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October 19, 2009

Mr. Abhijit Bagde
State of California
Department of Transportation, MS 82
Division of Transportation Programming
Office of Federal Transportation Management Program
1120 N Street, Room 4400
P.O. Box 942874
Sacramento, CA 94274-0001

SUBJECT: SBCAG 2009 FTIP Formal Amendment # 16

Dear Mr. Bagde:

This letter contains the staff report, signed resolution, and EZ Trak printouts for SBCAG 2009 FTIP Formal Amendment #16, which was approved by the SBCAG Board on October 15, 2009. The projects affected through this amendment are those that receive funding from ARRA Transportation Enhancements Program.

The original amendment made available for public review recommended addition of ARRA TE funding to an existing individually listed project in the FTIP. At the recommendation of Caltrans, the amendment was revised to separate the individually listed project as two individually listed projects in the FTIP, which is consistent with the materials and funding of the project as discussed in the original Board staff report. The Formal Amendment was approved by our Board of Directors to add a second individually listed project to the FTIP.

The 2009 FTIP remains financially constrained per revised financial plan tables (enclosed).

If you have any further questions regarding this amendment, please contact Sarkes Khachek of my staff at (805) 961-8913 (email: skhachek@sbcag.org). Thank you for your assistance.

Regards,

Steve VanDenburgh
Deputy Director
Programming Division

Enclosures

Cc: Mike Giuliano, Caltrans – District 5

Member Agencies

Buellton * Carpinteria * Goleta * Guadalupe * Lompoc * Santa Barbara * Santa Maria * Solvang * Santa Barbara County

STAFF REPORT

SUBJECT: American Recovery & Reinvestment Act (Stimulus) Funding

MEETING DATE: October 15, 2009

AGENDA ITEM: 11

STAFF CONTACT: Sarkes Khachek and Brittany Odermann

RECOMMENDATION:

- A. Receive a report on the obligation status of roadway and transit ARRA (stimulus) funding in Santa Barbara County.
- B. Approve back-up projects that could receive funds not obligated within the county by October 15 or redistributed to SBCAG from other regions.
- C. Approve FTIP Amendment #16 to reprogram ARRA-TE funding from the city of Santa Maria to the city of Lompoc's Alan Hancock Bike path project.

SUMMARY

SBCAG staff has produced a report that summarizes the obligation status of American Recovery and Reinvestment Act (ARRA) funded roadway and transit projects in Santa Barbara County. This is the final progress report shared with the SBCAG Board as we have reached the local obligation deadline of October 15, 2009.

In order for SBCAG to be eligible for lapsed roadway funding from other regions, all jurisdictions in the SBCAG region that received stimulus funding had to obligate their funds by December 15, 2009. In order to meet that deadline, the SBCAG board established a deadline internal to the county of October 15, 2009. It is anticipated that all non-ARRA TE stimulus roadway funding allocated to local jurisdictions in our region will be obligated by the October 15th local deadline.

The only funding that will not be obligated by the local October 15th deadline is the ARRA-TE programmed for the Santa Maria Railroad Bikeway Phase II project as the project is currently experiencing right of way delays. At their October meeting, TTAC recommended that the funding be transferred to the city of Lompoc's Alan Hancock Bikeway project. This transfer of funds will ensure that all ARRA funding in our county has been obligated in a timely manner.

Caltrans has released guidelines for managing ARRA funding to ensure that no stimulus funding is lost to the state. The guidelines create deadlines internal to the state that regions must meet and a timeline for redistributing funds from regions that don't meet the deadlines to regions that do. To be ready to receive funding from other regions, TTAC agreed to distribute additional roadway stimulus funding that may be received to five local agencies that provided SBCAG with a back-up list of projects that can use ARRA funding for construction quickly, assuming optimistically that up to \$3 million is available. The back-up projects will be speculatively

amended into the Federal Transportation Improvement Program (FTIP) in October prior to SBCAG being notified that funding from other regions is being redistributed.

DISCUSSION:

ARRA Status Report

Earlier this year the board programmed our region's share of federal stimulus funding for projects including \$20 million in roadway funding and \$8.5 million in transit capital funding. It is important to track the obligation status of our stimulus funds closely since the state and federal ARRA legislation includes strict timely use of funds requirements and the funds are subject to lapse if these requirements are not met. The SBCAG Board adopted an obligation deadline of October 15th internal to the county to protect the region from losing any stimulus funding due to unforeseen delays or problems with project delivery.

SBCAG staff has produced a progress report showing which agencies have obligated roadway and transit ARRA funding in Santa Barbara County as of October 8, 2009 (Attachment 1). The report is based on information received from Caltrans Local Assistance, which tracks the status of ARRA funded projects through the federal process from programming to obligation. Based on the report, all local projects funded with non-ARRA TE roadway funding will meet the October 15 obligation deadline established by the SBCAG board.

At the June meeting, the board approved a three-way exchange of funding that resulted in \$1.5 million in ARRA funding being transferred from the Milpas to Hot Springs project to the Cold Spring Bridge project. The Milpas project received a like amount of STIP funding from an interchange project in Goleta. Caltrans has notified SBCAG staff that the 95% design constructability review for the Cold Spring project was completed in August and the project will be at 100% design in October. The project is on schedule to be authorized in November and put out to bid before Thanksgiving thus meeting the federal ARRA obligation deadline.

