

**ROAD REPAIR, TRAFFIC RELIEF AND
TRANSPORTATION SAFETY MEASURE FOR
SANTA BARBARA COUNTY**

TRANSPORTATION INVESTMENT PLAN

**ADOPTED
MARCH 20, 2008**

ROAD REPAIR, TRAFFIC RELIEF AND TRANSPORTATION SAFETY MEASURE FOR SANTA BARBARA COUNTY

Summary

This measure, 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 the North County and South Coast to each receive \$455 million in funding 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 plan includes widening the Highway 101 Santa Maria River Bridge, improving safety on rural highways like 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 plan includes 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 measure will relieve traffic congestion and improve safety by providing \$140 million in matching funds to widen Highway 101 from 4 lanes to 6 lanes south of Santa Barbara and \$42 million for improvements on Highway 101 in the North County.

The improvements will be funded through a continuation of a local one half percent (1/2%) sales tax approved by county voters in 1989 which will expire in 2010. Upon approval of this measure by two-thirds of county voters, the term will be extended for 30 years, generate \$1.050 billion, and match an estimated \$522 million in federal and state gas taxes, developer fees and other funding for projects described in this investment plan.

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

| REQUIRED INVESTMENTS | | | |
|---|------------------|----------------------|---------------|
| Highway 101 Widening: Carpinteria to Santa Barbara | | \$140 million | |
| North County | | \$455 million | |
| Hwy 101/Union Valley Parkway Interchange | Orcutt | | \$10 mil. |
| Hwy 101 Santa Maria River Bridge | Santa Maria | | \$10 mil. |
| Hwy 101/135 (Broadway) Interchange | Santa Maria | | \$10 mil. |
| Hwy 101/Betteravia Interchange | Santa Maria | | \$2 mil. |
| Hwy 101/McCoy Interchange | Santa Maria | | \$10 mil. |
| Hwy 246 Passing Lanes | Lompoc-Buellton | | \$20 mil. |
| Hwy 246/Santa Ynez River Bridge | Lompoc | | \$8 mil. |
| Highway 166 Safety Improvements. | Guadalupe-Cuyama | | \$3 mil. |
| Solvang Circulation Improvements | | | \$3 mil. |
| Buellton Circulation Improvements | | | \$3 mil. |
| Guadalupe Circulation Improvements | | | \$3 mil. |
| Specialized Transit, Seniors-Disabled | | | \$4.5 mil. |
| Safe Routes to School, Bicycle & Pedestrian | | | \$3 mil. |
| Carpool and Vanpool Program | | | \$2 mil. |
| Interregional Transit | | | \$22.5 mil. |
| Local Street & Transportation Improvements | | | \$341 mil. |
| (allocated as follows, with a min. of \$43 mil. for Safe Routes to School, transit services, bicycle, pedestrian and other alternative modes) | | | |
| Buellton | \$9.9 mil. | Guadalupe | \$12.5 mil. |
| Lompoc | \$65.4 mil. | Santa Maria | \$137.2 mil. |
| Solvang | \$11.2 mil. | County\Unincorp. | \$104.8 mil. |
| South Coast | | \$455 million | |
| Safe Routes to School | | | \$13 mil. |
| Bike & Pedestrian Program | | | \$13 mil. |
| South Coast Transit Operations Program | | | \$58 mil. |
| South Coast Transit Capital Program | | | \$27 mil. |
| Interregional Transit | | | \$25.35 mil. |
| Specialized Transit, Seniors-Disabled | | | \$6 mil. |
| Carpool and Vanpool Program | | | \$7 mil. |
| Commuter\Passenger Rail | | | \$25 mil. |
| Carpinteria Circulation Improvements | | | \$1 mil. |
| Goleta Overpass Improvements | | | \$7 mil. |
| Local Street & Transportation Improvements | | | \$272.7 mil. |
| (allocated as follows) | | | |
| Carpinteria | \$22.78 mil. | Goleta | \$42.91 mil. |
| Santa Barbara | \$104.05 mil. | County\Unincorp. | \$102.91 mil. |

