end dates	PA&ED		PS&E + R/W Support		R/W Capital		Coastal Permitting Contingency		Construction Cap + CM		Total	
		4/17/2018	7/13/2018	4/1/2018	8/5/2020	7/15/2018	8/5/2020	10/1/2018	11/1/2019	4/5/2020	12/10/2022	4/17/2018	12/10/2022
	duration (months)	3		28		25		13		32		56	

COST BY PHASE AND FUNDING SOURCE (1000's)

Funding sources:	SBCAG Admin		PA&ED		PS&E + R/W Support		R/W Capital		Coastal Permitting Contingency		Construction Cap + CM		Total	
	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actls	Forecast
Measure A					\$ 550				\$ 135		\$ 548	\$ 900	\$ 1,233	\$ 900
Local Agency													\$ -	\$ -
Local Dev (AB1600)													\$ -	\$ -
STIP - IIP			\$ 495		\$ 2,000								\$ 2,495	\$ -
STIP - RIP Future													\$ -	\$ -
SB1 Funding (TCEP)											\$ 51,000		\$ 51,000	\$ -
SB1 LPP Formula													\$ -	\$ -
RSTP													\$ -	\$ -
STIP - RIP Programmed			\$ 2,550		\$ 7,240		\$ 5,740					\$ 3,620	\$ 19,150	\$ -
SHOPP			\$ 9,200		\$ 1,600		\$ 4,880					\$ 51,470	\$ 67,150	\$ -
TOTAL:	\$ -	\$ -	\$ 12,245	\$ -	\$ 11,390	\$ -	\$ 10,620	\$ -	\$ 135	\$ -	\$ 106,638	\$ 900	\$ 141,028	\$ 900
													\$	141,928

FUNDING BY YEAR

Funding sources:	Actuals:	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	TOTAL
Measure A	\$ 1,233	\$ 349	\$ 494	\$ 57								\$ 2,133
Local Agency												\$ 0
Local Dev (AB1600)												\$ 0
STIP - IIP	\$ 2,495											\$ 2,495
STIP - RIP Future												\$ 0
SB1 Funding (TCEP)	\$ 51,000											\$ 51,000
SB1 LPP Formula												\$ 0
RSTP												\$ 0
STIP - RIP Programmed	\$ 19,150											\$ 19,150
SHOPP	\$ 67,150											\$ 67,150
TOTAL	\$ 73,878	\$ 349	\$ 494	\$ 57	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 141,928

Project Risks/Issues	Project History

Measure A Strategic Plan - Project Data Sheet



Project Number: MSA-01-4B
 Project Name: Hwy 101 Widening - Segment 4B (Padaro)
 Sponsoring Agency: SBCAG

Date updated: 08/27/20
 Version: #2
 Cost Estimate Year: 2020

CURRENT PROJECT DESCRIPTION

Highway 101: Padaro will widen Highway 101 to 3 lanes in each direction between the City of Carpinteria and Summerland. The project includes new bridges over Toro and Arroyo Parida Creeks. At the South Padaro Lane Undercrossing, the bridge and on- and off-ramps will be replaced. At the North Padaro Lane Interchange, new on- and off-ramp improvements will be built. There are also three new sound walls.

ASSUMPTIONS

SCHEDULE

Projected schedule	start - end dates duration (months)	PA&ED		PS&E + R/W Support		R/W Capital		Coastal Permitting Contingency		Construction Cap + CM		Total	
		4/17/2018	7/13/2018	3/1/2019	6/8/2021	5/15/2019	6/8/2021	4/26/2018	11/2/2020	6/5/2021	11/6/2023	3/1/2019	11/6/2023
		3		27		25		30		29		56	

COST BY PHASE AND FUNDING SOURCE (1000's)

Projected Costs	Funding sources:	SBCAG Admin		PA&ED		PS&E + R/W Support		R/W Capital		Coastal Permitting Contingency		Construction Cap + CM		Total	
		Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actls	Forecast
		Measure A						\$ 289		\$ 59	\$ 4,408	\$ 211		\$ 106	\$ 29,100
Local Agency														\$ -	\$ -
Local Dev (AB1600)														\$ -	\$ -
STIP - IIP				\$ 475		\$ 3,000								\$ 3,475	\$ -
STIP - RIP Future														\$ -	\$ -
SB1 Funding (SCCP)												\$ 61,810		\$ -	\$ 61,810
SB1 LPP Formula														\$ -	\$ -
RSTP														\$ -	\$ -
STIP - RIP Programmed				\$ 2,250		\$ 7,745		\$ 4,613				\$ 5,250	\$ 14,608	\$ 14,608	\$ 5,250
SHOPP						\$ 4,660		\$ 410				\$ 73,140	\$ 5,070	\$ 5,070	\$ 73,140
TOTAL:		\$ -	\$ -	\$ 2,725	\$ -	\$ 15,694	\$ -	\$ 5,082	\$ 4,408	\$ 211	\$ -	\$ 106	\$ 169,300	\$ 23,818	\$ 173,708
														\$	197,526

FUNDING BY YEAR

Funding sources:	Actuals:	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	TOTAL
Measure A	\$ 665	\$8,627	\$7,857	\$7,857	\$7,857	\$1,310						\$34,173
Local Agency												\$0
Local Dev (AB1600)												\$0
STIP - IIP	\$ 3,475											\$3,475
STIP - RIP Future												\$0
SB1 Funding (SCCP)		\$61,810										\$61,810
SB1 LPP Formula												\$0
RSTP												\$0
STIP - RIP Programmed	\$ 14,608	\$5,250										\$19,858
SHOPP	\$ 5,070	\$73,140										\$78,210
TOTAL	\$23,818	\$148,827	\$7,857	\$7,857	\$7,857	\$1,310	\$0	\$0	\$0	\$0	\$0	\$197,526

Project Risks/Issues	Project History

Measure A Strategic Plan - Project Data Sheet



Project Number: MSA-01-4C
 Project Name: Hwy 101 Widening - Segment 4C (Summerland)
 Sponsoring Agency: SBCAG

Date updated: 08/27/20
 Version: #2
 Cost Estimate Year: 2020

CURRENT PROJECT DESCRIPTION

Highway 101: Summerland will widen Highway 101 to 3 lanes in each direction between Sheffield Drive and North Padaro Lane. At the Evans Avenue Undercrossing, a new bridge will connect the existing freeway bridges and be accompanied by pedestrian, bike lane, and lighting improvements. At the Sheffield Drive Interchange, new freeway bridges will be built along with new righthand on- and off-ramps on southbound Highway 101 and improved northbound on- and off-ramps. The on-ramp at Wallace Avenue will be replaced. Two sound walls will be built.

