



STAFF REPORT

Board of Directors

MEETING DATE: February 19, 2026

STAFF CONTACT: Jacky Mata, SBCAG

SUBJECT: FINAL MEASURE A REVENUE ESTIMATES FOR FISCAL YEARS 26/27 TO 30/31

ATTACHMENTS: [Attachment 1 - Measure D and Measure A Revenues](#)
[Attachment 2 - Development Schedule](#)
[Attachment 3 - Measure A Local POP Submittal Form - FY 26-27](#)
[Attachment 4 Final FY 26-27 revenue estimates Tables 1-5](#)

RECOMMENDATION:

Approve the final Measure A revenue estimates for Fiscal Years 2026/27 to 2030/31.

DISCUSSION:

As the Local Transportation Authority, SBCAG allocates Measure A transportation sales tax revenues in accordance with the voter-approved ordinance and investment plan. Integral to this responsibility, SBCAG staff prepares five-year revenue estimates annually before the development of the Measure A Program of Projects (POP), which the SBCAG Board will adopt in May. The attached tables provide draft projected revenues for Fiscal Year (FY) 2026/27 to FY 2030/31.

The revenue estimates reflect the actual repayment amount of the (Transportation Infrastructure Finance and Innovation Act (TIFIA) loan to accommodate the construction of the U.S. 101 HOV Phase 4 project. This TIFIA loan issuance will impact the overall program. While the loan was approved for \$75 million, SBCAG drew down approximately \$50 million, reducing the debt service amounts for Measure A.

The estimates allow local agencies to prepare their Measure A Programs of Projects. SBCAG is responsible for preparing the Authority Program of Projects in coordination with the Santa Barbara Metropolitan Transit District (SBMTD). The Measure A Revenue Estimates will be presented to the SBCAG Board of Directors as a draft in January 2026 and for approval in February 2026. **The Local Program of Projects will be due to SBCAG by March 31, 2026.** The draft Measure Staff will present a Program of Projects for review in May 2026 and for adoption by the Board in June 2026.

Attachment 4 includes the Estimates of Measure A allocations for the five years.

Table 1 – Five-Year Measure A Revenue Estimate

Table 1 presents the overall Measure A program revenue estimate for the five years. HdL, SBCAG's revenue analysis consultant, developed the FY 26/27 revenue projection, which is 2% higher than the FY 25/26 projection.

The 5-year revenue projections being presented take into consideration the following factors:

- **FY 26/27:** Following several years of below-trend growth after the extraordinary surges in FY 20/21 and 21/22, which satisfied several years of future demand, growth is expected to

experience moderate increases, assuming interest rates continue to decrease. As the economy continues to normalize and tariff impacts ease, growth is expected to return to a level closer to the long-term trend.

- **FY 27/28:** The auto and transportation markets are expected to contribute to renewed growth after years of market distortions. As inventory and financing rates become more favorable, with the hope of lower vehicle pricing, consumers will likely begin replacing vehicles that are now averaging 12.8 years old. Some changes to CEQA (California Environmental Quality Act) may help spur home building.
- **FY 28/29:** Business industrial development is projected to accelerate due to increased technological investments in automation, robotics, and artificial intelligence, as well as the electrification of the economy. These investments will be necessary to address emerging challenges and are expected to deliver robust returns. This period is forecast to see a faster increase in overall productivity compared to the post-2008 years, driving a cycle of improved growth.
- **FY 29/30:** Continued growth is expected as financial concerns with consumers and businesses lessen due to interest rate reductions and the finalization of all tariff discussions. Potential increases in building construction as homeowners begin to relieve the pent-up demand for home improvement projects, as pricing and interest rates help to raise the sector.
- **FY 30/31 and beyond:** This period represents a normal business cycle, which may include a recession or economic slowdown. The United States will face challenges such as high debt levels, expanding burdens from entitlement programs, and an aging workforce, with the birth rate below the replacement rate. However, advancements in artificial intelligence (AI), robotics, and other technological innovations, along with immigration, may help address these issues. These factors could help offset labor shortages and enhance productivity.