I. INTRODUCTION

Through a public process involving elected officials from cities, the board of supervisors, members of the public, and Caltrans, the Santa Barbara County Local Transportation Authority has developed a ballot measure, The Road Repair, Congestion Relief and Transportation Safety Measure (“the measure”) to implement needed transportation improvements for the residents of the 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 2010 dollars) over 30 years.

| <u>Program Category</u> | <u>Percent Share</u> | <u>30 Year Estimated Revenue</u> |
|--|----------------------|----------------------------------|
| • Highway 101 Widening Carpinteria to Santa Barbara | 13.4% | \$140,000,000 |
| • North County Subregion | 43.3% | \$455,000,000 |
| • South Coast Subregion | 43.3% | \$455,000,000 |

Detail on the specific projects within each program category is provided in the Project Descriptions section of this document. An estimate of state, federal and other funds that will be leveraged or matched by the three programs is provided in Appendix A.

II. ADMINISTRATION AND OVERSIGHT

The implementation of the measure will be the responsibility of the Santa Barbara County Local Transportation Authority. The Authority is composed of thirteen elected officials: a representative from each of the eight cities in Santa Barbara County and five members of the Santa Barbara County Board of Supervisors. The Authority will be responsible for developing and updating a strategic plan to guide allocation decisions and project delivery. The Authority will develop the initial strategic plan by November 1, 2010, and update it at least every five years during the term of the plan. A citizen’s oversight committee will be established to serve as an independent oversight body that will advise the Authority on the administration of the measure and report to the public via annual audits of the measure. No more than 1% of measure revenues will be allocated to the Authority for administration and audits. The Authority will work closely and cooperatively with the California Department of Transportation (Caltrans) and transit agencies to secure state and federal grants to match funding from the measure for programs and projects. These partnerships will help to maximize the state and federal funds that can be leveraged with a local source of funds and to deliver projects in a timely manner.

III. MEASURE DEVELOPMENT

The development of the measure has been guided by three principles.

- **Reducing Traffic Congestion and Improving Safety on Highway 101 is Our Highest Priority.** The widening of Highway 101 from 4 to 6 lanes south of the city of Santa Barbara is a project of countywide importance and therefore \$140 million in revenues collected from throughout the county are devoted to the project as a match to \$285 million in state and federal gas taxes that will also be expended to complete the project. This will allow the project schedule to be accelerated an estimated 10 years. In addition, the plan includes \$42 million for improvements on Highway 101 in the North County, including widening the Santa Maria River Bridge.
- **Revenues Should be Shared Fairly Throughout the County.** The measure calls for the North County and South Coast to each receive \$455 million as matching funds for projects and programs that were selected by advisory committees in each region to meet the current and future needs of that region. Within each region, more than half of these funds will be distributed by a population formula to cities and unincorporated areas for

locally selected street and transportation improvements. These provisions ensure that revenues are shared fairly throughout the county and used to fund the most important projects in each community.

- **Local Control of Revenues and Citizen Accountability is Paramount.** The measure includes safeguards to ensure that our transportation priorities will be protected. Local elected officials who are closest to where the revenues are collected and understand their community's needs will make decisions with input from the public and a citizen's oversight committee. Consistent with State law, all sales tax revenues collected by passage of this measure will remain under the control of local elected officials serving as the Santa Barbara County Local Transportation Authority. Changes to the North County and South Coast programs can only be made with the prior approval of a committee of elected officials from the respective region. Approximately 60% of the measure's revenues are allocated to the cities and the County of Santa Barbara as "Local Street and Transportation Improvement" funding and will be expended on projects selected by city councils and the board of supervisors.

IV. PROJECT DESCRIPTIONS

The measure has three program categories that have been divided into specific projects: Highway 101 Widening South of Santa Barbara, North County Subregion, South Coast Subregion. The investment plan calls for a specific percentage of funding to be allocated to each category and then distributed to the projects in the category.

Funding for projects will be used in combination with other revenue sources such as state and federal gas taxes or local fees to deliver the projects and can be loaned to the State to deliver the projects sooner than would normally be expected using state and federal gas taxes. Where appropriate, traffic impact fees collected from new development served by a regional project will provide a fair share contribution to the cost of the project. Also, where appropriate, projects will reduce polluted roadway runoff entering storm drains and flowing into creeks, the ocean and onto county beaches consistent with state and federal law.