ASSUMPTIONS

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SCHEDULE

Projected schedule	start - end dates	PA&ED		PS&E + R/W Support		R/W Capital		Coastal Permitting Contingency		Construction Cap + CM		Total	
		4/17/2018	7/13/2018	4/30/2018	10/22/2020	2/15/2019	6/24/2020	4/26/2018	11/2/2020	11/5/2020	2/2/2024	4/30/2018	2/2/2024
	duration (months)	3		30		16		30		39		69	

COST BY PHASE AND FUNDING SOURCE (1000's)

Funding sources:	SBCAG Admin		PA&ED		PS&E + R/W Support		R/W Capital		Coastal Permitting Contingency		Construction Cap + CM		Total	
	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actls	Forecast
Measure A					\$ 8,484	\$ 924	\$ 354				\$ 75	\$ 34,898	\$ 8,913	\$ 35,822
Local Agency													\$ -	\$ -
Local Dev (AB1600)													\$ -	\$ -
STIP - IIP			\$ 430										\$ 430	\$ -
STIP - RIP Future													\$ -	\$ -
SB1 Funding (SCCP)											\$ 42,000		\$ -	\$ 42,000
SB1 LPP Formula													\$ -	\$ -
RSTP													\$ -	\$ -
STIP - RIP Programmed			\$ 1,950		\$ 1,040							\$ 3,400	\$ 2,990	\$ 3,400
SHOPP					\$ 420		\$ 270					\$ 38,270	\$ 690	\$ 38,270
TOTAL:	\$ -	\$ -	\$ 2,380	\$ -	\$ 9,944	\$ 924	\$ 624	\$ -	\$ -	\$ -	\$ 75	\$ 118,568	\$ 13,023	\$ 119,492
														\$ 132,514

FUNDING BY YEAR

Funding sources:	Actuals:	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	TOTAL
Measure A	\$ 8,913	\$9,165	\$11,424	\$11,424	\$3,808							\$44,734
Local Agency												\$0
Local Dev (AB1600)												\$0
STIP - IIP	\$ 430											\$430
STIP - RIP Future												\$0
SB1 Funding (SCCP)		\$42,000										\$42,000
SB1 LPP Formula												\$0
RSTP												\$0
STIP - RIP Programmed	\$ 2,990	\$3,400										\$6,390
SHOPP	\$ 690	\$ 38,270										\$38,960
TOTAL	\$13,023	\$92,835	\$11,424	\$11,424	\$3,808	\$0	\$0	\$0	\$0	\$0	\$0	\$132,514

Project Risks/Issues	Project History

Measure A Strategic Plan - Project Data Sheet



Project Number: MSA-01-4D
 Project Name: Hwy 101 Widening - Segment 4D (Montecito)
 Sponsoring Agency: SBCAG

Date updated: 08/27/20
 Version: #2
 Cost Estimate Year: 2020

CURRENT PROJECT DESCRIPTION

Highway 101: Montecito & Santa Barbara will widen Highway 101 to 3 lanes in each direction between Sycamore Creek in the City of Santa Barbara up to Romero Creek in Montecito (west of Sheffield Drive). Included are the reconstruction of the Hwy 101 bridges over Cabrillo Boulevard and a new southbound on-ramp (replacing the lefthand ramp removed in Phase 1). Bridges will be replaced at Montecito, San Ysidro, Oak, and Romero Creeks. Four new sound walls are included, and this design phase is also proposing to integrate some operational and safety improvements on Highway 101 and the ramps.

ASSUMPTIONS

*Dates for Construction are dependent on the award of funding from SB1 Cycle 2 in later 2020 for both Segments 4D and 4E.

SCHEDULE

Projected schedule	start - end dates	PA&ED		PS&E + R/W Support		R/W Capital		Coastal Permitting Contingency		Construction Cap + CM		Total	
		11/1/2018	4/3/2020	9/23/2019	10/11/2022	1/7/2020	8/26/2022	3/3/2020	3/26/2022	4/10/2023	3/25/2026	9/23/2019	3/25/2026
	duration (months)	17		37		32		25		35		78	

COST BY PHASE AND FUNDING SOURCE (1000's)

Funding sources:	SBCAG Admin		PA&ED		PS&E + R/W Support		R/W Capital		Coastal Permitting Contingency		Construction Cap + CM		Total	
	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actls	Forecast
Measure A					\$ 2,055	\$ 7,375		\$ 4,500			\$ 22	\$ 20,500	\$ 2,077	\$ 32,375
Local Agency													\$ -	\$ -
Local Dev (AB1600)													\$ -	\$ -
STIP - IIP			\$ 300										\$ 300	\$ -
STIP - RIP Future													\$ -	\$ -
SB1 Funding													\$ -	\$ -
SB1 LPP Formula													\$ -	\$ -
RSTP													\$ -	\$ -
STIP - RIP Programmed			\$ 1,350		\$ 1,254								\$ 2,604	\$ -
SHOPP												\$ 17,250	\$ -	\$ 17,250
TOTAL:	\$ -	\$ -	\$ 1,650	\$ -	\$ 3,309	\$ 7,375	\$ -	\$ 4,500	\$ -	\$ -	\$ 22	\$ 37,750	\$ 4,981	\$ 49,625
														\$ 54,606

FUNDING BY YEAR

Funding sources:	Actuals:	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	TOTAL
Measure A	\$ 2,077	\$5,584	\$5,691	\$1,367	\$5,767	\$5,767	\$5,467	\$2,733				\$34,452
Local Agency												\$0
Local Dev (AB1600)												\$0
STIP - IIP	\$ 300											\$300
STIP - RIP Future												\$0
SB1 Funding												\$0
SB1 LPP Formula												\$0
RSTP												\$0
STIP - RIP Programmed	\$ 2,604											\$2,604
SHOPP				\$17,250								\$17,250
TOTAL	\$4,981	\$5,584	\$5,691	\$18,617	\$5,767	\$5,767	\$5,467	\$2,733	\$0	\$0	\$0	\$54,606

Project Risks/Issues	Project History

Measure A Strategic Plan - Project Data Sheet



Project Number: MSA-01-4E
 Project Name: Hwy 101 Widening - Segment 4E (Santa Barbara)
 Sponsoring Agency: SBCAG

Date updated: 08/27/20
 Version: #2
 Cost Estimate Year: 2020

CURRENT PROJECT DESCRIPTION

Highway 101: Montecito & Santa Barbara will widen Highway 101 to 3 lanes in each direction between Sycamore Creek in the City of Santa Barbara up to Romero Creek in Montecito (west of Sheffield Drive). Included are the reconstruction of the Hwy 101 bridges over Cabrillo Boulevard and a new southbound on-ramp (replacing the lefthand ramp removed in Phase 1). Bridges will be replaced at Montecito, San Ysidro, Oak, and Romero Creeks. Four new sound walls are included, and this design phase is also proposing to integrate some operational and safety improvements on Highway 101 and the ramps.

ASSUMPTIONS

*Dates for Construction are dependent on the award of funding from SB1 Cycle 2 in later 2020 for both Segments 4D and 4E.