Table 1 shows the annual deductions for CDTFA administration costs, which are capped at 1.15%. In addition, the table includes a 1.0% gross revenue deduction for SBCAG administrative costs.

SBCAG was approved for a Federal TIFIA Loan by the Build America Bureau to provide financing for SBCAG's Measure A match for the SB1 Cycle 1 award for construction of the U.S. 101 HOV project. The loan was necessary to continue annual apportionments for the Local Street & Transportation Improvement and transit funding while constructing the HOV project segment(s). Debt service estimates are included in Table 1, which assumes a final TIFIA loan amount of \$50 million, drawn down through FY 39/40.

Table 1 includes deductions off the top for consultant assistance, including ongoing consultation with the financial advisor, and TIFIA reporting assistance.

This table also includes the deduction for the annual Replica subscription. Replica is a planning tool that supports planning projects, public outreach, application development, and more. Following the September 2023 TTAC meeting, TTAC members agreed to fund a regionwide, ongoing subscription using off-the-top Measure A funds. Doing so would enable the region to retain access to Replica through the life of Measure A. To extend the current agreement, Replica offered a non-escalating fee of \$96,000 annually through 2040 to cover all regional agencies. The cost would be approximately \$500,000 annually if each agency subscribed individually.

New 'Off-the-Top' Expenditures for Measure A

In November 2025, SBCAG staff presented two new off-the-top expenditures for Measure A as part of the Fiscal Year 2026/27 Overall Work Program.

Measure A Renewal and Public Outreach Strategy

In preparation for the placement of the renewal measure on the ballot in 2032, SBCAG staff is proposing a set aside to develop the Measure A Renewal and Public Outreach Strategy beginning in FY 26/27. The document will outline the proposed milestones and the associated requirements to place the Measure A renewal on the ballot. The Strategy will include, but is not limited to:

- Assessment of lessons learned from Counties that have sought transportation sales tax measures
- Assessment of Measure A Ordinance, Investment Plan, and Progress Made
- Development of Schedule and Milestones
- Development of Measure A Stakeholder Survey
- Development of Public Outreach Strategy, including stakeholder committees
- Identifying Polling Needs
- Proposed schedule, steps, and components for the development of the Investment Plan (The Investment Plan will identify transportation needs, including projects and programs, and will be completed in 2030/31 in anticipation of the 2032 election)

Match for Development of Planning Studies and Project Lists

SBCAG staff is also proposing a new set aside for matching funds for transportation studies. The planning studies will support the development of a list of projects for the Measure A Extension Investment Plan over the next few years. SBCAG staff propose setting aside \$200,000 for the local match for planning studies, with funding split evenly between North County and South County. If approved, the matches for the proposed Lompoc Valley Transportation Study would be funded from this fund for the City of Lompoc and the County of Santa Barbara. Staff is exploring the possibility of seeking funds for a South County study in the coming years. Additionally, should a reserve of these funds be established over time, it could be used to fund a study if a grant application is unsuccessful.

Finally, the table assumes that interest will be earned on the Measure A fund balance and allocated at the same percentages as the sales tax revenues.

Table 2A – North County and South Coast Annual Allocation

Table 2A lists the annual allocations to be made over the five years for programs in the North County and South Coast sub-programs. The investment plan specifies that the North County and South Coast programs receive 43.3% of the total measure revenues over 30 years. However, funding amounts for projects or programs within the sub-programs are reflected in the investment plan as estimated revenues in actual dollars over 30 years, not as percentages. Dollar amounts have been used to determine the annual percentages of sub-program revenue each will receive. The percentages shown are the same as last year's.

Table 2B – Highway 101 HOV Widening & Other Named Projects

The estimated revenues available for the South Coast Highway 101 HOV project and other "named" projects are reflected in Table 2B. The estimate is derived by deducting the North County and South Coast annual allocation total from the net revenues available for allocation in Table 1.