A. Highway 101 Widening: Carpinteria to Santa Barbara

This project will widen Highway 101 from 4 to 6 lanes between the city of Carpinteria and the city of Santa Barbara to improve safety, reduce traffic congestion and match the 6 lane highway south of Carpinteria and north of Santa Barbara. Funding will be used in combination with \$285 million in state and federal gas taxes to accelerate the project schedule by an estimated 10 years.

B. North County Subregion

This program includes projects north of the Santa Ynez mountains and includes the cities of Buellton, Guadalupe, Lompoc, Santa Maria, Solvang, and all unincorporated areas including, but not limited to, Orcutt, Vandenberg Village, Los Alamos, Los Olivos, Santa Ynez, and New Cuyama. The cost of highway and circulation projects in the North County program can include such items as traffic signals, sidewalks, bike lanes, intersection channelization, curbs and gutters, shoulders, and landscaping as long as these costs are directly related to the project.

- **Highway 101: Union Valley Parkway Interchange** **\$10,000,000**
Connect Union Valley Parkway to Highway 101 through a new interchange including northbound and southbound on and off ramps to provide Orcutt residents and businesses with access to and from 101 in addition to the existing Clark Avenue and Santa Maria Way interchanges.
- **Highway 101: Santa Maria River Bridge** **\$10,000,000**
Widen the Highway 101 Bridge over the Santa Maria River from 4 to 6 lanes to match the 6 lane widening south of the bridge that is currently under construction. The project will also add a bike and pedestrian path adjacent to the northbound lanes.
- **Highway 101: Highway 135 (Broadway) Interchange** **\$10,000,000**
Reconstruct the Highway 135 interchange with Highway 101 adjacent to the Santa Maria

River Bridge to improve safety for merging vehicles and accommodate the six lane widening of Highway 101.

- **Highway 101: Betteravia Road Interchange** **\$2,000,000**
Improve the operations of intersections at Betteravia Road and Highway 101 by constructing a northbound loop on ramp in the south east interchange quadrant.
- **Highway 101: McCoy Interchange** **\$10,000,000**
Connect McCoy Lane to Highway 101 through a new interchange including northbound and southbound on and off ramps to provide Santa Maria residents and businesses with improved access to the highway.
- **Highway 246: Passing Lanes** **\$20,000,000**
Improve the traffic safety and operations on Highway 246 between Buellton and Lompoc by adding passing lanes and turning lanes between Purisima and Domingos Roads.
- **Highway 246: Santa Ynez River Bridge** **\$8,000,000**
Improve access to Lompoc across the Santa Ynez River by a providing a bridge raised above flood level with wider shoulders that can safely accommodate vehicles, bicycles and pedestrians.
- **Highway 166 Safety and Operational Improvements** **\$3,000,000**
Improve safety and operations on Highway 166 by adding passing lanes, turning lanes, wider shoulders and enhanced enforcement.
- **Buellton Circulation Improvements** **\$3,000,000**
Improve local streets and highways, consistent with the City of Buellton's circulation element, including median improvements, widening roads, installing traffic signals, improving bicycle and pedestrian safety, park and ride lots, and improving intersections.
- **Solvang Circulation Improvements** **\$3,000,000**
Make safety and operational improvements to local streets and/or Highway 246 in Solvang including intersection improvements, pedestrian crossings, bicycle lanes, wider bridges and traffic signal synchronization.
- **Guadalupe Circulation Improvements** **\$3,000,000**
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.
- **Specialized Transit for Elderly and Disabled** **\$4,500,000**
Reduce fares charged to the elderly and the disabled by funding the operating expenses of specialized transit service providers in the North County including transit operators and Consolidated Transportation Service Agencies (CTSAs).
- **Safe Routes to School, Bicycle & Pedestrian Program** **\$3,000,000**
Fund projects through a competitive grant process that increase pedestrian and bicycle safety to, from and near schools in North County and expand and improve the North County's regional bicycle and pedestrian facilities network. Cities and the County would be eligible to compete for funding. Projects proposed by cities and the County may include projects to be coordinated in partnership with school districts, universities, colleges, transit agencies and Caltrans. Funds would be used for planning, project development, and construction of capital projects, education programs and maintenance. Eligible projects include, but are not limited to, wider shoulders and sidewalks near schools, crosswalk signals and school zone signage, traffic calming near schools, pedestrian and bicycle safety education for students, new bike routes and pedestrian paths to eliminate missing links in the regional network, path lighting, route plans and maps.

