



Consequences of Measure A Failure

- **Deterioration of local street and road conditions.** Our region's system of local roads is an enormous public asset. Retaining the value and utility of this asset requires continuous investment. If transportation sales tax funds for local road maintenance and repair are cut off - the road quality gains we have made in the past eighteen years since the passage of the original measure will quickly deteriorate. In 2006, the Santa Barbara County Grand Jury studied the track record of Measure D and reported on the significant improvements in county road conditions: "In 1989 just 8% of County roads were in the Very Good range; in 2005 58% of the County roads were in this range...these results are directly attributable to the availability of maintenance funds from the Measure D Local Allocation." If Measure A is not successful at the polls this November, within ten years road quality will decline back to pre-1989 levels. Motorists will face increasing vehicle repair costs from damage caused by rough roads and potholes. (See attached chart).
- **Increasing congestion resulting from insufficient funding needed to complete transportation improvements.** Traffic congestion threatens our region's quality of life, economy and safety, reduces productivity, degrades air quality, increases emergency response times, impairs mobility and impacts the ability of employers to recruit and retain qualified staff. Without an extension of the existing ½ cent sales tax, our region will lose nearly \$35 million annually for transportation projects in Santa Barbara County. Many highway improvements and transit projects will be delayed or cancelled resulting in worsening traffic congestion. Without Measure A, widening of 101 freeway in the south county will be delayed by at least 10 years and possibly abandoned since we will be forced to rely on insufficient state and federal fuel tax revenues. Without widening, by 2030 stop-and-go congestion would not only occur during the peak hours, but would be continuous daily from 6:00 AM to 8:00 PM.

In addition, projects that are planned to widen the 101/Santa Maria River Bridge, build passing lanes on Highway 246 between Lompoc and Buellton, improve freeway interchanges in Santa Maria and Orcutt, improve traffic circulation in Guadalupe, Buellton, Solvang and Carpinteria and build a new overpass in Goleta would be delayed or dropped as scarce funding would have to be committed to only maintaining the existing road system rather than investing in needed traffic congestion relief improvements.

- **Loss of state/federal matching funds.** SBCAG estimates an additional \$500 million in state and federal matching transportation dollars could come to our county over the thirty year term of Measure A. Increasingly, state and federal government grant programs favor counties that have local transportation sales tax measures to match state and federal dollars. Without Measure A matching funds, Santa Barbara County will not be able to compete as aggressively for state and federal transportation funds against the nineteen other "Self Help Counties" in the state which have passed local transportation sales tax measures and hundreds of millions in state and federal transportation dollars may go to projects in other counties in California.

- **Cancellation of interregional bus services including the Coastal Express, Clean Air Express, and Valley Express** Ridership on interregional bus services is at all time highs which means fewer cars on the road and less congestion. Despite very high fare box generation for these services, each rely upon transportation sales tax revenue to fill the gap between the full costs of operating the service versus the revenue generated from fares. Without a local source of funds to address this shortfall, these successful services will have to be eliminated, resulting in more traffic on Santa Barbara County roads.
- **Reduction in local bus services** The Santa Barbara Metropolitan Transit District has been able to increase service in south Santa Barbara County using transportation sales tax measure funds contributed by local agencies. MTD will serve 8 million passengers this year - a record high. New service on high traffic lines has increased ridership by 10-20%. If Measure A is not successful, MTD will be forced to reduce service by as much as 20%.
- **Little or no funding to complete projects that support alternative transportation modes including bicycle and pedestrian programs, commuter rail, carpool and vanpool programs.** The Measure A Transportation Investment Plan allocates more than one quarter of the \$1.05 billion in new funding to alternative transportation projects and programs. This nearly \$275 million dollar spending commitment would be eliminated if Measure A is not successful, forcing cutbacks in local bus service, the cancellation of regional commuter bus services, the elimination of new bicycle and pedestrian improvements and stopping progress on new commuter rail service. In addition, funding for existing carpool and vanpool programs that encourage commuters to avoid driving alone to work would be cut and funding to provide frail seniors and the disabled with transit assistance would be reduced.
- **Inability to make safety improvements on rural highways that would reduce accidents.** Planned safety improvements on rural highways cannot be completed without local Measure A funds. For example, since 1996, there have been 52 traffic fatalities on Highway 166 between Cuyama and Guadalupe in north county. The Measure A, Transportation Investment Plan allocates \$3 million to construct safety improvements on this highway. If Measure A does not pass, this funding will be eliminated and the needed safety improvements will be at risk.
- **Projects to improve safety for children traveling to and from school won't be completed.** Measure A will fund a new Safe Routes to School Program to improve safety at school crossing zones and along pedestrian and bicycle routes to schools. This funding will provide the local matching dollars necessary to access state Safe Routes to School funds. Failure to pass Measure A will result in the elimination of the new local funding source and jeopardize local agencies ability to compete for state funds, delaying or deferring needed safety improvements for children.
- **Increased costs for completing transportation improvement projects and road repairs.** The continued availability of local sales tax revenues will allow transportation projects to be completed much more quickly than relying solely on state and federal fuel taxes. Without these revenues, needed projects will be delayed for years and they will be much more costly to complete due to the effects of inflation on construction costs. In addition, local public works departments will not be able sustain the roadway preventative maintenance programs that have been funded with Measure D since 1989. Roads that fall into disrepair will eventually require major reconstruction and rehabilitation which is 5 to 10 times more expensive than the regular pavement surface treatments used in a preventative maintenance program. In short, without local transportation sales tax revenues, roads will fall into bad condition and taxpayers will pay more for less benefit.