Table 3 – Local Street & Transportation Improvement Revenues

Table 3 derives the estimated North County and South Coast Local Street and Transportation Improvement revenues by jurisdiction within sub-regions using the LSTI estimate from Table 2A and population estimates from January 2025. The North County and South Coast unincorporated population split is based on the 2020 census. The investment plan specifies that each local agency on the South Coast will allocate a percentage of its gross LTSI to SBMTD for transit operations. These estimates are reflected in Table 3. The funds will be distributed directly to SBMTD in accordance with the investment plan. The table also shows the minimum percentage of LTSI funding and the corresponding dollar amount each local agency must expend on alternative transportation by the end of the five years, as required by the Investment Plan.

Table 4 – Specialized Transit for Elderly & Disabled

Table 4 reflects the estimated revenues for Easy Lift, the sole specialized transit service provider on the South Coast, and a revenue estimate for the North County based on population and paratransit ridership. Per the investment plan, transit operators and Consolidated Transportation Service Agencies are eligible recipients of this funding, intended to reduce fares charged to the elderly and disabled by covering the operating expenses of specialized services. Half of the annual North County Specialized Transit funding is allocated based on population, with a \$5,000 base allocation to Guadalupe and SMOOTH, and the other half is allocated based on specialized transit ridership figures. Table 4 reflects population figures from the Department of Finance for January 2025 and specialized transit ridership figures from FY 23/24. Ridership figures are based on Fiscal Year 24/25 Specialized Transit figures provided by Transit Operators.

Table 5 – Local & Authority Program of Projects

This table summarizes revenue estimates from Tables 1-4, organized by the two Programs of Projects, a Local program, and an Authority program, as required by the ordinance for SBCAG to adopt annually. It includes a column listing the agencies responsible for preparing the various components of the two POPs.

Program of Projects Submittal Form

Annually, SBCAG and local agency recipients of Measure A funds are required to adopt a program of projects that shows how Measure A funds will be spent over the five years. The current Local Program of Projects Submittal form is included in **Attachment 3**. It is based on Appendix B1 (Local Street and Transportation Improvements Funding Eligible Uses) and Appendix B2 (eligible Local Street and Transportation Improvements Funding Alternative Transportation Expenditures) of the Measure A Investment Plan.

The submittal form also includes a designated area for agencies to document how they meet their prescribed alternative transportation expenditure percentages. These percentages for local alternative expenditures must be met by the end of the program's fourth quinquennium (FY 29/30). One column is to be used exclusively by the County to identify expenditures on Class 2 bikeway maintenance that may be counted towards its alternative transportation percentage. The County may count 50% of such expenditures towards its percentages, but these expenditures may not exceed 50% of the prescribed rate in the five-year period.

Schedule

Attachment 2 to this report includes a summary schedule of the Measure A POP process. The local Programs of Projects are due to SBCAG by March 31, 2025. SBCAG staff will present them for review in May and adoption in June.

COMMITTEE REVIEW:

The estimates were presented to the Technical Transportation Advisory Committee (TTAC) on February 5, 2026, and the committee recommended approval to the SBCAG Board.

Attachment 1

Measure D and Measure A Revenues Fiscal Years 2005/06 to 2026/27

Program	Fiscal Year	Revenues	Growth Rate
Measure D	2005-06	\$31,009,268	
	2006-07	\$32,760,075	5.6%
	2007-08	\$32,573,516	-0.6%
	2008-09	\$29,769,950	-8.6%
	2009-10	\$27,047,320	-9.1%
Measure A	2010-11	\$29,175,863	7.9%
	2011-12	\$32,084,170	10.0%
	2012-13	\$33,020,369	2.9%
	2013-14	\$34,817,454	5.4%
	2014-15	\$36,274,326	4.2%
	2015-16	\$36,952,647	1.9%
	2016-17	\$37,497,469	1.5%
	2017-18	\$37,255,453	-0.6%
	2018-19	\$42,398,043	13.8%
	2019-20	\$40,372,225	-4.8%
	2020-21	\$46,257,033	14.6%
	2021-22	\$53,769,084	16.2%
	2022-23	\$54,916,379	2.1%
	2023-24	\$54,989,323	0.1%
	2024-25	\$55,996,186	1.8%
2025-26*	\$56,041,186	0.1%	
2026-27**	\$57,171,186	2.0%	

