Bicycle & Pedestrian and Safe Routes to School Projects March Forward to Completion

Projects awarded funding from the Measure A competitive programs are beginning to reach completion. The competitive program is split into two regions: North County and South Coast. The North County holds one call for projects every five years. The South Coast splits the program into two subcategories: the Safe Routes to School and the Bicycle & Pedestrian programs. The South Coast programs hold calls for projects at the same time, on a three-year cycle.

Projects funded through these programs aim to expand and improve the regional bike and pedestrian facilities network through education programs, planning, project development, and the construction of capital projects.

The North County has just begun its second call for projects. The South Coast will be gearing up for its third call for projects in Fall 2015.

Many projects from Cycle 1 (and some early birds from Cycle 2) are completed. Projects completed thus far are:

County of Santa Barbara:
- Obern Trail Lighting Retrofit
- San Marcos/Cathedral Oaks Sidewalk Improvements
- Hope Avenue/Pueblo Road Crosswalk
- Lakeview Road Crosswalk Improvements in Orcutt
- Los Alamos Pedestrian and Bicycle Circulation Plan
- Tatum Pathway Improvement Project

City of Santa Barbara
- Goleta Slough Bridge Surface Repair
- CycleMA Ynia/Bike Challenge/Bike to Work Day
- La Colina Sidewalk
- McKinley Elementary School Sidewalk
- Santa Barbara School Bike Racks

City of Carpinteria
- Carpinteria Bicycle Master Plan
- Carpinteria Avenue/Santa Ynez Avenue Intersection Improvements
- Calle Ocho/Concha Loma Drive Intersection Improvements
- Santa Ynez Guardrail and Sidewalk Infill Safety Project

City of Goleta
- Hollister Class I Bikeway

City of Buellton
- Phase I — Flashing School Crossing Signs on SR 246 at Sycamore Drive and La Lata Drive
- Phase 3 — Conceptual Plan and Feasibility of Warning Lights & Sidewalk Improvements on SR 246 at Sycamore Drive

City of Guadalupe
- Guadalupe Safe Routes to School Sidewalk Infill Project on Olivera Street between SR 1 and 9th Street

City of Lompoc
- Sidewalk, Curb Ramps & Pedestrian Crossing Improvements at Various Locations Near Schools in Lompoc

Coalition for Sustainable Transportation (COAST)
- Senior/Handicapped Needs Assessment
- Safe Routes to School

Santa Barbara Bicycle Coalition
- Adult Bicycle Education and Safety Outreach
- Youth Bicycle Education

Traffic Solutions
- County Bike Map

Dos Pueblos High School
- Bike Rack Addition

Santa Barbara City College
- Bicycle Facilities Improvement Project
The 101 HOV Widening Project is continuing to make excellent progress. The traffic congestion that used to regularly back up in the southbound lanes from the Milpas bottleneck to beyond Castillo Street has been reduced dramatically since construction of the new freeway lanes in Phase I were completed in 2012. In addition to the new freeway lanes in both directions, Phase I of the 101 widening project included the new Cacique undercrossing in the new Milpas southbound off-ramp, the Montecito roundabout and pedestrian bicycle paths on Old Coast Highway.

Phase II of the 101 HOV Widening Project, from Carpinteria to Mussel Shoals in Ventura County, began construction in 2013 and will soon be completed. The new six-mile long southbound peak hour carpool lane and beachside Class I bike path were opened in December of last year. Motorists and bicyclist are both much safer now that parking has been removed next to the freeway lanes and cyclists have their own separated class I bike path along the coast. The last remaining segment of Phase II, the northbound peak hour carpool lane, will be completed in March of 2015. Both Phase I and Phase II of the four phases of the 101 Widening Project will have been completed on time and on budget.

Phase III, which involves reconstruction and widening of the Linden Avenue & Casitas Pass Interchanges in Carpinteria is fully funded and designed. Construction has been delayed for a year as permitting issues with the Federal Emergency Management Agency (FEMA) regarding hydrology issues are being resolved. Recently FEMA sent a letter to the City of Carpinteria suggesting a path forward on the outstanding issues which could get the project back on track towards the 2016 construction schedule. The project will take nearly four years to complete and will include new widened bridges at Linden and Casitas Pass Roads, a new wider 101 freeway bridge over Carpinteria Creek and new bicycle and pedestrian paths connecting the north side neighborhoods to the ocean side of Carpinteria.

