

August 1, 2007

South Coast Measure D Renewal Policy Development Committee

Agenda Item #3.B.iv.

Questions received from committee members after the July 11 meeting.

1. Q: Can we get a table that shows projects \ programs that currently get Measure D funding that should go forward.

A: Probably the best table to refer to is in the handout included in your binder summarizing the current Measure D program as of July 2007. On the third page is a table that lists the regional projects funded by Measure D. As for which projects should go forward in Measure D 2008, that is for the South Coast Measure D Renewal Policy Development Committee to decide. SBCAG staff is available to provide advice and guidance to the committee as it discusses that issue.

2. Q: What is the real amount needed to widen Highway 101.

A: The best estimate we have right now is it will cost \$425 million to widen the 10 mile, 4 lane gap between Casitas Pass Road (Carpinteria) and Santa Barbara that will remain after the 6 mile widening project on the south end of the corridor between Mussel Shoals and Casitas Pass Road and the Milpas\Cabrillo-Hot Springs project on the north end are completed. No funds are needed from Measure D 2008 to deliver those projects on the north and south ends, just the 10 mile gap between.

3. Q: Is there a timing function of when monies are spent? Can you spend them before you get them?

A: There is a timing issue the SBCAG board would have to address if Measure D 2008 passes. The board would prioritize the regional projects, prepare a cash-flow analysis and schedule the projects for delivery over the 30 year period by adopting a “Strategic Delivery Plan”, or Strategic Plan for short. The board has the option of bonding against the 30 year revenue stream to front-end load the Strategic Plan to deliver high priority projects in the early years of the new program or the board can adopt a “pay as you go” strategy and deliver the projects as cash accumulates over the 30 years. There is a good likelihood that they will at least consider a bonding strategy and deliver high priority projects, such as Highway 101, early on. Many of the current measure’s projects, as can be seen on the handout table (referred to in question #1) were delivered in the 1990s using a bonding approach.

4. Q: Will we have a joint meeting with the North County when we talk about regional projects? Some regional projects benefit both and cost should be shared. That should be agreed to by both committees.

A: Keep in mind that the two groups, North and South, consist of nearly 50 people, so a joint meeting would be...challenging. The thinking of SBCAG staff is that each group should develop its list of priority regional projects independently. The staff will compare the project lists to see if there are any inconsistencies, such as one region wanting to cost share on a project and the other region not even including it on its list. In that case, SBCAG staff and our facilitator would have to do some "shuttle diplomacy" to try to get the groups to reconcile. If that became too cumbersome, perhaps a delegation from each group could meet and work it out. If all else fails, the SBCAG board would have to reconcile the differences, but hopefully one of the other approaches would be successful and make that unnecessary.

5. Q: Will we get the revenue needs of local jurisdictions? What was in the local category from the current Measure D that are continuation projects\needs?

A: The public works directors from the South Coast and the SBMTD will be making a presentation at your August 1 meeting. They will be sharing with you the importance of Measure D to maintaining local infrastructure. Per the committee's request they have been asked to identify local transportation funding needs and to explain how existing Measure D funds have been spent.

About 80% of the funds from the local program are used for street and road maintenance needs. The projects tend to be on the small side--\$50,000 - \$500,000. These are projects that the agencies can usually deliver in a single summer. Local program spending varies according to each agency's local priorities. For example, the city of Santa Barbara passes about 1/3 of its current Measure D local program annual allocation of \$5 million to MTD.

6. Q: Can we get a regional map on 11x17 paper? With just South County? That would help me when discussing specific projects.

A: We are assuming you want to Measure D 2006 regional projects mapped, but we aren't sure. Either way, we can get you a map filled with projects or a blank map.

7. Q: What is the forecast of congestion in the corridor with just widening 101, compared to the forecast with both widening and commuter rail?

A: This question will be addressed as part of agenda item #5 on 101 in Motion.

8. Q: What is the relative cost of the alternatives studied in 101 in Motion, in terms of annualized cost per hour of congestion avoided?

A: This question will be addressed as part of agenda item #5 on 101 in Motion.

9. Q: What is the forecast vehicle miles traveled (VMT) in the corridor under those 101 in Motion scenarios, and also under the base case of doing nothing?

A: This question will be addressed as part of agenda item #5 on 101 in Motion.

10. Q: What is the forecast for congestion on Santa Barbara city streets and intersections under the various scenarios in 101 in Motion?

A: Sorry, we didn't produce a report as part of 101 in Motion that could answer this question.

11. Q: When you/Parsons Brinckerhoff looked at the environmental aspects of the alternatives considered in 101 in Motion, how did they compare?

A. As is standard for a corridor study like 101 in Motion, no detailed environmental impact analysis was performed. In general however, the environmental issues of greatest concern at the conclusion of 101 in Motion were right-of-way impacts, visual quality, and noise. In the environmental evaluation, the HOV Lanes + Commuter Rail package benefited from assumed centerline shifts of the roadway as a method of widening to minimize impacts. Further reductions of environmental impacts might be achieved if reduced cross-sections rather than standard cross-sections are implemented in the most constrained locations. These would require design exceptions from Caltrans and FHWA, which are only considered when a project is further along in the project development process rather than at the stage of analysis contained in the 101 in Motion report. Proposed changes to Highway 101 would incrementally increase noise levels for adjacent sensitive receivers, but it will be difficult for residents to perceive this difference due to the high amount of traffic noise that they currently experience along the freeway

12. Q: Please let us know of the various funding mechanisms related to transportation issues available to SBCAG.

A: We will cover this under agenda item #3.B.i, Transportation Funding Guide.

13. Please provide us with a preliminary list of possible projects for Measure D 3.

A: We will cover this under agenda item #6 A.