* Projected through end of Fiscal Year (Provided by HdL)

** Projected (Provided by HdL)

Attachment 2

Measure A Program of Projects Development Schedule FY 2026/27 Cycle

Action	Date
<p>Review of Draft Revenue Estimates SBCAG provides the Technical Transportation Advisory Committee with a draft five-year estimate of the Measure A revenues for comment.</p>	December TTAC
<p>Present draft revenue estimates to Board</p>	January Board
<p>Present Final Revenue Estimates to TTAC/Board approval</p>	February 2026
<p>POP Submittal Date Local agencies and SBMTD Service Agencies submit a five-year program of projects to SBCAG. The project listing should be prepared and adopted consistent with the Measure A Ordinance.</p>	March 31, 2026
<p>Review of POPs SBCAG staff reviews local programs of projects and seeks modifications as necessary. SBCAG staff also develops the Draft Measure A Program of Projects for review in May.</p>	April 2026
<p>Draft Measure A POP is presented to TTAC and SBCAG Board</p>	May 2026
<p>SBCAG Board Approval of POP SBCAG Board approves Local and Authority Program of Projects and allocation of Measure A funds for FY 25/26.</p>	June 18, 2026



**Table 1 - Total Receipts and Available Allocations
Final Five Year Measure A Revenue Estimate
FY 2026/27 to FY 2030/31**

	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	TOTAL
Total Receipts¹	\$57,171,186	\$58,863,186	\$60,879,186	\$62,927,186	\$64,803,186	\$304,643,930
Board of Equalization Costs	(\$657,469)	(\$676,927)	(\$700,111)	(\$723,663)	(\$745,237)	(\$3,503,405)
Administrative Costs (up to 1.15% on receipts)						
Administration: SBCAG Staff + Indirect Costs	(\$573,712)	(\$590,632)	(\$610,792)	(\$631,272)	(\$650,032)	(\$3,056,439)
(no more than 1% of receipts for administration and audits)						
Measure A TIFIA Reporting, HdL revenue analysis³	(\$60,000)	(\$60,000)	(\$60,000)	(\$60,000)	(\$60,000)	(\$300,000)
Replica Annual Subscription⁴	(\$96,000)	(\$96,000)	(\$96,000)	(\$96,000)	(\$96,000)	(\$480,000)
Debt Service on TIFIA Loan²	(\$5,657,800)	(\$5,655,200)	(\$5,655,600)	(\$5,652,900)	(\$3,752,000)	(\$26,373,500)
Measure A Renewal and Public Outreach Strategy	(\$150,000)	(\$150,000)	(\$150,000)	(\$150,000)	(\$150,000)	(\$750,000)
Matching for Regional or Corridor Studies	(\$200,000)	(\$200,000)	(\$200,000)	(\$200,000)	(\$200,000)	(\$1,000,000)
Interest on Measure A Fund Balance	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
Based on historical data						
Available for Allocation	\$49,976,206	\$51,634,428	\$53,606,684	\$55,613,352	\$59,349,918	\$270,180,586

1. Growth rate figures and revenue estimate for FY 26/27 provided by SBCAG's revenue analysis consultant, HdL.
2. Debt service estimates assume TIFIA loan of ~\$50 million (drawn down through FY 24/25) at 4.02% assumed rate.
3. This also includes \$50,000 for TIFIA reporting assistance and \$10,000 for revenue monitoring services
4. Includes \$96,000 annually for Replica