Measure A Leverages Funding for Survey of U.S. 101 Drivers

In 2014 SBCAG partnered with the San Luis Obispo Council of Governments (SLOCOG) and the Ventura County Transportation Commission (VCTC) to compete for and secure a Caltrans planning grant to conduct a survey of U.S. 101 users in the tri-county region. The $250,000 grant will be centered on surveying drivers about their origin and destination, travel patterns, trip purpose, and other information that will help SBCAG plan for improved regional transit service and peak hour Pacific Surfliner service between Ventura and Santa Barbara counties. Measure A funds provided the local match that was key to making the grant application successful.

The survey is anticipated to be implemented in the spring of 2015, with results expected for release and publication in the fall.
Project Updates (continued)

**U.S. 101/Santa Maria River Bridge Completed**
In January 2014, construction on the US 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 US 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. At completion there is an estimated savings of around $1.4 million.

**Measure A North County Coast Savings**
At the completion of three North County regional projects: the US 101/Union Valley Parkway interchange; the US 101 Santa Maria River Bridge; and the Union Valley Parkway arterial project, a total of $5.7 million in cost savings has been realized as these projects were completed under their Measure A allocation. The SBCAG board chose to reallocate approximately $2.7 million of the funds to meet shortfalls in existing Measure A projects: the Highway 246 Passing Lanes; the Highway 166/Black Road Intersection and the Highway 166/Highway 1 Intersection. Those projects are currently moving forwards. The board also acted to augment existing Measure A regional projects and programs by adding another $100,000 to fund additional CHP enforcement on Highway 166 (West), add walls to the Union Valley Parkway interchange shielding adjacent neighborhoods from the highway, and to initiate a Saturday service pilot project for the Clean Air Express from the Santa Ynez Valley to the South Coast. The board lastly identified 2 new projects to add to the Measure A Investment Plan at a cost of $2.6 million. Those projects are:
- Highway 246 Sidewalk Improvements in the City of Buellton
- Alamo Pintado Creek Bike and Pedestrian Bridge in the City of Solvang

**Highway 166 Cuyama School Bus Stops Nearing Construction**
In December 2014, the SBCAG Board of Directors awarded a contract to Cal Portland Construction to construct the Cuyama Bus Stops Improvement Project with construction scheduled for start and completion in Spring 2015. The Highway 166 Cuyama School Bus Stop Improvement project is one of six projects approved by the SBCAG board for funding from the $3.0 million in the Measure A Investment Plan for Highway 166 Operational and Safety projects. The project will construct 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 San Luis Obispo County.

The project is jointly funded by SBCAG and the San Luis Obispo Council of Governments (SLOCOG). The San Luis Obispo County Council of Governments (SLOCOG) is contributing $150,000 towards the project’s environmental studies, design and construction.
Highway 246 Passing Lanes — Construction

Construction on the Highway 246 Passing Lanes projects is scheduled to begin in May 2015. The project bids were opened in January 2015, and a contract was awarded in February 2015 at a cost of $16.5 million. The cost for the entire project is being funded by Measure A, as the first phase of passing lanes and operational improvements on Highway 246. The project limits are located between Cebada Canyon Road and Hapgood Road and the project includes the following improvements: an eastbound passing lane beginning at Cebada Canyon to Tularosa Road, a westbound passing lane beginning at Hapgood road to Tularosa road, lowering of the highway profile at the Tularosa Road intersection to improve visibility for both drivers on Highway 246 and those desiring to merge onto 246, various intersection and driveway improvements and pavement rehabilitation. These improvements represent a first phase of operational and safety improvements to be implemented on Highway 246 and are funded entirely with Measure A dollars. A second set of improvements on the eastern end of the corridor between Hapgood Road and Santa Rosa Creek is planned in the future.

Construction is scheduled to last around two years (depending on weather) and should be complete by summer 2017. One lane of traffic will remain open in each direction during construction and most work will be done during the daytime. Caltrans is managing the construction of the project for SBCAG. SBCAG and Caltrans will be providing regular project updates on the progress of construction to the public. At the end of the two years of roadway construction, a follow-up landscaping contract will be issued by Caltrans and also funded by Measure A.

Measure A Funds Highway 166 Safety and Enforcement Patrols

The California Highway Patrol will begin new Measure A funded safety and enforcement patrols on Highway 166 from Highway 1 in Guadalupe to Cuyama. In October 2014, the SBCAG Board approved $90,000 in Measure A funds to support these additional CHP patrols on Highway 166. The Measure A Investment Plan included $3 million for safety improvements on Highway 166. The additional CHP patrols will concentrate on the morning (4:30 AM to 8:30 AM) and evening (3:00 PM to 7:00 PM) traffic hours when unsafe and illegal passing maneuvers are most prevalent.