- Carpool and Vanpool Program** **\$2,000,000**
 Reduce traffic congestion, improve air quality, and expand commuter choices on North County roads and highways through the formation of carpools and vanpools and by facilitating the use of transit services, bicycle and pedestrian options, telecommuting and flexible work schedules. Whenever possible, funds would be used in partnership with employers that are seeking to improve employee retention and mitigate the jobs-housing imbalance by expanding commute options for their employees. Funds would be used for planning, implementation, education, marketing and incentives to increase use of these options. An annual report would be published quantifying the effectiveness of the program to ensure that performance measures are being met. It is intended that program funds be used with South Coast Program funds to match federal, state, local, and private funding to maximize the number of commute options implemented.
- Interregional Transit Program** **\$22,500,000**
 Maintain and expand bus service between North County and South Coast regions and between Santa Barbara County and adjoining counties. Funding would be used to continue existing services after federal funding grants expire, deliver expanded peak hour commute and express bus service and provide greater frequencies on existing routes. Any public transit operator providing interregional services shall be eligible to receive these funds and funds allocated under this program shall be allocated directly to the public transit operator providing the service. Expenses for vehicles, capital facilities such as transportation hubs, operations and planning and promotions are eligible.
- Local Street and Transportation Improvements** **\$341,000,000**
 These are projects of local importance in the North County selected by city councils and the Board of Supervisors. Projects eligible for funding include, but are not limited to, pothole repairs, safety improvements, bridge repairs and traffic synchronization. A full list of eligible projects is shown on Appendix B1. Revenues will be allocated to cities and the County based on their proportionate share of the North County population after each jurisdiction has received a \$100,000 annual base allocation. Below is a table showing an estimate of how much each jurisdiction can expect to receive for local street and transportation improvements.

| North County Jurisdictions | 30 Year Allocation | Alternative Transportation |
|--|---------------------------|-----------------------------------|
| Buellton | \$9,928,000 | 5% |
| Guadalupe | \$12,504,000 | 5% |
| Lompoc | \$65,421,000 | 15% |
| Santa Maria | \$137,205,000 | 15% |
| Solvang | \$11,164,000 | 15% |
| County of Santa Barbara (unincorporated North County) | \$104,778,000 | 10% |
| North County Total | \$341,000,000 | ----- |

Each jurisdiction must spend a minimum percentage of their funds on eligible alternative transportation projects according to the percentages identified in the table above. This requirement must be met by the fifth year of the program, and every fifth year thereafter. Eligible alternative transportation projects are listed in Appendix B2.

C. South Coast Subregion.

This program includes projects south of the Santa Ynez mountains and includes the cities of Goleta, Santa Barbara, Carpinteria and all unincorporated areas including, but not limited to, Isla Vista, the Goleta Valley, Montecito, and Summerland.

- **Safe Routes to School Program** **\$13,000,000**
Fund projects through a competitive grant process that increase pedestrian and bicycle safety to, from and near schools on the South Coast. Cities and the County would be eligible to compete for funding. School districts, universities, colleges, transit agencies, and Caltrans would be eligible to compete for funding with a city or county co-sponsor. Funds would be used for capital projects, maintenance and education programs. Eligible projects include, but are not limited to, traffic calming near schools, wider shoulders and sidewalks near schools, crosswalk signals and school zone signage, pedestrian and bicycle safety education for students.

- **Specialized Transit for Elderly and Disabled** **\$6,000,000**
Reduce fares charged to the elderly, the handicapped, and the transportation disadvantaged by funding the operating expenses of specialized transit service providers on the South Coast.