Reallocation Plan

Caltrans Local Assistance has released guidelines for managing ARRA funding in order to ensure that no stimulus funding is lost to the state. The guidelines establish a December 15th obligation deadline internal to the state that regions must meet or their funds will be redistributed to other regions. SBCAG staff estimates that the amount of funding that could be redistributed within the state would be small because it is unlikely that large regions with large staffs that received large allocations of stimulus, like San Diego and L.A., would forfeit funding. If small rural counties forfeit \$5.0 million (for example), our 1% share of the funding, based on population, would be \$50,000. In order for SBCAG to be eligible for redistributed funding, we must submit to Caltrans by November 1 a back-up list of projects. An eligible back-up list project should:

- have NEPA clearance or be Categorical Exemption under NEPA;
- be "shovel ready" in terms of construction season/timing;
- be fully funded either with 100% federal funds or other available funding sources;
- have the ability to be "scalable" based on the level of redistributed funds available;
- be easily amended into the FTIP. It will be necessary to program back-up projects in the FTIP as place holders since the FTIP amendment process cannot be completed in the short turn around between the October 15th and December 15th deadlines.

At its September meeting, TTAC recommended that additional roadway stimulus funding be allocated to five local agencies that provided SBCAG with a back-up list of projects that met these criteria and can use ARRA funding for construction quickly. The table displays the redistribution to the five local agencies, assuming \$3.0 million is available to SBCAG. TTAC deferred a discussion on how to award lesser amounts of funding until it is know how much funding, if any, would be available. For now, TTAC recommends that the board approve this list of projects, and by doing so, demonstrate to the state that we have additional projects that could be delivered with additional funding, thus making SBCAG eligible to receive additional funding.

Recommended distribution of additional ARRA roadway stimulus funding from other regions		
Jurisdiction	Project	Amount
City of Goleta	Asphalt Overlay on various streets	\$235,000
City of Lompoc	Street Pavement Rehabilitation and Overlays on various streets	\$490,000
City of Santa Barbara	Street Pavement Maintenance	\$635,000
City of Santa Maria	Street Overlay and Reconstruction	\$640,000
County of Santa Barbara	Roadway Rehabilitation	\$600,000
County of Santa Barbara	Bridge Maintenance and Repair	\$100,000
County of Santa Barbara	Bicycle and pedestrian	\$300,000
	Total	\$3,000,000

The back-up projects will be amended into the Federal Transportation Improvement Program (FTIP) prior to SBCAG being notified that funding from other regions is being redistributed. This action will help prevent programming delays in the event that lapsed funds are made available to SBCAG.

Reallocation of ARRA TE Funding

At the April SBCAG Board meeting, \$568,307 in ARRA Transportation Enhancement (TE) funds were programmed to the City of Santa Maria's Railroad Bikeway Phase II project in lieu of \$635,000 in STIP-TE funding programmed to the project in FY 09/10. The project will construct a new bikeway on the Santa Maria Valley Railroad right of way through purchase of an easement. At that time, City of Santa Maria staff indicated that the project could be delivered this year and would only need the \$568,000 in ARRA-TE funds due to the favorable bidding climate. SBCAG staff planned on recommending that the board delete the project from the STIP-TE program in the 2010 STIP cycle, and the \$635,000 would go back in the STIP-TE regional pot and be available for reprogramming to another project. However, the City of Santa Maria notified SBCAG on September 23 that there has been a delay with the acquisition of right of way from the railroad that will prevent the project from authorizing funds by October 15.

SBCAG staff recommends that the project to be left in the STIP-TE program for delivery in FY 09/10. This would give the city an additional eight months to secure right of way and request a construction allocation before the fiscal year expires on June 30, 2010.

At its October meeting, TTAC recommended reallocation of the ARRA TE funds to the Alan Hancock Bikeway project in Lompoc. The project is currently in the STIP-TE program in FY 10/11 for \$905,000. To close the gap between the \$568,000 in ARRA-TE funds that the project would get through the stimulus this year and the \$905,000 that Lompoc anticipated receiving

from the STIP-TE Program in FY 10/11, SBCAG proposes that \$287,000 in STIP-TE reserve funds for an unnamed project in FY 09/10 be allocated to the Alan Hancock project. The amount of ARRA-TE and STIP-TE the city of Lompoc would receive, combined, is \$855,307. City of Lompoc staff has confirmed that the project will have all necessary phases complete to have the funds authorized for construction before the State's drop-dead date of December 15th and that Phase I of the project can be delivered with \$855,307 in funding. The reallocation of funds will have to be approved by the SBCAG Board as part of FTIP Amendment #16. The project will then be submitted for authorization to Caltrans approval by December 15th.

The City of Lompoc also requests that the FY 10/11 funding remain in the STIP-TE program to fund an additional phase of their bikeway project. Any funding not used for Phase II of their project would be returned to the regional pot for reallocation in the 2012 STIP cycle. SBCAG staff will therefore reflect funding for the Alan Hancock project in FY 10/11 in the STIP-TE program when the draft Regional Transportation Improvement Program is brought to the board in November.