This additional patrol effort, which began November 19th, extends a previously very successful Measure A funded increased enforcement effort on Highway 166 east from Santa Maria to Cuyama. That two year pilot program resulted in a significant decrease in accidents on Highway 166 through increased CHP presence. The additional $90,000 in Measure A funds will continue the increased CHP patrol capability on east Highway 166 from Santa Maria to Cuyama and expand it to include west Highway 166 from Santa Maria to Highway 1 in Guadalupe. Increased CHP enforcement has proven to be very successful in addressing unsafe passing and speeding on Highway 166. The extended enforcement program will provide for increased CHP patrol the entire length of Highway 166 through 2016.

Revenue Collection

Measure A is a one-half percent sales tax that applies to goods sold locally (in Santa Barbara County). It will generate approximately $1.050 billion over its life of 30 years and will help leverage and match an estimated $.05 billion in state and federal funds. SBCAG administers the Measure A program. Sales tax collected goes through the Board of Equalization, then comes to SBCAG in a monthly lump sum. SBCAG retains 1% of whatever is received for administration costs, and the rest is distributed per the percentages adopted in the Measure A Strategic Plan.
Coastal Express 10 Year Service Plan Helps Guide Future Commuter Bus Service in the Ventura — Santa Barbara Corridor

SBCAG and the Ventura County Transportation Commission (VCTC) have partnered to jointly manage and fund the Coastal Express commuter bus service between the two counties since 2001. Under the Measure A program, $25.35 million is available from Santa Barbara County to support and expand the service, which carries about 300,000 passengers annually. The Coastal Express primarily serves customers from Ventura County commuting to their jobs in Carpinteria, Santa Barbara, Goleta, and UCSB, but also operates reduced service on weekends.

In 2014, VCTC and SBCAG hired a consultant to develop a ten-year vision for how to operate commuter bus service in the corridor. Highlights of the plan, adopted by both agencies, include stressing the importance of financial sustainability, procuring a fleet of agency-owned vehicles to protect the service against unexpected service disruptions by contractors, and increasing the emphasis on providing excellent customer service to passengers, most of whom have a choice to either drive a car or use the service. A key SBCAG objective is to expand peak hour service in the future, which will be especially important over the next decade as the US 101 HOV project is under construction between Carpinteria and Santa Barbara.

In partnering with VCTC to provide the Coastal Express, SBCAG looks to replicate the success of the 25-year old Clean Air Express service from Lompoc and Santa Maria to the South Coast, now in its 25th year of service. The Clean Air Express has a long track record of high farebox ratio and popularity with long distance commuters that can be drawn on to ensure the success of the Coastal Express, which operates in an environment that features much stronger demand and traffic congestion that can encourage commuters to use the comfortable, WiFi-equipped, charter-style buses used in the Coastal Express service.

Easy Lift Aided in Meeting Demands of ACA by Measure A

In an effort to facilitate universal health care access, the 2010 Affordable Care Act (ACA) expands eligibility for several healthcare programs, most noticeably Medicaid. Nearly nine million individuals are projected to enroll in Medicaid nationwide as a direct result of the ACA. Many of the newly eligible are families and individuals with low income and limited resources. Local transit systems are challenged to accommodate this recent increase in new riders.

Easy Lift Transportation is a nonprofit agency that provides curb to curb “Dial-A-Ride” transportation for persons with limited mobility in south Santa Barbara County who cannot use regular bus service. For those persons newly covered by the ACA, Easy Lift may be the only mode of transportation to reach a doctor’s appointment or local pharmacy. This has resulted in a dramatic increase in requests for service from Easy Lift.

The South Coast Measure A program provides Easy Lift with a formula-based annual allocation of approximately $190,000 per year. Local agencies also provide Easy Lift with a discretionary share of their Measure A Local Street and Transportation Improvement funds. Easy Lift needs every penny they can get to continue providing service to Santa Barbara County’s most in-need transit users, and Measure A is helping them meet that goal.

MTD Gets New Buses, Courtesy of Measure A

The Santa Barbara Metropolitan Transit District (SBMTD) recently purchased three 60-foot articulated buses using funds from Measure A and the California Transportation Development Act — State Transit Assistance Fund. The new buses each carry up to 112 passengers, giving them 40% greater capacity than a standard 40-foot transit bus.