- **Carpool and Vanpool Program** **\$7,000,000**
Reduce traffic congestion, improve air quality, and expand commuter choices through the formation of carpools and vanpools and by facilitating the use of transit services, bicycle and pedestrian options, telecommuting and flexible work schedules. Whenever possible, funds would be used in partnership with employers that are seeking to improve employee retention and mitigate the jobs-housing imbalance by expanding commute options for their employees. Funds would be used for planning, implementation, education, marketing and incentives to increase use of these options. An annual report would be published quantifying the effectiveness of the program to ensure that performance measures are being met. It is intended that program funds be used with North County Program funds to match federal, state, local, and private funding to maximize the number of commute options implemented.

- **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 Program: **\$27,000,000**
Funding for transit capital projects directly allocated to SBMTD for general public bus services.

- **Interregional Transit Program** **\$25,350,000**
Maintain and expand bus service between South Coast and North County regions and between Santa Barbara County and adjoining counties. Funding would be used to continue existing services after federal funding grants expire, deliver expanded peak hour commute and express bus service and provide greater frequencies on existing routes. Any public transit operator providing interregional services shall be eligible to receive these funds and funds allocated under this program shall be allocated directly to the public transit operator providing the service. Expenses for vehicles, capital facilities such as transportation hubs, operations and planning and promotions are eligible.

- **Regional Bicycle and Pedestrian Program** **\$13,000,000**
Fund projects through a competitive grant process that would expand and improve the South Coast's regional bicycle and pedestrian facilities network. Cities and the County would be eligible to compete for funding. School districts, universities, colleges, transit agencies, and Caltrans would be eligible to compete for funding with a city or county co-sponsor. Funds would be used for planning, project development, and construction of

capital projects, education programs, and maintenance. Eligible projects include, but are not limited to, new bike routes and pedestrian paths to eliminate missing links in the regional network, path lighting, route plans and maps.

- **Commuter & Passenger Rail Planning & Service Improvements** **\$25,000,000**
 Improve passenger rail service between Ventura and Goleta to reduce congestion on Highway 101 and provide commuters with an alternative to driving. Eligible expenditures are capital and operating costs including developing new schedules and service plans, obtaining environmental clearances, negotiating agreements, operating subsidies, rolling stock and related equipment, promotions and marketing, maintenance, connecting transit service, track improvements, station facilities, train and grade crossing controls. Funds may be used to revise Amtrak Pacific Surfliner schedules to improve service for commuters and to plan for implementation of new commuter train service between Ventura County and Goleta.
- **Carpinteria Circulation Improvements** **\$1,000,000**
 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.
- **Goleta Overpass Improvement** **\$7,000,000**
 Improve traffic circulation in Goleta by constructing a new overpass of Highway 101. Funding will be used in combination with other revenue sources such as state and federal gas taxes or local fees to deliver the project and can be loaned to the State to deliver the project sooner than would normally be expected using state and federal gas taxes. The cost of this project can include such items as traffic signals, sidewalks, bike lanes, intersection channelization, curbs and gutters, shoulders, and landscaping as long as these costs are directly related to the project.
- **Local Street & Transportation Improvements** **\$273,150,000**
 These are projects of local importance selected by city councils and the Board of Supervisors. Projects eligible for funding include pothole repairs, traffic signal synchronization, bridge repairs and safety improvements. A full list of eligible projects is shown on Appendix B1.

Revenues will be allocated to cities and the County based on their proportionate share of the South Coast population after each jurisdiction has received a \$100,000 annual base allocation. The table below shows the estimated net allocation that each jurisdiction would receive for local street and transportation improvements.

| South Coast Jurisdictions | Net 30 Year Allocation | Percent of Gross Allocation to MTD |
|---|-------------------------------|---|
| Carpinteria | \$22,777,000 | 7.96% |
| Goleta | \$42,913,000 | 13.18% |
| Santa Barbara | \$104,054,000 | 26.05% |
| County of Santa Barbara (unincorporated South Coast) | \$102,906,000 | 11.12% |
| South Coast Total | \$272,650,000 | ----- |

Each jurisdiction must contribute a percent of their gross allocation, specified in the table above, to the South Coast Transit Operations Program, and the funds will be directly allocated to the Santa Barbara MTD by the Authority. Each South Coast city and the County of Santa Barbara shall expend a minimum of 10% of their Net 30 Year Allocation, on eligible alternative transportation projects. This requirement must be met by the fifth year of the program, and every fifth year thereafter. Eligible alternative transportation projects are listed in Appendix B2.