COMMITTEE REVIEW:

TTAC recommends that ARRA TE funding be reallocated from the city of Santa Maria to the city of Lompoc Alan Hancock Bikeway project.

RECOMMENDATION:

- A. Receive a report on the obligation status of roadway and transit ARRA (stimulus) funding in Santa Barbara County.
- B. Approve back-up projects that could receive funds not obligated within the county by October 15 or redistributed to SBCAG from other regions.
- C. Approve FTIP Amendment #16 to reprogram ARRA-TE funding from the city of Santa Maria to the city of Lompoc's Alan Hancock Bike path project.

ATTACHMENTS

- 1. ARRA Obligation Progress in Santa Barbara County
- 2. Resolution 09-26 – FTIP Amendment #16
- 3. EZ Trak Report – FTIP Amendment #16

ATTACHMENT 1
Santa Barbara County American Recovery and Reinvestment Act (ARRA) Allocation and 1511 Certification Summary
October 15 SBCAG Board Meeting

ARRA ROADWAY PROJECTS

Jurisdiction	Funds Apportioned	Funds Obligated	Number of Projects Obligated	Remaining Funds to be Obligated
City of Carpinteria	\$596,535	\$596,535	1	\$0
City of Goleta	\$1,270,736	\$1,270,736	1	\$0
City of Lompoc	\$1,795,625	\$1,795,625	2	\$0
City of Santa Barbara	\$3,774,796	\$3,774,796	3	\$0
City of Santa Maria*	\$4,667,852	\$4,099,816	5	\$568,036
City of Solvang	\$143,988	\$143,988	1	\$0
County of Santa Barbara	\$6,273,654	\$6,273,654	8	\$0
Caltrans - Cold Spring Bridge Project	\$1,500,000	\$0	0	\$1,500,000
Totals for Roadway Projects	\$20,023,186	\$17,955,150	21	\$2,068,036

ARRA Roadway Project Notes:

- Information from Caltrans Local Assistance and the local agencies as of October 8, 2009.
- * Includes \$568,036 in ARRA-TE funding
- City of Santa Maria Authorization packages for ARRA roadway funding submitted by Caltrans to FHWA during the week of September 28th.
- Request for Authorizations and Buellton exchanged their allocation of ARRA with The County and City of Santa Maria for a non-federal funding source.
- The Cities of Guadalupe and Buellton exchanged their allocation of ARRA with The County and City of Santa Maria for a non-federal funding source.
- The City of Solvang exchanged a portion of their ARRA allocation with The County for a non-federal funding source.
- 1511 Certification submitted to Caltrans for the Cold Spring Bridge Project on September 30th.

ARRA TRANSIT PROJECTS

Transit Operator	Funds Apportioned	Funds Obligated	Number of Projects Obligated	Remaining Funds to be Obligated
FTA 5307 ARRA				
City of Lompoc Transit (COLT)	\$1,342,268	\$1,342,268	6	\$0
Santa Barbara Metropolitan Transit District (SBMTD)	\$4,314,864	\$4,314,864	3	\$0
Santa Maria Area Transit (SMAT)	\$2,548,629	\$2,548,629	3	\$0
FTA 5311 ARRA				
Guadalupe Flyer	\$279,311	\$279,311	1	\$0
Totals for Roadway Projects	\$8,485,072	\$8,485,072	13	\$0

ARRA Transit Project Notes:

- Information from FTA ARRA Grants Digest webpage as of August 26, 2009.
- SMAT Apportioned Amount includes \$120,689 for Guadalupe Flyer Bus Purchase.
- Guadalupe ARRA 5311 application approved by Caltrans Mass Transit/FTA and pending contract completion.

A RESOLUTION OF THE SANTA BARBARA
COUNTY ASSOCIATION OF GOVERNMENTS

AMENDING THE 2009 FEDERAL)
TRANSPORTATION IMPROVEMENT)
PROGRAM TO SPLIT THE ALAN HANCOCK)
BIKEWAY PROJECT (MPO ID: LOMPOC2))
INTO TWO PHASES AND REPROGRAM)
ARRA TE FUNDS FROM THE SANTA MARIA)
RAILROAD BIKEWAY PHASE II PROJECT)
TO THE ALAN HANCOCK BIKEWAY PROJECT PHASE 1)

RESOLUTION NO. 09-26

WHEREAS, Title 23 Code of Federal Regulations, part 450, and Title 49 Code of Federal Regulations, part 613, require the preparation and updating of a Federal Transportation Improvement Program (FTIP) by the Metropolitan Planning Organization; and

WHEREAS, the Santa Barbara County Association of Governments (SBCAG) has been designated as the Metropolitan Planning Organization for Santa Barbara County; and

WHEREAS, SBCAG, through the conduct of a continuing, comprehensive, and coordinated transportation planning process with applicable federal requirements, has prepared a 2009 FTIP; and

WHEREAS, the 2009 FTIP has been prepared in cooperation with state and local government agencies including Caltrans, local transit operators; and the Air Pollution Control District; and