SCHEDULE

Projected schedule	start - end dates	PA&ED		PS&E + R/W Support		R/W Capital		Coastal Permitting Contingency		Construction Cap + CM		Total	
		8/1/2018	4/3/2020	9/23/2019	10/11/2022	1/7/2020	8/26/2022	2/11/2020	1/10/2022	4/10/2023	9/6/2026	9/23/2019	9/6/2026
	duration (months)	20		37		32		23		41		83	

COST BY PHASE AND FUNDING SOURCE (1000's)

Funding sources:	SBCAG Admin		PA&ED		PS&E + R/W Support		R/W Capital		Coastal Permitting Contingency		Construction Cap + CM		Total	
	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast
Measure A					\$ 2,079	\$ 7,375	\$ 12	\$ 16,140			\$ 34	\$ 20,500	\$ 2,125	\$ 44,015
Local Agency													\$ -	\$ -
Local Dev (AB1600)													\$ -	\$ -
STIP - IIP			\$ 300										\$ 300	\$ -
STIP - RIP Future													\$ -	\$ -
SB1 Funding													\$ -	\$ -
SB1 LPP Formula													\$ -	\$ -
RSTP													\$ -	\$ -
STIP - RIP Programmed			\$ 1,350		\$ 1,254								\$ 2,604	\$ -
SHOPP												\$ 17,250	\$ -	\$ 17,250
TOTAL:	\$ -	\$ -	\$ 1,650	\$ -	\$ 3,333	\$ 7,375	\$ 12	\$ 16,140	\$ -	\$ -	\$ 34	\$ 37,750	\$ 5,029	\$ 61,265
													\$	66,294

FUNDING BY YEAR

Funding sources:	Actuals:	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	TOTAL
Measure A	\$ 2,125	\$11,104	\$11,811	\$1,367	\$5,767	\$5,767	\$5,467	\$2,733				\$46,140
Local Agency												\$0
Local Dev (AB1600)												\$0
STIP - IIP	\$ 300											\$300
STIP - RIP Future												\$0
SB1 Funding												\$0
SB1 LPP Formula												\$0
RSTP												\$0
STIP - RIP Programmed	\$ 2,604											\$2,604
SHOPP				\$17,250								\$17,250
TOTAL	\$5,029	\$11,104	\$11,811	\$18,617	\$5,767	\$5,767	\$5,467	\$2,733	\$0	\$0	\$0	\$66,294

Project Risks/Issues	Project History

Measure A Strategic Plan - Project Data Sheet



Project Number: MSA-04
Project Name: Hwy 101/135 Interchange
Sponsoring Agency: City of Santa Maria

Date updated: 09/02/20
Version: #2
Cost Estimate Year: 2020

CURRENT PROJECT DESCRIPTION

This "gateway" project proposes to reconfigure the existing interchange at Highway 101 and Highway 135 in the City of Santa Maria. Two alternatives are being considered, one is a diamond interchange the second a three-quarter diamond/partial cloverleaf interchange to replace the existing trumpet design. The improvements will provide new access to Highway 101 and will mitigate future development to the east of Highway 101 and alleviate subsequent congestion at the adjacent Highway 101/Donovan Interchange. Some right of way to the west of Highway 101 has already been acquired. The project is currently in the preliminary engineering phase.

ASSUMPTIONS

- In addition to Measure A funds, the project will be funded with local agency (City of Santa Maria) funds, local development fees, and future STIP funding.
- All of the Measure A funding is assumed to be earmarked for the construction phase.
- The City is committing development fees towards
- The base source for cost data and schedule data is from the City of Santa Maria

SCHEDULE

Projected schedule	start - end dates	PA&ED		PS&E + R/W Support		R/W Capital		Construction Cap + CM		Total	
		1/1/2020	12/31/2023	1/1/2024	12/31/2025	1/1/2024	12/31/2025	1/1/2031	7/1/2032	1/1/2020	7/1/2032
	duration (months)	48		24		24		18		150	

COST BY PHASE AND FUNDING SOURCE (1000's)

Funding sources:	SBCAG Admin		PA&ED		PS&E + R/W Support		R/W Capital		Construction Cap + CM		Total	
	Actual	EAC	Actual	Forecast	Actual	Forecast	Actual	Forecast	Actual	Forecast	Actual	Forecast
Measure A	\$ 49	\$ 100								\$ 11,920	\$ 49	\$ 12,020
Local Agency	\$ 200			\$ 100							\$ 200	\$ 100
Local Dev (AB1600)				\$ 1,400		\$ 2,000		\$ 6,366			\$ -	\$ 9,766
SB1 Funding											\$ -	\$ -
SB1 LPP Formula											\$ -	\$ -
RSTP											\$ -	\$ -
STIP - RIP Programmed											\$ -	\$ -
Other Future (STIP-RIP, LPP-F, etc)										\$ 25,667	\$ -	\$ 25,667
TOTAL:	\$ 249	\$ 100	\$ -	\$ 1,500	\$ -	\$ 2,000	\$ -	\$ 6,366	\$ -	\$ 37,587	\$ 249	\$ 47,553

FUNDING BY YEAR

Funding sources:	Actuals:	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	FY 31/32	TOTAL
Measure A	\$ 100											\$5,960	\$5,960	\$12,020
Local Agency	\$200	\$100												\$300
Local Dev (AB1600)		\$450	\$450	\$500	\$1,000	\$1,000	\$6,366							\$9,766
SB1 Funding														\$0
SB1 LPP Formula														\$0
RSTP														\$0
STIP - RIP Programmed														\$0
Other Future (STIP-RIP, LPP-F, etc)												\$12,834	\$12,834	\$25,667
TOTAL	\$300	\$550	\$450	\$500	\$1,000	\$1,000	\$6,366	\$0	\$0	\$0	\$0	\$18,794	\$18,794	\$47,753

Project Risks/Issues	Project History

Measure A Strategic Plan - Project Data Sheet



Project Number: MSA-05
Project Name: Hwy 101/Betteravia Road Interchange
Sponsoring Agency: City of Santa Maria

Date updated: 09/02/20
Version: #2
Cost Estimate Year: 2020

CURRENT PROJECT DESCRIPTION

This project proposes to improve the operations of intersections at Betteravia Road and Highway 101 by constructing a northbound loop on ramp in the south east interchange quadrant in the City of Santa Maria. The proposed improvements will be performed in two phase to address traffic congestion and improve circulation. The Phase I improvements include southbound off-ramp widening, the extension of dual northbound left-turn lanes on Betteravia Road, median upgrades and capacity improvements at Bradley/Betteravia. This project was completed in October 2019. Phase II improvements shall consist of final interchange improvements. Improvements will improve traffic circulation for vehicles entering and exiting Highway 101 at Betteravia Road and for local through traffic on Betteravia Road.