**Table 2A - North County and South Coast Annual Allocations
Five Year Measure A Revenue Estimate
FY 2026/27 to FY 2030/31**

	<u>Investment Plan</u> <u>Total</u>	<u>%</u>	<u>FY 26/27</u>	<u>FY 27/28</u>	<u>FY 28/29</u>	<u>FY 29/30</u>	<u>FY 30/31</u>	<u>TOTAL</u>
North County Annual Allocations	\$455,000,000	43.3%						
Local Street and Transportation Improvements	\$341,000,000	74.9%	\$16,217,883	\$16,755,996	\$17,396,017	\$18,047,205	\$19,259,766	\$87,676,866
Specialized Transit for Elderly and Disabled	\$4,500,000	1.0%	\$214,019	\$221,120	\$229,566	\$238,160	\$254,161	\$1,157,026
Safe Routes to School, Bicycle & Pedestrian Program	\$3,000,000	0.7%	\$142,679	\$147,413	\$153,044	\$158,773	\$169,441	\$771,351
Carpool and Vanpool Program	\$2,000,000	0.4%	\$95,120	\$98,276	\$102,029	\$105,849	\$112,961	\$514,234
Interregional Transit Program	\$22,500,000	4.9%	\$1,070,095	\$1,105,601	\$1,147,831	\$1,190,798	\$1,270,806	\$5,785,130
Subtotal			\$17,739,796	\$18,328,406	\$19,028,488	\$19,740,784	\$21,067,134	\$95,904,607
South County Annual Allocations	\$455,000,000	43.3%						
Local Street and Transportation Improvements	\$330,650,000	72.7%	\$15,725,639	\$16,247,419	\$16,868,015	\$17,499,438	\$18,675,195	\$85,015,706
Safe Routes to School Program	\$13,000,000	2.9%	\$618,277	\$638,792	\$663,191	\$688,017	\$734,243	\$3,342,520
Bicycle & Pedestrian Program	\$13,000,000	2.9%	\$618,277	\$638,792	\$663,191	\$688,017	\$734,243	\$3,342,520
South Coast Transit Capital Program	\$27,000,000	5.9%	\$1,284,114	\$1,326,721	\$1,377,397	\$1,428,958	\$1,524,967	\$6,942,157
Interregional Transit Program	\$25,350,000	5.6%	\$1,205,640	\$1,245,644	\$1,293,223	\$1,341,632	\$1,431,774	\$6,517,914
Specialized Transit for Elderly and Disabled	\$6,000,000	1.3%	\$285,359	\$294,827	\$306,088	\$317,546	\$338,882	\$1,542,701
Carpool and Vanpool Program	\$7,000,000	1.5%	\$332,918	\$343,965	\$357,103	\$370,470	\$395,362	\$1,799,818
Commuter/Passenger Rail	\$25,000,000	5.5%	\$1,188,994	\$1,228,445	\$1,275,368	\$1,323,109	\$1,412,006	\$6,427,923
Subtotal			\$21,259,219	\$21,964,605	\$22,803,576	\$23,657,186	\$25,246,672	\$114,931,258
Total of North & South Annual Allocations			\$38,999,014	\$40,293,011	\$41,832,064	\$43,397,971	\$46,313,806	\$210,835,865

**Table 2B - Highway 101 HOV Widening & Other Named Projects
Five Year Measure A Revenue Estimate
FY 2026/27 to FY 2030/31**

	<u>FY 26/27</u>	<u>FY 27/28</u>	<u>FY 28/29</u>	<u>FY 29/30</u>	<u>FY 30/31</u>	<u>TOTAL</u>
Highway 101 HOV Widening & Other Named Projects *	\$10,977,191	\$11,341,417	\$11,774,620	\$12,215,381	\$13,036,112	\$59,344,720

*The estimate is derived by deducting the North County and South Coast annual allocation total from the net revenues available for allocation in Table 1.