WHEREAS, the 2009 FTIP must be consistent with the Regional Transportation Plan adopted pursuant to Government Code Section 6508; and

WHEREAS, the 2009 FTIP projects have been developed from the 2001 RTP, 2003 CMP, 2004 MTP and 2008 STIP; and

WHEREAS, all projects proposed for federal funding or approval under Title 23 Code of Federal Regulations and the Federal Transit Act must be included in a transportation improvement program; and

WHEREAS, because Santa Barbara County attained the federal eight-hour ozone standard, it is no longer required to follow air quality conformity measures nor the applicable State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and

WHEREAS, the 2009 FTIP was made available for public review and members of the public were given a reasonable opportunity to review the 2009 FTIP before it was adopted by the SBCAG Board on July 17, 2008; and

WHEREAS, revisions to the FTIP requested by Caltrans in order to incorporate the FTIP into the statewide FTIP by the end of the federal fiscal year were adopted by the SBCAG Board on July 17, 2008 after public review;

WHEREAS, the 2009 FTIP is financially constrained and funds needed to complete the 2009 FTIP are reasonably expected to be available.

NOW, THEREFORE, BE IT RESOLVED that the SBCAG Board of Directors amends the 2009 FTIP to include the changes identified in the Staff Report Item 11, October, 2009.

BE IT FURTHER RESOLVED that the SBCAG Board of Directors finds that development of the 2009 FTIP was made in accordance with public involvement procedures originally adopted by SBCAG on November 10, 1994 and updated on March 24, 2002 and December 20, 2007; and

BE IT FURTHER RESOLVED that the SBCAG Board of Directors finds that 2009 FTIP is consistent with metropolitan planning regulations from 23 Code of Federal Regulations Part 450; and

BE IT FURTHER RESOLVED that the SBCAG Board of Directors finds that the amended 2009 FTIP is consistent with the 2004 MTP.

BE IT FURTHER RESOLVED that the 2009 FTIP as amended is financially constrained and funds needed to complete the 2009 FTIP are reasonably expected to be available.

BE IT FURTHER RESOLVED that because Santa Barbara County attained the federal eight-hour ozone standard, the 2009 FTIP is not required to follow air quality conformity measures nor the applicable State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and

BE IT FURTHER RESOLVED that the inclusion of any federally-funded projects in the 2009 FTIP, including all amendments, constitutes the federal project selection procedures for Santa Barbara County, and any projects programmed in the FTIP may proceed to implementation without further project selection action by SBCAG.

PASSED AND ADOPTED this 15th day of October 2009 by the following vote:

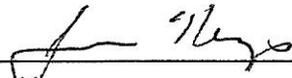
AYES: SUPERVISORS WOLF, FARR, GRAY, CENTENO, MAYORS LAVAGNINO, SIMINSKI, HICKS, COUNCILMEMEBERS ARMENDARIZ, BENNETT, SKYTT FALCONE AND CHAIR ALVAREZ

NOES:

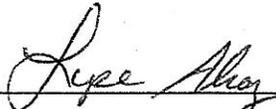
ABSENT:

ABSTAIN:

ATTEST:

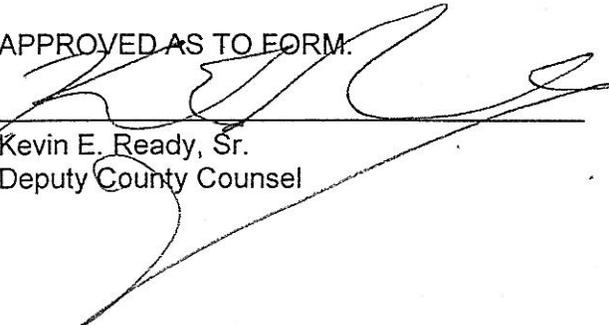


Jim Kemp
Executive Director
Santa Barbara County
Association of Governments



Lupe Alvarez, Chair
Santa Barbara County
Association of Governments

APPROVED AS TO FORM.



Kevin E. Ready, Sr.
Deputy County Counsel

SBCAG 2009 FTIP

Summary of Changes

Formal Amendment - Amendment #16

MPO FTIP ID	PROJECT TITLE	DESCRIPTION OF CHANGE	FISCAL IMPACT
LOMPOC18	Alan Hancock Bikepath Phase 1	Add project to FTIP.	\$915,036
LOMPOC2	Alan Hancock Bikepath Phase 2	Revise project title and transfer RSTP State Exchange funds to Project LOMPOC18.	-\$346,000
SM05	Santa Maria Valley Railroad Multiuse Trail Phase 2	Transfer ARRA TE funds to LOMPOC18 and reprogram previously removed STIP-TE funding.	\$66,964

TOTAL FISCAL IMPACT: \$636,000

Santa Barbara County Association of Governments
2009 Federal Transportation Improvement Project List

Implementing Agency **Lompoc, City of**

SBCAG ID LOMPOC18

SBCAG ID # **LOMPOC18**
 Last Revised **Amendment 16**
 Project Manager **Kevin McCune**
 Phone **(805) 875-8260**
 Estimated Total Project Cost **\$915,036**
 RTP ID Number **n/a**

Project Title
Alan Hancock Bike Path Phase 1

Project Description
Construct Phase 1 Class I bikeway connector to Alan Hancock in City of Lompoc, from Santa Ynez River bridge to Alan Hancock campus.