ASSUMPTIONS

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SCHEDULE

Projected schedule	start - end dates	PA&ED		PS&E + R/W Support		R/W Capital		Construction Cap + CM		Total	
		7/1/2027	7/1/2029	7/1/2029	7/1/2031	7/1/2029	7/1/2031	7/1/2031	7/1/2033	7/1/2027	7/1/2033
	duration (months)	24		24		24		24		72	

COST BY PHASE AND FUNDING SOURCE (1000's)

Projected Costs	Funding sources:	SBCAG Admin		PA&ED		PS&E + R/W Support		R/W Capital		Construction Cap + CM		Total	
		Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast
	Measure A	\$ 10	\$ 20								\$ 2,384	\$ 10	\$ 2,404
Local Agency				\$ 200		\$ 1,000		\$ 331		\$ 449	\$ -	\$ 1,980	
Local Dev (AB1600)				\$ 1,400				\$ 282		\$ 730	\$ -	\$ 2,412	
STIP - RIP Future											\$ -	\$ -	
SB1 Funding											\$ -	\$ -	
SB1 LPP Formula											\$ -	\$ -	
RSTP											\$ -	\$ -	
STIP - RIP Programmed											\$ -	\$ -	
Other Future (STIP-RIP, LPP-F, etc)										\$ 2,992	\$ -	\$ 2,992	
TOTAL:	\$ 10	\$ 20	\$ -	\$ 1,600	\$ -	\$ 1,000	\$ -	\$ 613	\$ -	\$ 6,555	\$ 10	\$ 9,788	

FUNDING BY YEAR

Funding sources:	Actuals:	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	FY 31/32	FY 32/33	TOTAL
Measure A	\$ 20												\$2,384		\$2,404
Local Agency								\$200		\$831	\$500		\$449		\$1,980
Local Dev (AB1600)								\$400	\$1,000	\$282			\$730		\$2,412
STIP - RIP Future															\$0
SB1 Funding															\$0
SB1 LPP Formula															\$0
RSTP															\$0
STIP - RIP Programmed															\$0
Other Future													\$2,992		\$2,992
TOTAL	\$20	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$1,000	\$1,113	\$500	\$0	\$6,555	\$0	\$9,788

Project Risks/Issues	Project History

Measure A Strategic Plan - Project Data Sheet



Project Number: MSA-06
Project Name: Hwy 101/McCoy Lane Interchange
Sponsoring Agency: City of Santa Maria

Date updated: 09/02/20
Version: #2
Cost Estimate Year: 2020

CURRENT PROJECT DESCRIPTION

This project proposes to construct a new interchange at Hwy 101 and McCoy Lane in the City of Santa Maria. The project includes the extension of existing McCoy Lane to the freeway to form a "diamond" configuration interchange with Highway 101. The new proposed interchange is necessary to provide additional access to Highway 101 to mitigate current and forecast congestion at the adjacent Highway 101/Santa Maria Way interchange and Highway 101/Betteravia Road interchange. The additional congestion is a result of development and growth within the City of Santa Maria and in the north County area. Approval of this project is predicated on the development of lands east of Highway 101. The project is currently in the preliminary engineering phase. The lead agency is the City of Santa Maria.

ASSUMPTIONS

In addition to Measure A funds, the project will be funded with local agency (City of Santa Maria) funds, local development fees, and future STIP funding. All of the Measure A funding is assumed to be earmarked for Construction. The City is committing development fees towards right of way capital for the project.

SCHEDULE

Projected schedule	start - end dates	PA&ED		PS&E + R/W Support		R/W Capital		Construction Cap + CM		Total	
		7/1/2027	7/1/2029	7/1/2029	7/1/2032	7/1/2029	7/1/2032	7/1/2032	7/1/2035	7/1/2027	7/1/2035
	duration (months)	24		36		36		36		96	

COST BY PHASE AND FUNDING SOURCE (1000's)

Funding sources:	SBCAG Admin		PA&ED		PS&E + R/W Support		R/W Capital		Construction Cap + CM		Total	
	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast
Measure A	\$ 49	\$ 100								\$ 11,920	\$ 49	\$ 12,020
Local Agency	\$ 100	\$ 100									\$ 100	\$ 100
Local Dev (AB1600)						\$ 1,432	\$ 1,000			\$ 18,929	\$ -	\$ 21,361
STIP - RIP Future											\$ -	\$ -
SB1 Funding											\$ -	\$ -
SB1 LPP Formula											\$ -	\$ -
RSTP											\$ -	\$ -
STIP - RIP Programmed											\$ -	\$ -
Other Future (STIP-RIP, LPP-F, etc)				\$ 276		\$ 226				\$ 7,681	\$ -	\$ 8,183
TOTAL:	\$ 149	\$ 200	\$ -	\$ 276	\$ -	\$ 1,658	\$ -	\$ 1,000	\$ -	\$ 38,531	\$ 149	\$ 41,665

FUNDING BY YEAR

Funding sources:	Actuals:	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	FY 31/32	FY 32/33	FY 33/34	FY 34/35	TOTAL
Measure A	\$ 100													\$3,973	\$3,973	\$3,973	\$12,020
Local Agency	\$ 100																\$100
Local Dev (AB1600)											\$800	\$800	\$832	\$3,000	\$7,965	\$7,965	\$21,361
STIP - RIP Future																	\$0
SB1 Funding																	\$0
SB1 LPP Formula																	\$0
RSTP																	\$0
STIP - RIP Programmed																	\$0
Other Future									\$138	\$138	\$226			\$2,560	\$2,560	\$2,560	\$8,183
TOTAL	\$ 200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$138	\$138	\$1,026	\$800	\$832	\$9,534	\$14,499	\$14,499	\$41,665

Project Risks/Issues	Project History

Measure A Strategic Plan - Project Data Sheet



Project Number: MSA-07-02
 Project Name: Hwy 246 Passing Lanes - Phase II
 Sponsoring Agency: Caltrans

Date updated: 09/02/20
 Version: #2
 Cost Estimate Year: 2020

CURRENT PROJECT DESCRIPTION

In order to deliver a portion of the project improvements sooner, the overall project has been divided into two phase - Phase I and Phase II. Phase I is complete. This is Phase II of the project to construct passing lanes and operational improvements on Highway 246 from Haggood Road to Domingos Road. This area is in the unincorporated part of the County of Santa Barbara. Phase II will add passing lanes to reduce the length of traffic queues caused by the lack of passing opportunities and turning lanes to improve traffic operations at several intersections. The project is not yet underway.

ASSUMPTIONS

-For this Phase II of the project, no Measure A funding is utilized. The project is entirely funded with programmed STIP funding and future STIP funding. Measure A may be available following the completion of Phase I.
 -No Federal Earmark funding is assumed at this time.
 -The base source for cost data and schedule data is the Caltrans Design Team.