**Table 3 - Local Agency Apportionments
Five Year Measure A Revenue Estimate
FY 2026/27 to FY 2030/31**

Jurisdiction	Population	Population %	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	TOTAL	Alternative Mode Percentage
<u>Total North County Estimates</u>	240,150	100.000%	\$16,217,883	\$16,755,996	\$17,396,017	\$18,047,205	\$19,259,766	\$87,676,866	
<u>Buellton</u>	5,091	2.120%	\$431,087	\$442,494	\$456,062	\$469,867	\$495,572	\$2,295,083	5%
<u>Guadalupe</u>	8,851	3.686%	\$675,614	\$695,446	\$719,035	\$743,035	\$787,726	\$3,620,856	5%
<u>Lompoc</u>	43,424	18.082%	\$2,924,025	\$3,021,327	\$3,137,056	\$3,254,803	\$3,474,059	\$15,811,270	15%
<u>Santa Maria</u>	112,208	46.724%	\$7,397,306	\$7,648,735	\$7,947,778	\$8,252,040	\$8,818,597	\$40,064,456	15%
<u>Solvang</u>	5,755	2.396%	\$474,269	\$487,165	\$502,502	\$518,107	\$547,165	\$2,529,209	15%
<u>Co. of Santa Barbara (unincorporated North County)</u>	64,821	26.992%	\$4,315,581	\$4,460,829	\$4,633,583	\$4,809,352	\$5,136,647	\$23,355,992	10%
<u>Total South Coast Estimates</u>	206,982	100.000%	\$15,725,639	\$16,247,419	\$16,868,015	\$17,499,438	\$18,675,195	\$85,015,706	
<u>Carpinteria</u>	12,735	6.153%	\$1,042,944	\$1,075,048	\$1,113,231	\$1,152,081	\$1,224,422	\$5,607,726	
% of Gross Allocation for SC Transit Operations	7.96%		\$83,018	\$85,574	\$88,613	\$91,706	\$97,464	\$446,375	
Carpinteria			\$959,926	\$989,474	\$1,024,618	\$1,060,375	\$1,126,958	\$5,161,351	10%
<u>Goleta</u>	32,747	15.821%	\$2,524,703	\$2,607,255	\$2,705,440	\$2,805,339	\$2,991,358	\$13,634,095	
% of Gross Allocation for SC Transit Operations	13.18%		\$332,756	\$343,636	\$356,577	\$369,744	\$394,261	\$1,796,974	
Goleta			\$2,191,947	\$2,263,618	\$2,348,863	\$2,435,595	\$2,597,097	\$11,837,121	10%
<u>Santa Barbara City</u>	86,451	41.767%	\$6,501,135	\$6,719,069	\$6,978,276	\$7,242,006	\$7,733,090	\$35,173,576	
% of Gross Allocation for SC Transit Operations	26.05%		\$1,693,546	\$1,750,318	\$1,817,841	\$1,886,543	\$2,014,470	\$9,162,717	
Santa Barbara City			\$4,807,589	\$4,968,752	\$5,160,435	\$5,355,463	\$5,718,620	\$26,010,860	10%
<u>Co. of Santa Barbara (unincorporated South Coast)</u>	75,049	36.259%	\$5,656,858	\$5,846,048	\$6,071,067	\$6,300,012	\$6,726,325	\$30,600,309	
% of Gross Allocation for SC Transit Operations	11.12%		\$629,043	\$650,081	\$675,103	\$700,561	\$747,967	\$3,402,754	
Co. of Santa Barbara (unincorporated South Coast)			\$5,027,815	\$5,195,967	\$5,395,964	\$5,599,451	\$5,978,357	\$27,197,555	10%
<u>South Coast Transit Operations Program TOTAL</u>			\$2,738,362	\$2,829,608	\$2,938,134	\$3,048,553	\$3,254,162	\$14,808,820	

Population estimates reflect California Department of Finance (DOF) figures for January 2025. <https://dof.ca.gov/forecasting/demographics/estimates-e1/>
 North/South unincorporated split is based on 2020 US Census, 2020 American Community Survey, 5 year estimates
 All local jurisdictions receive a \$100,000 base allocation
 Alternative Mode Percentages per the Measure A Investment Plan



