

STAFF REPORT

SUBJECT: Measure A Local Street and Transportation Improvements

MEETING DATE: April 1, 2010

AGENDA ITEM: 6E

STAFF CONTACT: Sarkes Khachek, Steve VanDenburgh

RECOMMENDATION:

Adopt by resolution a policy clarifying that the Measure A local minimum alternative transportation percentage requirement for local jurisdictions be calculated cumulatively, with the percentages having to be met in the fifth year and every fifth year thereafter.

SUMMARY:

As required in the Measure A Investment Plan, each jurisdiction must spend a minimum percentage of their Local Street and Transportation Improvement funds on eligible alternative transportation projects. The Investment Plan states that this requirement must be met by the fifth year of the program, and every fifth year thereafter but it is unclear if expenditures on alternative transportation carry over from five year period to five year period so that the percentage is calculated cumulatively at year 5, 10, 15 etc. Or if alternative transportation expenditures in each five year period are mutually exclusive, and non-cumulative, of the next five year period.

Staff recommends that the board adopt a policy to clarify how the calculation will be made. Staff presented this item to the TTAC at their April Meeting and met in April with stakeholders involved with the development of the Measure A Investment Plan. Staff and TTAC recommend, and stakeholders agree, that any expenditure that surpasses the first five-year requirement can be counted cumulatively toward the minimum requirement in every fifth year thereafter.

Staff recommends that the SBCAG Board adopt a policy, by resolution, which clarifies that the requirement be calculated cumulatively with the percentages having to be met in the fifth year and every fifth year thereafter.

DISCUSSION:

Local Alternative Transportation Percentage

As required in the Measure A Investment Plan, each jurisdiction must spend a minimum percentage of their Local Street and Transportation Improvement funds on eligible alternative transportation projects. Alternative transportation projects include bus/rail services and facilities, maintenance/repair/improvement of bike and pedestrian facilities, specialized transit for elderly and disabled, etc. The Investment Plan states that this expenditure requirement must be met by the fifth year of the program, and every fifth year thereafter. The question arose at TTAC, what does this mean exactly? Do expenditures on alternative transportation carry over

from five year period to five year period so that the percentage is calculated cumulatively at year 5, cumulatively through year 10, cumulatively through year 15, etc.? Or are alternative transportation expenditures in each five year period mutually exclusive, and non-cumulative, of the next period? The best way to illustrate the issue is with an example.

Calculating Local Alternative Transportation Percentage Example:

Cumulative	First Five Years	Second Five Years	TOTAL	Under the cumulative approach, City X would be in compliance because they exceed the 10% minimum in the first five years and have spent at least 10% total on alt. modes by the end of the second five years.
City X Local Streets & Transp. Funds	\$1,000,000	\$1,000,000	\$2,000,000	
Alt Modes Exp. (10% min.)	\$150,000	\$50,000	\$200,000	
Actual Alt Modes %	15%	5%	10%	

Non-Cumulative	First Five Years	Second Five Years	TOTAL	Under the non-cumulative approach, City X would exceed the minimum for the first five years but would have to spend at least 10% of the next five years' revenues on alt. modes to be in compliance.
City X Local Streets & Transp. Funds	\$1,000,000	\$1,000,000	\$2,000,000	
Alt Modes Exp. (10% min.)	\$150,000	\$100,000	\$250,000	
Actual Alt Modes %	15%	10%	12.5%	

SBCAG staff met with the alternative transportation stakeholders that participated in the development of Measure A and shared with them the two approaches to interpreting the Investment Plan. They confirmed that their interest in the five year requirement was intended to maintain a steady investment in alternative transportation throughout the duration of the program and safeguard against such investments being deferred to the outer years of the program. They believe the cumulative approach meets that intent and were supportive of using the cumulative approach as outlined above. SBCAG staff agrees this approach would meet the intent of the ordinance.

COMMITTEE REVIEW:

At their April meeting, TTAC recommended that the Board adopt a policy clarifying that the Measure A local minimum alternative transportation percentage be calculated cumulatively with the percentages having to be met in the fifth year and every fifth year thereafter.

RECOMMENDATION:

Adopt by resolution a policy clarifying that the Measure A local minimum alternative transportation percentage requirement for local jurisdictions be calculated cumulatively, with the percentages having to be met in the fifth year and every fifth year thereafter.

ATTACHMENTS:

Resolution 10-13 – Measure A Local Alternative Transportation Minimum Percentage Calculation.

RESOLUTION OF THE SANTA BARBARA
COUNTY ASSOCIATION OF GOVERNMENTS

MEASURE A LOCAL ALTERNATIVE)
TRANSPORTATION MINIMUM)
PERCENTAGE CALCULATION)
MEASURE A POLICY #1)

RESOLUTION NO. 10-13

WHEREAS, on November 4, 2008 the voters of Santa Barbara County approved the Road Repair, Traffic Relief, and Transportation Safety Measure, as incorporated into Ordinance #5 of the Santa Barbara County Local Transportation Authority, including the Investment Plan appendix, and commonly referred to by its ballot letter "Measure A";

WHEREAS, the Ordinance and Investment Plan prescribe how the Local Transportation Authority shall allocate Measure A funds; and

WHEREAS, the Investment Plan requires that funding be allocated to cities and the County of Santa Barbara for local street and transportation improvement projects selected by city councils and the Board of Supervisors; and

WHEREAS, the Investment Plan requires that cities and the County of Santa Barbara expend a minimum percentage of their local street and transportation improvement allocation on eligible alternative transportation projects according to the percentages identified in the Investment Plan, and that the percentages be met by the fifth year of the Measure A program and every fifth year thereafter; and

WHEREAS, the Investment Plan does not specify if expenditures on alternative transportation carry over from five year period to five year period so that the percentage is calculated cumulatively or if alternative transportation expenditures in each five year period are mutually exclusive, and non-cumulative, of the next five year period; and

WHEREAS, it is necessary for the board to adopt a policy clarifying how the calculation will be made so that local agencies and SBCAG can adopt a program of projects for the

upcoming FY 10/11 fiscal year, and all fiscal years thereafter, and so that audits of alternative transportation expenditures and percentages may be conducted based on a uniform policy interpretation;

NOW, THEREFORE, BE IT RESOLVED THAT the Local Transportation Authority does hereby adopt Measure A Policy #1, specifying that the local minimum alternative transportation percentage requirement be calculated cumulatively, with percentages having to be met in the fifth year and every fifth year thereafter, consistent with the "cumulative option" in the staff report for item 6E from the April 15, 2010 meeting of the SBCAG board.

PASSED AND ADOPTED this 15th day of April 2010 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Jim Kemp
Executive Director

Salud Carbajal, Chair
Santa Barbara County
Association of Governments

APPROVED AS TO FORM:

Steve Underwood
Chief Assistant County Counsel