SCHEDULE

Projected schedule	start - end dates duration (months)	PA&ED		PS&E + R/W Support		R/W Capital		Construction Cap + CM		Total	
		NA	NA	7/1/2027	7/1/2030	7/1/2027	7/1/2030	7/1/2030	7/1/2032	7/1/2027	7/1/2032
				36		36		24		60	

COST BY PHASE AND FUNDING SOURCE (1000's)

Funding sources:	SBCAG Admin		PA&ED		PS&E + R/W Support		R/W Capital		Construction Cap + CM		Total	
	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast
Measure A											\$ -	\$ -
Local Agency											\$ -	\$ -
Local Dev (AB1600)											\$ -	\$ -
STIP - RIP Future						\$ 2,629		\$ 2,418		\$ 34,741	\$ -	\$ 39,788
SB1 Funding											\$ -	\$ -
SB1 LPP Formula											\$ -	\$ -
RSTP											\$ -	\$ -
STIP - RIP Programmed											\$ -	\$ -
TOTAL:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,629	\$ -	\$ 2,418	\$ -	\$ 34,741	\$ -	\$ 39,788

FUNDING BY YEAR

Funding sources:	Actuals:	FY 20/21	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	FY 31/32	FY30/31	FY31/32	TOTAL
Measure A														\$0
Local Agency														\$0
Local Dev (AB1600)														\$0
STIP - RIP Future							\$1,682	\$1,682	\$1,682	\$17,371	\$17,371			\$39,788
SB1 Funding														\$0
SB1 LPP Formula														\$0
RSTP														\$0
STIP - RIP Programmed														\$0
TOTAL	0	\$0	\$0	\$0	\$0	\$0	\$1,682	\$1,682	\$1,682	\$17,371	\$17,371	\$0	\$0	\$39,788

Project Risks/Issues	Project History

Measure A Strategic Plan - Project Data Sheet



Project Number: MSA-08-02
Project Name: Hwy 246 Santa Ynez River Bridge (Robinson Bridge Replacement)
Sponsoring Agency: Caltrans

Date updated: 09/02/20
Version: #2
Cost Estimate Year: 2020

CURRENT PROJECT DESCRIPTION

The replacement of the Robinson Bridge, which is a bridge over the Santa Ynez River (51-0128) at PM 9.824, is part of a broader project which includes scope to improve pavement, drainage facilities and traffic management systems traffic signing, striping and guardrails to current standards along Highway 246.

ASSUMPTIONS

- This project will be programmed for project development and through construction in the 2022 SHOPP.
- No Federal Earmarks are assumed at this time.
- The source for cost data and schedule data is from Caltrans.
- Project originally required STIP funding for delivery but not required anymore
- Measure A funds will be contributed toward the cost of The bridge replacement construction capital. SBCAG and Caltrans will need to come up with a cost sharing approach for this work which will be documented in a cooperative agreement.
- The total costs shown below are only costs associated with the bridge replacement and the Caltrans contribution does not include all SHOPP funds for other elements not related to the Robinson Bridge.

SCHEDULE

		PA&ED	PS&E + R/W Support	R/W Capital	Construction Cap + CM	Total	
start - end dates		7/1/2025	7/1/2027	7/1/2027	7/1/2028	7/1/2025	7/1/2030
duration (months)		24	12	12	24	60	
Projected schedule							

COST BY PHASE AND FUNDING SOURCE (1000's)

Funding sources:	SBCAG Admin		PA&ED		PS&E + R/W Support		R/W Capital		Construction Cap + CM		Total	
	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast
Measure A		\$ 31								\$ 9,614	\$ -	\$ 9,645
Local Agency											\$ -	\$ -
Local Dev (AB1600)											\$ -	\$ -
STIP - RIP Future											\$ -	\$ -
SB1 Funding											\$ -	\$ -
SB1 LPP Formula											\$ -	\$ -
RSTP											\$ -	\$ -
SHOPP										\$ 5,427	\$ -	\$ 5,427
TOTAL:	\$ -	\$ 31	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,041	\$ -	\$ 15,072

FUNDING BY YEAR

Funding sources:	Actuals:	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	TOTAL
Measure A	\$ 31								\$9,614			\$9,645
Local Agency												\$0
Local Dev (AB1600)												\$0
STIP - RIP Future												\$0
SB1 Funding												\$0
SB1 LPP Formula												\$0
RSTP												\$0
SHOPP									\$5,427			\$5,427
TOTAL	\$31	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,041	\$0	\$0	\$15,072

Project Risks/Issues	Project History
Threatend and endangered species, public input could result in project delay	

Measure A Strategic Plan - Project Data Sheet



Project Number: MSA-09-01
Project Name: Hwy 166 Safety Improvements - Hwy 1/Hwy 166 Intersection
Sponsoring Agency: SBCAG

Date updated: 09/02/20
Version: #2
Cost Estimate Year: 2020

CURRENT PROJECT DESCRIPTION

This project proposes to improve the intersection control and operations at the intersection of State Route 1 (SR 1) and State Route 166 (SR 166) in the City of Guadalupe, Santa Barbara County. The proposed project consists of installing a signal-controlled intersection, road widening, drainage improvements, railroad grade crossing improvements, signage and striping, lighting, utility relocations, and right-of-way acquisition. The project is located on SR 1 from PM 49.0 to PM 49.3, and on W Main Street to SR 1 and SR 166 PM 0.0 to PM 0.2.

ASSUMPTIONS

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SCHEDULE

Projected schedule	start - end dates	PA&ED		PS&E + R/W Support		R/W Capital		Construction Cap + CM		Total	
		7/1/2020	7/1/2022	7/1/2022	7/1/2023	7/1/2022	7/1/2023	7/1/2023	7/1/2024	7/1/2020	7/1/2024
	duration (months)	24		12		12		12		48	

COST BY PHASE AND FUNDING SOURCE (1000's)

Projected Costs	Funding sources:	SBCAG Admin		PA&ED		PS&E + R/W Support		R/W Capital		Construction Cap + CM		Total	
		Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast
	Measure A			\$ 276	\$ 200	\$ 34	\$ 116			\$ 8		\$ 317	\$ 316
	Local Agency											\$ -	\$ -
	Local Dev (AB1600)											\$ -	\$ -
	STIP - RIP Future											\$ -	\$ -
	SB1 Funding											\$ -	\$ -
	SB1 LPP Formula											\$ -	\$ -
	RSTP											\$ -	\$ -
	STIP - RIP Programmed											\$ -	\$ -
	Other Funding Future					\$ 384		\$ 400		\$ 2,500		\$ -	\$ 3,284
	TOTAL:	\$ -	\$ -	\$ 276	\$ 200	\$ 34	\$ 500	\$ -	\$ 400	\$ 8	\$ 2,500	\$ 317	\$ 3,600