**Table 4 - Specialized Transit for Elderly & Disabled
5-Year Measure A Revenue Estimate
FY 2026/27 to FY 2030/31**

				FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	TOTAL
North County									
	Population	240,150	100.000000%	\$107,009	\$110,560	\$114,783	\$119,080	\$127,081	\$578,513
	Ridership*	81,121	100.000000%	\$107,009	\$110,560	\$114,783	\$119,080	\$127,081	\$578,513
Lompoc Valley									
City of Lompoc Transit (COLT)									
	Population	60,545	25.211191%	\$26,978	\$27,874	\$28,938	\$30,021	\$32,039	\$145,850
	Ridership	8,982	11.072349%	\$11,848	\$12,242	\$12,709	\$13,185	\$14,071	\$64,055
Lompoc Valley Total				\$38,827	\$40,115	\$41,647	\$43,206	\$46,109	\$209,905
Santa Maria Valley									
		157,051	65.397068%	\$69,981	\$72,303	\$75,065	\$77,875	\$83,107	\$378,331
Guadalupe Transit									
	Population			\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$25,000
	Ridership	1,113	1.372025%	\$1,468	\$1,517	\$1,575	\$1,634	\$1,744	\$7,937
Guadalupe Total				\$6,468	\$6,517	\$6,575	\$6,634	\$6,744	\$32,937
Santa Maria Regional Transit (SMRT)									
	Population			\$59,981	\$62,303	\$65,065	\$67,875	\$73,107	\$328,331
	Ridership	8,854	10.914560%	\$11,680	\$12,067	\$12,528	\$12,997	\$13,870	\$63,142
SMRT Total				\$71,661	\$74,370	\$77,593	\$80,872	\$86,977	\$391,473
Santa Maria Organization of Transportation Helpers (SMOOTH)									
	Ridership	59,778	73.689920%	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$25,000
SMOOTH Total				\$83,855	\$86,472	\$89,584	\$92,750	\$98,646	\$451,306
Santa Ynez Valley									
Santa Ynez Valley Transit (SYVT)									
	Population	22,554	9.391741%	\$10,050	\$10,384	\$10,780	\$11,184	\$11,935	\$54,332
	Ridership	2,394	2.951147%	\$3,158	\$3,263	\$3,387	\$3,514	\$3,750	\$17,073
Santa Ynez Valley Total				\$13,208	\$13,646	\$14,168	\$14,698	\$15,685	\$71,405
NORTH COUNTY TOTAL				\$214,019	\$221,120	\$229,566	\$238,160	\$254,161	\$1,157,026
South Coast									
Easy Lift				\$285,359	\$294,827	\$306,088	\$317,546	\$338,882	\$1,542,701
SOUTH COAST TOTAL				\$285,359	\$294,827	\$306,088	\$317,546	\$338,882	\$1,542,701

Notes:

- Population estimates reflect California Department of Finance (DOF) figures for January 2024.
- Ridership figures are based on Fiscal Year 24/25 Specialized Transit figures provided by Transit Operators.



Table 5
Five Year Measure A Revenue Estimate
Local & Authority Program of Projects
FY 2026/27 to FY 2030/31