The new buses are now out on the road, carrying passengers between Isla Vista and Santa Barbara City College on Line 15x. The larger-capacity buses provide a more comfortable ride for passengers, and make more efficient uses of MTD’s operating funds. Passenger reactions to the new buses have been very positive in the first few weeks of service. Comments include:

“I am able to catch the bus and not be left behind for lack of room. That has happened to me several times and I had to wait for a later bus, but not anymore, thank you!” - Jane

“I am excited about the new bus and relieved that with extra seats I’ll have a chance to sit. I’ve always been stuck standing before” - Mary
### REVENUES

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### EXPENDITURES

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#### North County Subprogram
- Local Street and Transportation Improvement                  | $11,060,753  |
- Hwy 101/Union Valley Parkway Interchange                      | $2,026,536   |
- Union Valley Parkway Phase III                                | $1,124,462   |
- Hwy 101/Santa Maria River Bridge                              | $1,148,936   |
- Hwy 101/135 (Broadway) Interchange                           | $5,230       |
- Hwy 101/Betteravia Interchange                                | $1,044       |
- Hwy 101/McCoy Interchange                                    | $5,271       |
- Hwy 246 Passing Lanes                                        | $775,448     |
- Hwy 246 Santa Ynez River Bridge                               | $4,174       |
- Hwy 166 Safety Improvements                                  | $241,905     |
- Solvang Circulation Improvements                              | $0           |
- Buellton Circulation Improvements                            | $0           |
- Guadalupe Circulation Improvements                           | $0           |
- Specialized Transit, Seniors-Disabled                         | $147,607     |
- Safe Routes to School, Bicycle \& Pedestrian Program         | $3,187       |
- Carpool \& Vanpool Program                                   | $49,642      |
- Interregional Transit                                        | $537,005     |

#### South Coast Subprogram
- Local Street and Transportation Improvement                  | $8,838,940   |
- South Coast Transit Operations Program                       | $1,887,631   |
- South Coast Transit Capital Program                          | $0           |
- Safe Routes to School Program                                 | $517,878     |
- Bicycle \& Pedestrian Program                                | $369,100     |
- Interregional Transit                                        | $900,108     |
- Specialized Transit, Seniors-Disabled                         | $194,693     |
- Carpool \& Vanpool Program                                   | $113,080     |
- Commuter/Passenger Rail                                      | $57,136      |
- Carpinteria Circulation Improvements                          | $0           |
- Goleta Overpass Improvements                                  | $3,659       |

**TOTAL EXPENDITURES**                                         **$31,173,125**

**FUND BALANCE, END OF PERIOD**                                 **$19,563,282**
“U.S. 101 Widening Project”, continued from page 3

The final phase of the 101 HOV Widening Project, the ten mile segment from Montecito to Carpinteria, achieved a very significant milestone in January of 2014 when the SBCAG Board voted to proceed ahead with Caltrans proposed design. In September, Caltrans approved the final Environmental Impact Report (EIR) for the project. Unfortunately, lawsuits were filed challenging the adequacy of the final EIR under the California Environmental Quality Act. Court hearings will be held in early 2015 to determine if these lawsuits will result in significant delays to the originally planned 2017 start of construction.

The SBCAG Board is fully committed to constructing the 101 HOV Widening Project as soon as possible and has hired a consultant to provide expert advice on new options to speed up design and construction of the remaining segments of the project. With the imminent completion of Phase II, the 101 widening project is now nearly 45% complete.

Measure A Funded Project Showcases Orcutt History

In June, a public art project was installed on the Measure A funded US 101 Union Valley Parkway Interchange. The interchange project was opened to traffic in November 2013 after years of planning, design, and construction. The interchange project integrated as part of the bridge structure four towers or “pilasters” which would provide a canvas for local art to be displayed.

Students from Orcutt area high schools generated artwork based on themes provided to them by an ad hoc committee made up of representatives from SBCAG, Caltrans, the County of Santa Barbara, the Orcutt Children’s Art Foundation, the Santa Barbara Arts Commission and faculty from Orcutt area high schools. The students ultimately developed 16 tile mosaics representing the history of Orcutt for installation on the pilasters. Cost savings from the interchange project was used to purchase materials, manufacture and install the tiles. All of the work done by students, teachers, and other community volunteers was brought to completion by the installation of the tiles by the County of Santa Barbara.