FUNDING BY YEAR

Funding sources:	Actuals:	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	FY 31/32	TOTAL
Measure A	\$ 317	\$150	\$166											\$633
Local Agency														\$0
Local Dev (AB1600)														\$0
STIP - RIP Future														\$0
SB1 Funding														\$0
SB1 LPP Formula														\$0
RSTP														\$0
STIP - RIP Programmed														\$0
Other Future			\$384	\$400	\$2,500									\$3,284
TOTAL	\$317	\$150	\$550	\$400	\$2,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,917

Project Risks/Issues	Project History

Measure A Strategic Plan - Project Data Sheet



Project Number: MSA-09-3
Project Name: Hwy 166 Safety Improvements - Hwy 166/Black Road Intersection
Sponsoring Agency: SBCAG

Date updated: 09/02/20
Version: #2
Cost Estimate Year: 2020

CURRENT PROJECT DESCRIPTION

This project proposes to improve the intersection control and operations at the intersection of State Route (SR) 166 and Black Road approximately 2 miles west of the City of Santa Maria, Santa Barbara County. The proposed project consists of the installation of a traffic signal at the intersection, roadway widening, drainage improvements, signage and striping, lighting, utility relocations and right-of-way acquisition. The project will add or maintain the channelization on the approach to each leg of the intersection. This project is located on SR 166 from PM 4.5 to PM 5.1 and along 1,000 ft of Black Road.

ASSUMPTIONS

SCHEDULE

Projected schedule	start - end dates	PA&ED		PS&E + R/W Support		R/W Capital		Construction Cap + CM		Total	
		1/1/2019	12/31/2019	7/1/2020	7/1/2021	7/1/2020	7/1/2021	7/1/2021	7/1/2022	1/1/2019	7/1/2022
	duration (months)	12		12		12		12		42	

COST BY PHASE AND FUNDING SOURCE (1000's)

Funding sources:	SBCAG Admin		PA&ED		PS&E + R/W Support		R/W Capital		Construction Cap + CM		Total	
	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast
Measure A			\$ 538		\$ 91	\$ 100	\$ 20	\$ 447	\$ 15	\$ 1,888	\$ 665	\$ 2,435
Local Agency											\$ -	\$ -
Local Dev (AB1600)											\$ -	\$ -
STIP - RIP Future											\$ -	\$ -
SB1 Funding											\$ -	\$ -
SB1 LPP Formula											\$ -	\$ -
RSTP											\$ -	\$ -
STIP - RIP Programmed											\$ -	\$ -
TOTAL:	\$ -	\$ -	\$ 538	\$ -	\$ 91	\$ 100	\$ 20	\$ 447	\$ 15	\$ 1,888	\$ 665	\$ 2,435

FUNDING BY YEAR

Funding sources:	Actuals:	FY 20/21	FY 21/22	FY22/23	FY23/24	FY24/25	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FY30/31	FY31/32	TOTAL
Measure A	\$ 665	\$547	\$1,888											\$3,100
Local Agency														\$0
Local Dev (AB1600)														\$0
STIP - RIP Future														\$0
SB1 Funding														\$0
SB1 LPP Formula														\$0
RSTP														\$0
STIP - RIP Programmed														\$0
Other Future														\$0
TOTAL	\$665	\$547			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,100

Project Risks/Issues	Project History

Measure A Strategic Plan - Project Data Sheet



Project Number: MSA-10
Project Name: Goleta Overpass Improvements
Sponsoring Agency: City of Goleta

Date updated: 08/27/20
Version: #2
Cost Estimate Year: 2020

CURRENT PROJECT DESCRIPTION

This project proposes to improve traffic circulation in Goleta through the construction of a new overpass of Highway 101 and the Union Pacific Railroad. The project will increase access for residents on both sides of Highway 101, will reduce traffic congestion at the adjacent Storke Road interchange with Highway 101, will improve emergency response times and will improve bicycle and pedestrian access across Highway 101 and Union Pacific Railroad. The project is currently in the preliminary engineering phase. The lead agency is the City of Goleta.

ASSUMPTIONS

In addition to Measure A funds, the project will be funded with local development fees and future STIP funding.
 No Federal Earmark funding is assumed at this time.
 The City is committing development fees towards right of way capital for the project.
 The source for cost data and schedule data is from the recently completed project Feasibility Study.

SCHEDULE

Projected schedule	start - end dates	PA&ED		PS&E + R/W Support		R/W Capital		Construction Cap + CM		Total	
		7/1/2021	7/1/2023	7/1/2023	7/1/2025	7/1/2023	7/1/2025	7/1/2026	7/1/2029	7/1/2021	7/1/2029
	duration (months)	24		24		24		36		96	

COST BY PHASE AND FUNDING SOURCE (1000's)

Funding sources:	SBCAG Admin		PA&ED		PS&E + R/W Support		R/W Capital		Construction Cap + CM		Total		
	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	
Measure A	\$ 35	\$ 58									\$ 8,357	\$ 35	\$ 8,414
Local Agency											\$ 7,934	\$ -	\$ 7,934
Local Dev (AB1600)				\$ 1,104		\$ 4,085		\$ 5,189				\$ -	\$ 10,379
SB1 Funding												\$ -	\$ -
SB1 LPP Formula												\$ -	\$ -
RSTP												\$ -	\$ -
STIP - RIP Programmed												\$ -	\$ -
Other Future (STIP-RIP, LPP-F, etc)											\$ 11,741	\$ -	\$ 11,741
TOTAL:	\$ 35	\$ 58	\$ -	\$ 1,104	\$ -	\$ 4,085	\$ -	\$ 5,189	\$ -	\$ 28,032	\$ 35	\$ 38,468	

FUNDING BY YEAR

Funding sources:	Actuals:	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	FY 31/32	TOTAL
Measure A	\$ 58								\$4,178	\$4,178				\$8,414
Local Agency									\$3,967	\$3,967				\$7,934
Local Dev (AB1600)			\$552	\$552	\$4,637	\$4,637								\$10,379
SB1 Funding														\$0
SB1 LPP Formula														\$0
RSTP														\$0
STIP - RIP Programmed														\$0
Other Future									\$5,871	\$5,871				\$11,741
TOTAL	\$ 58	\$ -	\$ 552	\$ 552	\$ 4,637	\$ 4,637	\$ -	\$ -	\$ 14,016	\$ 14,016	\$ -	\$ -	\$ -	\$38,468

Project Risks/Issues	Project History

Measure A Strategic Plan - Project Data Sheet



Project Number: MSA-11
Project Name: Solvang Circulation Improvements
Sponsoring Agency: City of Solvang

Date updated: 09/02/20
Version: #2
Cost Estimate Year: 2020

CURRENT PROJECT DESCRIPTION

The Solvang Circulation Improvements funds will help improve local streets and highways, consistent with the City of Solvang's circulation element, including widening roads, installing traffic signals, improving bicycle and pedestrian safety, and improving intersections.