Federal Total Cost **\$915,036**

Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
09/10	ARRA - TRANSPORTATION ENHANCEMENT			\$568,036	\$568,036
09/10	Loc Funds - City Funds			\$287,000	\$287,000
09/10	RSTP State Exchange			\$60,000	\$60,000
		\$0	\$0	\$915,036	\$915,036

SBCAG ID LOMPOC2

SBCAG ID # **LOMPOC2**
 Last Revised **Amendment 16**
 Project Manager **Kevin McCune**
 Phone **(805) 875-8260**
 Estimated Total Project Cost **\$1,290,000**
 RTP ID Number **L 1**

Project Title
Alan Hancock Bike Path Phase 2

Project Description
Construct Phase 2 Class I bikeway connector to Alan Hancock in City of Lompoc, from Santa Ynez River bridge to Alan Hancock campus.

Federal Total Cost **\$1,290,000**

Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
04/05	Loc Funds - City Funds	\$11,000			\$11,000
04/05	STPL State Exchange	\$44,000			\$44,000
10/11	Loc Funds - City Funds	\$40,000			\$40,000
10/11	RSTP State Exchange			\$290,000	\$290,000
10/11	STIP-RIP (TE)	\$95,000		\$905,000	\$905,000
		\$95,000	\$0	\$1,195,000	\$1,290,000

Santa Barbara County Association of Governments
2009 Federal Transportation Improvement Project List

Previously Approved FTIP

SBCAG ID # LOMPOC2
 Project Manager Kevin McCune
 Phone (805) 875-8260
 Estimated Total Project Cost \$1,350,000
 RTP ID Number L 1
 Project Title Alan Hancock Bike Path, SYRvrBr - AH
 Last Revised Adoption

Project Description
 Construct Class I bikeway connector to Alan Hancock in City of Lompoc, from Santa Ynez River bridge to campus

Federal Project Total Cost **\$1,636,000**

Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
04/05	Loc Funds - City Funds	\$11,000			\$11,000
04/05	STPL State Exchange	\$44,000			\$44,000
09/10	Loc Funds - City Funds			\$286,000	\$286,000
09/10	RSTP State Exchange			\$350,000	\$350,000
10/11	Loc Funds - City Funds	\$40,000			\$40,000
10/11	STIP-RIP (TE)			\$905,000	\$905,000
		\$95,000	\$0	\$1,541,000	\$1,636,000

Santa Barbara County Association of Governments
2009 Federal Transportation Improvement Project List

Implementing Agency **Santa Maria, City of**

SBCAG ID **SM005**

SBCAG ID # **SM005**
 Last Revised **Amendment 16**

Project Manager **David Beas**
 Phone **(805) 925-0951**
 RTP ID Number **SM 6**

Estimated Total Project Cost **\$1,451,036**

Project Title **Santa Maria Vly RR Multiuse Trail Ph2**

Project Description **Santa Maria-Construction of a 3.7 mile Class I trail (bike & ped) along Santa Maria Valley Railroad ROW from Hagerman to Main Street.**

Federal Total Cost **\$883,000**

Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
05/06	Loc Funds - City Funds	\$13,000			\$13,000
05/06	TEA-R	\$100,000			\$100,000
09/10	Loc Funds - City Funds			\$135,000	\$135,000
09/10	STIP-RIP (TE)			\$635,000	\$635,000
		\$113,000	\$0	\$770,000	\$883,000

Previously Approved FTIP

SBCAG ID # **SM005**
 Last Revised **Amendment 8**

Project Manager **David Beas**
 Phone **(805) 925-0951**
 RTP ID Number **SM 6**

Estimated Total Project Cost **\$1,451,036**

Project Title **Santa Maria Vly RR Multiuse Trail Ph2**

Project Description **Santa Maria-Construction of a 3.7 mile Class I trail (bike & ped) along Santa Maria Valley Railroad ROW from Hagerman to Main Street.**

Federal Project Total Cost **\$816,036**

Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
05/06	Loc Funds - City Funds	\$13,000			\$13,000
05/06	TEA-R	\$100,000			\$100,000
08/09	ARRA - TRANSPORTATION ENHANCEMENT			\$568,036	\$568,036
08/09	Loc Funds - City Funds			\$135,000	\$135,000
		\$113,000	\$0	\$703,036	\$816,036

State of California
 2008/09-2011/12 Federal Transportation Improvement Program
 MPO: Santa Barbara County Association of Governments
 AMENDMENT #: 16 (Differences between Amendment #15 and Amendment #16)