APPENDIX A
Matched & Leveraged Funds

The Road Repair, Traffic Relief and Transportation Safety Measure is expected to generate \$1.050 billion over 30 years and match or leverage an estimated \$522 million in federal and state gas taxes, developer fees and contributions from neighboring counties. Estimated matched and leveraged funds per project are listed on the table below:

| Projects with Matched & Leveraged Funding | Area | Sales Tax Funds to be Used as a Match | Matched & Leveraged Funds |
|--|--------------------|--|--------------------------------------|
| Highway 101 Widening South of Santa Barbara | | \$140,000,000 | \$285,000,000 |
| Highway 101: Union Valley Parkway Interchange | Orcutt | \$10,000,000 | \$7,000,000 |
| Highway 101: Santa Maria River Bridge | Santa Maria | \$10,000,000 | \$40,000,000 |
| Highway 101: Highway 135 (Broadway) Interchange | Santa Maria | \$10,000,000 | \$13,000,000 |
| Highway 101: Betteravia Road Interchange | Santa Maria | \$2,000,000 | \$3,000,000 |
| Highway 101: McCoy Lane Interchange | Santa Maria | \$10,000,000 | \$15,000,000 |
| Highway 246: Passing Lanes | Lompoc - Buellton | \$20,000,000 | \$30,000,000 |
| Highway 246: Santa Ynez River Bridge | Lompoc | \$8,000,000 | \$18,000,000 |
| Highway 166 Safety & Operational Improvements | Guadalupe - Cuyama | \$3,000,000 | \$3,000,000 |
| Solvang Circulation Improvements | | \$3,000,000 | \$4,000,000 |
| Buellton Circulation Improvements | | \$3,000,000 | \$3,000,000 |
| Guadalupe Circulation Improvements | | \$3,000,000 | \$3,000,000 |
| Carpool and Vanpool Incentives Program | countywide | \$9,000,000 | \$11,000,000 |
| Safe Routes to School, Bicycle and Pedestrian Improvements | countywide | \$29,000,000 | \$9,000,000 |
| Goleta Overpass Improvement | | \$7,000,000 | \$18,000,000 |
| Local Street & Transportation Improvement Funding | countywide | \$614,150,000 | \$60,000,000 |
| TOTAL | | \$881,650,000 | \$522,000,000 |

APPENDIX B1

Local Street and Transportation Improvements Funding Eligible Uses

City councils and the board of supervisors may expend Local Street and Transportation Improvements funding on the following uses

1. Maintaining, improving or constructing roadways, bridges, and bicycle and pedestrian facilities
2. Safe Routes to School improvements
3. Safety improvements
4. Reduced transit fares for seniors and the disabled
5. Bus and rail transit services that provide alternatives to the automobile
6. Programs that reduce transportation demand
7. The operation of urban forestry street tree programs
8. Storm damage repair to transportation facilities
9. Roadway drainage facilities
10. Traffic signal coordination, intersection channelization
11. Traffic management
12. Landscaping maintenance
13. Highway improvements
14. Matching funds for state and regional programs and projects
15. Bus and rail transit facilities

APPENDIX B2

Eligible Local Street and Transportation Improvements Funding Alternative Transportation Expenditures

Local Street and Transportation Improvement funding may be expended by city councils and the board of supervisors on the following uses to meet the prescribed alternative modes percentage.

1. Maintenance, repair, construction and improvement of bicycle and pedestrian facilities, excluding maintenance of Class 2 bikeway facilities.
2. Safe Routes to School improvements
3. Reduced transit fares for seniors and the disabled
4. Bus and rail transit services and facilities
5. Education and incentives designed to reduce single occupant auto trips

The County of Santa Barbara may count expenditures on Class 2 bikeway maintenance toward its alternative transportation percentage but these expenditures may not exceed 50% of the County's prescribed percentage.