Local Program of Projects

<u>Local Street & Transportation Improvements</u>	<u>FY 26/27</u>	<u>FY 27/28</u>	<u>FY 28/29</u>	<u>FY 29/30</u>	<u>FY 30/31</u>	<u>POP Prepared by</u>
Buellton	\$431,087	\$442,494	\$456,062	\$469,867	\$495,572	City
Guadalupe	\$675,614	\$695,446	\$719,035	\$743,035	\$787,726	City
Lompoc	\$2,924,025	\$3,021,327	\$3,137,056	\$3,254,803	\$3,474,059	City
Santa Maria	\$7,397,306	\$7,648,735	\$7,947,778	\$8,252,040	\$8,818,597	City
Solvang	\$474,269	\$487,165	\$502,502	\$518,107	\$547,165	City
Co. of Santa Barbara (North County)	\$4,315,581	\$4,460,829	\$4,633,583	\$4,809,352	\$5,136,647	County
Co. of Santa Barbara (South County)	\$5,027,815	\$5,195,967	\$5,395,964	\$5,599,451	\$5,978,357	County
Carpinteria	\$959,926	\$989,474	\$1,024,618	\$1,060,375	\$1,126,958	City
Goleta	\$2,191,947	\$2,263,618	\$2,348,863	\$2,435,595	\$2,597,097	City
Santa Barbara City	\$4,807,589	\$4,968,752	\$5,160,435	\$5,355,463	\$5,718,620	City
Subtotal	\$29,205,160	\$30,173,807	\$31,325,897	\$32,498,089	\$34,680,798	

Authority Program of Projects

<u>North County</u>	<u>FY 26/27</u>	<u>FY 27/28</u>	<u>FY 28/29</u>	<u>FY 29/30</u>	<u>FY 30/31</u>	<u>POP Prepared by</u>
Specialized Transit for Elderly and Disabled						
- City of Lompoc Transit (COLT)	\$38,827	\$40,115	\$41,647	\$43,206	\$46,109	Lompoc
- Guadalupe Transit	\$6,468	\$6,517	\$6,575	\$6,634	\$6,744	Guadalupe
- Santa Maria Area Transit (SMAT)	\$71,661	\$74,370	\$77,593	\$80,872	\$86,977	Santa Maria
- Santa Maria Organization of Transp. Helpers	\$83,855	\$86,472	\$89,584	\$92,750	\$98,646	SMOOTH
- Santa Ynez Valley Transit (SYVT)	\$13,208	\$13,646	\$14,168	\$14,698	\$15,685	Solvang
Safe Routes to School, Bike & Ped Program	\$142,679	\$147,413	\$153,044	\$158,773	\$169,441	SBCAG
Carpool and Vanpool Program	\$95,120	\$98,276	\$102,029	\$105,849	\$112,961	SBCAG Traffic Solutions
Interregional Transit Program	\$1,070,095	\$1,105,601	\$1,147,831	\$1,190,798	\$1,270,806	SBCAG
South Coast						
Specialized Transit for Elderly and Disabled						
- Easy Lift	\$285,359	\$294,827	\$306,088	\$317,546	\$338,882	Easy Lift
South Coast Transit Operations	\$2,738,362	\$2,829,608	\$2,938,134	\$3,048,553	\$3,254,162	SBMTD
South Coast Transit Capital	\$1,284,114	\$1,326,721	\$1,377,397	\$1,428,958	\$1,524,967	SBMTD
Safe Routes to School Program	\$618,277	\$638,792	\$663,191	\$688,017	\$734,243	SBCAG
Bicycle and Pedestrian Program	\$618,277	\$638,792	\$663,191	\$688,017	\$734,243	SBCAG
Interregional Transit Program	\$1,205,640	\$1,245,644	\$1,293,223	\$1,341,632	\$1,431,774	SBCAG
Carpool and Vanpool Program	\$332,918	\$343,965	\$357,103	\$370,470	\$395,362	SBCAG Traffic Solutions
Commuter/Passenger Rail	\$1,188,994	\$1,228,445	\$1,275,368	\$1,323,109	\$1,412,006	SBCAG
<u>Named Projects</u>						
Hwy 101 HOV Widening & Other Named Projects	\$10,977,191	\$11,341,417	\$11,774,620	\$12,215,381	\$13,036,112	SBCAG
Subtotal	\$20,771,046	\$21,460,620	\$22,280,786	\$23,115,262	\$24,669,119	
TOTAL	\$49,976,206	\$51,634,428	\$53,606,684	\$55,613,352	\$59,349,918	