FUNDING SOURCE		REVENUE (DOLLARS X 1,000)								CURRENT TOTAL
		2008/09		2009/10		2010/11		2011/12		
		Previous - 15	Current - 16	Previous - 15	Current - 16	Previous - 15	Current - 16	Previous - 15	Current - 16	
LOCAL	Other local - general fund	\$6,727	\$6,592	\$613	\$749	\$6,425	\$6,425	\$0	\$0	\$13,766
	Sales Tax - county	\$10	\$10	\$875	\$875	\$0	\$0	\$0	\$0	\$885
	Sales Tax - other	\$10,283	\$10,283	\$7,825	\$7,825	\$7,955	\$7,955	\$7,953	\$7,953	\$34,016
	Local Total	\$17,020	\$16,885	\$9,313	\$9,449	\$14,380	\$14,380	\$7,953	\$7,953	\$48,667
STATE	State Highway Operations and Protection Program (SHOPP)	\$23,933	\$23,933	\$37,035	\$37,035	\$20,759	\$20,759	\$41,938	\$41,938	\$123,665
	SHOPP (Including Augmentation)	\$23,933	\$23,933	\$37,035	\$37,035	\$20,759	\$20,759	\$41,938	\$41,938	\$123,665
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Transportation Improvement Program (STIP)	\$4,064	\$4,064	\$5,227	\$5,227	\$18,766	\$18,766	\$68,383	\$68,383	\$96,440
	STIP (Including Augmentation)	\$4,064	\$4,064	\$5,227	\$5,227	\$18,766	\$18,766	\$68,383	\$68,383	\$96,440
	STIP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Proposition 1B	\$244	\$244	\$367	\$367	\$55,313	\$55,313	\$117	\$117	\$56,041
	Traffic Congestion Relief Program	\$0	\$0	\$922	\$922	\$0	\$0	\$0	\$0	\$922
	Other (State)	\$5,699	\$5,699	\$786	\$496	\$0	\$290	\$0	\$0	\$6,485
	State Total	\$33,940	\$33,940	\$44,337	\$44,047	\$94,838	\$95,128	\$110,438	\$110,438	\$283,553
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	\$475	\$475	\$0	\$0	\$0	\$0	\$0	\$0	\$475
	Elderly and Disabled Transportation Program (5310)	\$89	\$89	\$0	\$0	\$0	\$0	\$0	\$0	\$89
	Job Access and Reverse Commute Program (5316)	\$212	\$212	\$155	\$155	\$0	\$0	\$0	\$0	\$367
	New Freedom (5317)	\$63	\$63	\$63	\$63	\$0	\$0	\$0	\$0	\$126
	Nonurbanized Area Formula Program (5311)	\$178	\$178	\$183	\$183	\$189	\$189	\$195	\$195	\$745
	Urbanized Area Formula Program (5307)	\$7,678	\$7,678	\$7,857	\$7,857	\$8,014	\$8,014	\$8,175	\$8,175	\$31,724
	ARRA - 5307	\$8,206	\$8,206	\$0	\$0	\$0	\$0	\$0	\$0	\$8,206
	ARRA - 5311	\$279	\$279	\$0	\$0	\$0	\$0	\$0	\$0	\$279
	Federal Transit Total	\$17,180	\$17,180	\$8,258	\$8,258	\$8,203	\$8,203	\$8,370	\$8,370	\$33,526
	FEDERAL HIGHWAY	<i>Federal Highway Discretionary Programs</i>								
High Priority Projects (HPP)		\$1,963	\$1,963	\$3,500	\$3,500	\$0	\$0	\$0	\$0	\$5,463
High Risk Rural Road (HRRR)		\$982	\$982	\$476	\$476	\$0	\$0	\$0	\$0	\$1,458
Recreational Trails		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation and Community and System Preservation Program		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other (Federal Highway Discretionary)		\$116	\$116	\$587	\$587	\$0	\$0	\$0	\$0	\$703
Subtotal		\$3,061	\$3,061	\$4,563	\$4,583	\$0	\$0	\$0	\$0	\$7,624
<i>Federal Highway Non-Discretionary Programs</i>										
Highway Bridge Program (HBP)		\$19,216	\$19,216	\$3,891	\$3,891	\$5,618	\$5,618	\$903	\$903	\$29,628
Highway Safety Improvement Program (HSIP)		\$624	\$624	\$69	\$69	\$1,280	\$1,280	\$0	\$0	\$1,973
Safe Routes to School (SRTS) (SAFETEA-LU)		\$902	\$902	\$379	\$379	\$0	\$0	\$393	\$393	\$1,674
Surface Transportation Program (Regional)		\$2,980	\$2,980	\$0	\$0	\$549	\$549	\$0	\$0	\$3,529
American Recovery and Reinvestment Act (ARRA) RSTP		\$19,455	\$19,455	\$0	\$0	\$0	\$0	\$0	\$0	\$19,455
American Recovery and Reinvestment Act (ARRA) TE	\$568	\$0	\$0	\$568	\$0	\$0	\$0	\$0	\$568	
Other (Federal Highway Non-Discretionary)	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$2,500	\$2,500	
Subtotal	\$43,745	\$43,177	\$4,339	\$4,907	\$7,447	\$7,447	\$3,796	\$3,796	\$59,327	
Federal Highway Total	\$46,806	\$46,238	\$8,902	\$9,470	\$7,447	\$7,447	\$3,796	\$3,796	\$66,951	
FEDERAL TOTAL	\$63,986	\$63,418	\$17,160	\$17,726	\$16,650	\$16,650	\$12,166	\$12,166	\$100,477	
PROGRAMMED TOTAL	\$114,946	\$114,243	\$70,810	\$71,224	\$124,068	\$125,158	\$130,557	\$130,557	\$432,897	