The South Alisal Road Pavement Reconstruction Project will rehabilitate and widen South Alisal Road from the Santa Ynez River (Alisal Bridge) to the southerly City limits. **Project 1:** The work will primarily consist of reconstruction of the existing pavement, and widening the road to meet current roadway standards and address multimodal safety issues. The Project will include bicycle safety features such as bicycle sharrows. The final component of the Project includes upsizing an existing drainage to increase the flow and debris carrying capacity of the culvert, and reduce the incidence of flooding of the roadway.

ASSUMPTIONS

- This project will be funded entirely by Measure A Funds and Local Funds.
- The South Alisal Road Pavement Reconstruction Project is for an amount not to exceed \$600,000.
- The remaining balance \$2.9 million balance for the Solvang Circulation Improvements project will be available for future projects that meet the investment plan scope.
- The City and SBCAG anticipate entering additional cooperative agreements to use these remaining funds for subsequent phases of the circulation project.

SCHEDULE

Projected schedule	start - end dates	PA&ED		PS&E + R/W Support		R/W Capital		Construction Cap + CM		Total	
		7/1/2019	6/30/2020	11/1/2019	2/1/2021	11/1/2019	2/1/2021	3/1/2021	8/1/2023	7/1/2019	8/1/2023
	duration (months)	12		15		15		29		49	

COST BY PHASE AND FUNDING SOURCE (1000's)

Projected Costs	Funding sources:	SBCAG Admin		PA&ED		PS&E + R/W Support		R/W Capital		Construction Cap + CM		Total	
		Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast
		Measure A										\$ 2,986	\$ -
Local Agency										\$ 1,600	\$ -	\$ 1,600	
Local Dev (AB1600)												\$ -	\$ -
STIP - RIP Future												\$ -	\$ -
SB1 Funding												\$ -	\$ -
SB1 LPP Formula												\$ -	\$ -
RSTP												\$ -	\$ -
STIP - RIP Programmed												\$ -	\$ -
TOTAL:		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,586	\$ -	\$ 4,586

FUNDING BY YEAR

Funding sources:	Actuals:	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	FY 31/32	TOTAL
Measure A			\$600				\$600	\$1,500	\$286					\$2,986
Local Agency			\$1,600											\$1,600
Local Dev (AB1600)														\$0
STIP - RIP Future														\$0
SB1 Funding														\$0
SB1 LPP Formula														\$0
RSTP														\$0
STIP - RIP Programmed														\$0
Other Future														\$0
TOTAL		\$0	\$0	\$2,200	\$0	\$0	\$600	\$1,500	\$286	\$0	\$0	\$0	\$0	\$4,586

Project Risks/Issues	Project History
	-SBCAG entered into a coop agreement with the City for the South Alisal Road Pavement Reconstruction Project in May 2020. - \$2.3 M remaining for future project shown in FY 25/26 - 27/28

Measure A Strategic Plan - Project Data Sheet



Project Number: MSA-12
Project Name: Buellton Circulation Improvements
Sponsoring Agency: City of Buellton

Date updated: 09/02/20
Version: #6
Cost Estimate Year: 2020

CURRENT PROJECT DESCRIPTION

This Measure A Project provides funding for the City of Buellton to implement or partner on projects to improve circulation within the City of Buellton. The list of projects is noted below.
Project 1: State Route 246 Streetscape Project. This project was complete in 2012. The project included improvements along Highway 246 between Palm Way and the Avenue of Flags including raised medians west of the Avenue of Flags, improved sidewalks, handicap ramps and intersection crosswalks with block pavers enhancement, street lighting and landscape and irrigation improvements, as well as park benches.

ASSUMPTIONS

- The City and SBCAG anticipate entering additional cooperative agreements to use these remaining funds for subsequent phases of the circulation project.
- The remaining balance \$2.9 million balance for the Buellton Circulation Improvements project will be available for future projects that meet the investment plan scope.
- Phases 1A and 1B completed in 2012

SCHEDULE

Projected schedule	start - end dates	PA&ED		PS&E + R/W Support		R/W Capital		Construction Cap + CM		Total
		NA	NA	NA	NA	NA	NA	7/1/2023	7/1/2024	
	duration (months)							12		0

COST BY PHASE AND FUNDING SOURCE (1000's)

Projected Costs	Funding sources:	SBCAG Admin		PA&ED		PS&E + R/W Support		R/W Capital		Construction Cap + CM		Total	
		Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast
	Measure A									\$ 619	\$ 2,986	\$ 619	\$ 2,986
	Local Agency									\$ 243		\$ 243	\$ -
	Local Dev (AB1600)											\$ -	\$ -
	STIP - RIP Future											\$ -	\$ -
	SB1 Funding											\$ -	\$ -
	SB1 LPP Formula											\$ -	\$ -
	RSTP											\$ -	\$ -
	Measure D									\$ 132		\$ 132	\$ -
	STIP - RIP Programmed											\$ -	\$ -
	TOTAL:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 994	\$ 2,986	\$ 994	\$ 2,986

FUNDING BY YEAR

Funding sources:	Actuals:	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	TOTAL
Measure A	\$619				\$2,986							\$3,605
Measure D	\$132											\$132
Local Agency	\$243											\$243
Local Dev (AB1600)												\$0
STIP - RIP Future												\$0
SB1 Funding												\$0
SB1 LPP Formula												\$0
RSTP												\$0
STIP - RIP Programmed												\$0
TOTAL	\$994	\$0	\$0	\$0	\$2,986	\$0	\$0	\$0	\$0	\$0	\$0	\$3,980

Project Risks/Issues	Project History
	Phases 1A and 1B completed in 2012. \$2.98 million remaining for future projects. This represents the 2040 \$ escalated amount. The City of Buellton has requested the remaining funds be programmed in FY 23/24.

Measure A Strategic Plan - Project Data Sheet



Project Number: MSA-13
Project Name: Guadalupe Circulation Improvements
Sponsoring Agency: City of Guadalupe

Date updated: 09/02/20
Version: #2
Cost Estimate Year: 2020

CURRENT PROJECT DESCRIPTION

This project will improve local streets and highways, consistent with the City of Guadalupe's circulation element, including widening roads, installing traffic signals, improving bicycle and pedestrian safety, and improving intersections. The City of Guadalupe has not identified a project as of 2020. The remaining balance \$3.6 million balance is programmed in FY 22/23 as requested by the city. This represents the 2040 \$ escalated amount.

ASSUMPTIONS

- The remaining balance \$3.6 million balance for the Guadalupe Circulation Improvements project will be available for future projects that meet the investment plan scope.
- The City and SBCAG anticipate entering additional cooperative agreements to use these remaining funds for subsequent phases of the circulation project.