NOTES:

Local: Subtotal is a sum of sales tax, gas tax, other local funds, local transit revenues, local tolls and other.
 Regional: Not all MPOs may have regional fund sources. In these cases, data would be shown as "zero" or not applicable.
 State: Subtotal is a sum of SHOPP, STIP, TCRP, STA, Canyon and Other. STIP TE data not separately available for the MTC 2030 RTP.
 The category of "Other (State)" includes: LSTP and RSTP State Exchange Funds.
 Federal: Overall federal subtotal is a sum of federal highway and federal transit programs. Federal Lands non-discretionary includes all programs except public lands discretionary (i.e., forest highways, park roads etc.).
 The category of "Other (Federal Highway Discretionary)" includes: SEC 117 Surface Transportation Projects.
 The category of "Other (Federal Highway Non-Discretionary)" includes: Local HES and Office of Traffic Safety Funds.
 Total: Is a sum of local, regional, state, federal and innovative finance revenue sources. Double-counting has been avoided.

State of California
 2008/09-2011/12 Federal Transportation Improvement Program
 MPO: Santa Barbara County Association of Governments
 AMENDMENT #: 16 (Differences between Amendment #15 and Amendment #16)

FUNDING SOURCE		PROGRAMMED (DOLLARS X 1,000)								CURRENT TOTAL
		2008/09		2009/10		2010/11		2011/12		
		Previous - 15	Current - 16	Previous - 15	Current - 16	Previous - 15	Current - 16	Previous - 15	Current - 16	
LOCAL	Other local - general fund	\$6,727	\$6,592	\$613	\$749	\$6,425	\$6,425	\$0	\$0	\$13,766
	Sales Tax - county	\$10	\$10	\$875	\$875	\$0	\$0	\$0	\$0	\$885
	Sales Tax - other	\$10,283	\$10,283	\$7,825	\$7,825	\$7,955	\$7,955	\$7,953	\$7,953	\$34,016
	Local Total	\$17,020	\$16,885	\$9,313	\$9,449	\$14,380	\$14,380	\$7,953	\$7,953	\$48,667
STATE	State Highway Operations and Protection Program (SHOPP)	\$23,933	\$23,933	\$37,035	\$37,035	\$20,759	\$20,759	\$41,938	\$41,938	\$123,665
	SHOPP (Including Augmentation)	\$23,933	\$23,933	\$37,035	\$37,035	\$20,759	\$20,759	\$41,938	\$41,938	\$123,665
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Transportation Improvement Program (STIP)	\$4,064	\$4,064	\$5,227	\$5,227	\$18,766	\$18,766	\$68,383	\$68,383	\$96,440
	STIP (Including Augmentation)	\$4,064	\$4,064	\$5,227	\$5,227	\$18,766	\$18,766	\$68,383	\$68,383	\$96,440
	STIP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Proposition 1B	\$244	\$244	\$367	\$367	\$55,313	\$55,313	\$117	\$117	\$56,041
	Traffic Congestion Relief Program	\$0	\$0	\$922	\$922	\$0	\$0	\$0	\$0	\$922
	Other (State)	\$5,699	\$5,699	\$786	\$496	\$0	\$290	\$0	\$0	\$6,485
	State Total	\$33,940	\$33,940	\$44,337	\$44,047	\$94,838	\$95,128	\$110,438	\$110,438	\$283,553
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	\$475	\$475	\$0	\$0	\$0	\$0	\$0	\$0	\$475
	Elderly and Disabled Transportation Program (5310)	\$89	\$89	\$0	\$0	\$0	\$0	\$0	\$0	\$89
	Job Access and Reverse Commute Program (5316)	\$212	\$212	\$155	\$155	\$0	\$0	\$0	\$0	\$367
	New Freedom (5317)	\$63	\$63	\$63	\$63	\$0	\$0	\$0	\$0	\$126
	Nonurbanized Area Formula Program (5311)	\$178	\$178	\$0	\$0	\$0	\$0	\$0	\$0	\$178
	Urbanized Area Formula Program (5307)	\$7,678	\$7,678	\$7,857	\$7,857	\$8,014	\$8,014	\$8,175	\$8,175	\$31,724
	ARRA - 5307	\$8,206	\$8,206	\$0	\$0	\$0	\$0	\$0	\$0	\$8,206
	ARRA - 5311	\$279	\$279	\$0	\$0	\$0	\$0	\$0	\$0	\$279
	Federal Transit Total	\$17,180	\$17,180	\$8,075	\$8,075	\$8,014	\$8,014	\$8,175	\$8,175	\$32,959
	FEDERAL HIGHWAY	<i>Federal Highway Discretionary Programs</i>								
High Priority Projects (HPP)		\$1,963	\$1,963	\$3,500	\$3,500	\$0	\$0	\$0	\$0	\$5,463
High Risk Rural Road (HRRR)		\$982	\$982	\$476	\$476	\$0	\$0	\$0	\$0	\$1,458
Recreational Trails		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation and Community and System Preservation Program		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other (Federal Highway Discretionary)		\$116	\$116	\$587	\$587	\$0	\$0	\$0	\$0	\$703
Subtotal		\$3,061	\$3,061	\$4,563	\$4,563	\$0	\$0	\$0	\$0	\$7,624
<i>Federal Highway Non-Discretionary Programs</i>										
Highway Bridge Program (HBP)		\$19,216	\$19,216	\$3,891	\$3,891	\$5,618	\$5,618	\$903	\$903	\$29,628
Highway Safety Improvement Program (HSIP)		\$624	\$624	\$69	\$69	\$1,280	\$1,280	\$0	\$0	\$1,973
Safe Routes to School (SRTS) (SAFETEA-LU)		\$902	\$902	\$379	\$379	\$0	\$0	\$393	\$393	\$1,674
Surface Transportation Program (Regional)		\$2,980	\$2,980	\$0	\$0	\$549	\$549	\$0	\$0	\$3,529
American Recovery and Reinvestment Act (ARRA) RSTP		\$19,455	\$19,455	\$0	\$0	\$0	\$0	\$0	\$0	\$19,455
American Recovery and Reinvestment Act (ARRA) TE	\$568	\$0	\$0	\$568	\$0	\$0	\$0	\$0	\$568	
Other (Federal Highway Non-Discretionary)	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$2,500	\$2,500	
Subtotal	\$43,745	\$43,177	\$4,339	\$4,907	\$7,447	\$7,447	\$3,796	\$3,796	\$59,327	
Federal Highway Total	\$46,806	\$46,238	\$8,902	\$9,470	\$7,447	\$7,447	\$3,796	\$3,796	\$66,951	
FEDERAL TOTAL	\$63,986	\$63,418	\$16,977	\$17,545	\$15,461	\$15,461	\$11,971	\$11,971	\$89,910	
PROGRAMMED TOTAL	\$114,946	\$114,243	\$70,827	\$71,041	\$124,679	\$124,969	\$130,382	\$130,382	\$432,130	