SCHEDULE

Projected schedule	start - end dates duration (months)	PA&ED		PS&E + R/W Support		R/W Capital		Construction Cap + CM		Total	
		N/A	N/A	N/A	N/A	N/A	N/A	7/1/2022	7/1/2023	N/A	N/A
								12			

COST BY PHASE AND FUNDING SOURCE (1000's)

Projected Costs	Funding sources:	SBCAG Admin		PA&ED		PS&E + R/W Support		R/W Capital		Construction Cap + CM		Total	
		Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast
Measure A											\$ 3,606	\$ -	\$ 3,606
Local Agency												\$ -	\$ -
Local Dev (AB1600)												\$ -	\$ -
STIP - RIP Future												\$ -	\$ -
SB1 Funding												\$ -	\$ -
SB1 LPP Formula												\$ -	\$ -
RSTP												\$ -	\$ -
STIP - RIP Programmed												\$ -	\$ -
TOTAL:		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,606	\$ -	\$ 3,606

FUNDING BY YEAR

Funding sources:	Actuals:	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY30/31	FY31/31	TOTAL
Measure A				\$3,606										\$3,606
Local Agency														\$0
Local Dev (AB1600)														\$0
STIP - RIP Future														\$0
SB1 Funding														\$0
SB1 LPP Formula														\$0
RSTP														\$0
STIP - RIP Programmed														\$0
Other Future														\$0
TOTAL	\$0	\$0	\$0	\$3,606	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,606

Project Risks/Issues	Project History
	The City of Guadalupe has requested all circulation funds be programmed in FY 22/23.

Measure A Strategic Plan - Project Data Sheet



Project Number: MSA-14
Project Name: Carpinteria Circulation Improvements
Sponsoring Agency: City of Carpinteria

Date updated: 08/05/20
Version: #6
Cost Estimate Year: 2020

CURRENT PROJECT DESCRIPTION

The Carpinteria Circulation Improvements will make safety or operational improvements to local streets and highways, consistent with the City of Carpinteria's circulation element, including intersection improvements, synchronizing traffic signals, improving bicycle and pedestrian safety and mitigating the impacts of transportation improvements within the community.

Project 1: As part of the City of Carpinteria's Circulation Improvements, the City is recommending a priority project related to the Linden/Casitas Interchange project. The City proposed the **Linden Avenue Improvements Project**. The scope of the project consists of improvements on Linden Avenue within City boundaries, between Carpinteria Avenue and Linden Avenue Overcrossing including concrete sidewalks (5'), curbs, gutters, driveway approaches, parkways (8'), and bike lanes (6') on the east and west side of Linden Avenue.

ASSUMPTIONS

- This project will be funded entirely by Measure A Funds.
- The Linden Avenue Improvements is for an amount not to exceed \$326,430 with a period of performance from April 16, 2020 through August 31, 2023.
- the remaining balance of funding available under the Investment Plan for the Carpinteria Circulation Improvements will be \$673,570.
- The City and SBCAG anticipate entering additional cooperative agreements to use these remaining funds for subsequent phases of the circulation project.

SCHEDULE

Project schedule	start - end dates duration (months)	PA&ED		PS&E + R/W Support		R/W Capital		Construction Cap + CM		Total	
		NA	NA	5/1/2020	10/1/2020	5/1/2020	10/1/2020	3/1/2021	8/31/2021	5/1/2020	8/31/2021
				5		5		6		16	

COST BY PHASE AND FUNDING SOURCE (1000's)

Funding sources:	SBCAG Admin		PA&ED		PS&E + R/W Support		R/W Capital		Construction Cap + CM		Total	
	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast
Measure A						\$ 93				\$ 233	\$ -	\$ 326
Local Agency											\$ -	\$ -
Local Dev (AB1600)											\$ -	\$ -
STIP - RIP Future											\$ -	\$ -
SB1 Funding											\$ -	\$ -
SB1 LPP Formula											\$ -	\$ -
RSTP											\$ -	\$ -
STIP - RIP Programmed											\$ -	\$ -
TOTAL:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 93	\$ -	\$ -	\$ -	\$ 233	\$ -	\$ 326

FUNDING BY YEAR

Funding sources:	Actuals:	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	TOTAL
Measure A		\$93	\$233	\$876								\$1,202
Local Agency												\$0
Local Dev (AB1600)												\$0
STIP - RIP Future												\$0
SB1 Funding												\$0
SB1 LPP Formula												\$0
RSTP												\$0
STIP - RIP Programmed												\$0
TOTAL	0	\$93	\$233	\$876	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,202

Project Risks/Issues	Project History
	-SBCAG entered into a coop agreement with the City for the Linden Avenue Improvements project in May 2020. -The City of Carpinteria has requested the remaining funds for a future project be programmed in FY 22/23

Measure A Strategic Plan - Project Data Sheet



Project Number: MSA-27
Project Name: Hwy 246 - Alamo Pintado Creek Bike and Pedestrian Bridge
Sponsoring Agency: City of Solvang

Date updated: 08/14/20
Version: #2
Cost Estimate Year: 2020

CURRENT PROJECT DESCRIPTION

The project proposes to construct a new pedestrian and bicycle bridge across Alamo Pintado Creek, in addition to making the necessary improvements on the approaches from either end. The project will include sidewalk and driveway improvements from Alamo Pintado Creek to Alamo Pintado Road along the north side of Highway 246. The proposed project would eliminate this discontinuity in the bicycle and pedestrian network, improve bicyclist and pedestrian safety and accessibility across the creek, help relieve congestion, and complete a missing segment of the regional bikeway system. In addition, the proposed project would provide improved recreation opportunities and enhancement of non-vehicular travel alternatives to and from the City of Solvang.

ASSUMPTIONS

SCHEDULE

Projected schedule	start - end dates duration (months)	PA&ED	PS&E + R/W Support	R/W Capital	Construction Cap + CM	Total
		0	0	0	0	0

COST BY PHASE AND FUNDING SOURCE (1000's)

Funding sources:	SBCAG Admin		PA&ED		PS&E + R/W Support		R/W Capital		Construction Cap + CM		Total		
	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	Actuals	Forecast	
Measure A											\$ 600	\$ -	\$ 600
Local Agency											\$ 604	\$ -	\$ 604
Local Dev (AB1600)													\$ - \$ -
STIP - RIP Future													\$ - \$ -
SB1 Funding													\$ - \$ -
SB1 LPP Formula													\$ - \$ -
RSTP													\$ - \$ -
STIP - RIP Programmed													\$ - \$ -
TOTAL:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,204	\$ -	\$ 1,204

FUNDING BY YEAR

Funding sources:	Actuals:	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	FY 31/32	TOTAL
Measure A								\$600						\$600
Local Agency														\$0
Local Dev (AB1600)														\$0
STIP - RIP Future														\$0
SB1 Funding														\$0
SB1 LPP Formula														\$0
RSTP														\$0
STIP - RIP Programmed														\$0
Other Future														\$0
TOTAL	\$0	\$0			\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$0	\$0	\$600

Project Risks/Issues	Project History