NOTES:

Local: Subtotal is a sum of sales tax, gas tax, other local funds, local transit revenues, local tolls and other.
 Regional: Not all MPOs may have regional fund sources. In these cases, data would be shown as "zero" or not applicable.
 State: Subtotal is a sum of SHOPP, STIP, TCRP, STA, Carryover and Other. STIP TE data not separately available for the MTC 2030 RTP.
 The category of 'Other (State)' includes: LSTP and RSTP State Exchange Funds.
 Federal: Overall federal subtotal is a sum of federal highway and federal transit programs. Federal Lands non-discretionary includes all programs except public lands discretionary (i.e., forest highways, park roads etc.)
 The category of 'Other (Federal Highway Discretionary)' includes: SEC 117 Surface Transportation Projects.
 The category of 'Other (Federal Highway Non-Discretionary)' includes: Local HES and Office of Traffic Safety Funds.
 Total: Is a sum of local, regional, state, federal and innovative finance revenue sources. Double-counting has been avoided.

State of California
 2008/09-2011/12 Federal Transportation Improvement Program
 MPO: Santa Barbara County Association of Governments
 AMENDMENT #: 16 (Differences between Amendment #15 and Amendment #16)

FUNDING SOURCE		REVENUE VS. PROGRAMMED(DOLLARS X 1,000)								
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL
		Previous - 15	Current - 16	Previous - 15	Current - 16	Previous - 15	Current - 16	Previous - 15	Current - 16	
LOCAL	Other local - general fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Sales Tax - county	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Sales Tax - other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Local Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STATE	State Highway Operations and Protection Program (SHOPP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SHOPP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Transportation Improvement Program (STIP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	STIP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	STIP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Proposition 1B	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Traffic Congestion Relief Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (State)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Elderly and Disabled Transportation Program (5310)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Job Access and Reverse Commute Program (5316)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	New Freedom (5317)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Nonurbanized Area Formula Program (5311)	\$0	\$0	\$183	\$183	\$189	\$189	\$195	\$195	\$567
	Urbanized Area Formula Program (5307)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - 5307	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - 5311	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal Transit Total	\$0	\$0	\$183	\$183	\$189	\$189	\$195	\$195	\$567
	FEDERAL HIGHWAY	<i>Federal Highway Discretionary Programs</i>					0	0	0	0
High Priority Projects (HPP)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
High Risk Rural Road (HRRR)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Recreational Trails		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation and Community and System Preservation Program		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other (Federal Highway Discretionary)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Federal Highway Non-Discretionary Programs</i>						0	0	0	0	
Highway Bridge Program (HBP)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Highway Safety Improvement Program (HSIP)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Safe Routes to School (SRTS) (SAFETEA-LU)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Surface Transportation Program (Regional)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
American Recovery and Reinvestment Act (ARRA) RSTP		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
American Recovery and Reinvestment Act (ARRA) TE		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other (Federal Highway Non-Discretionary)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Highway Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FEDERAL TOTAL	\$0	\$0	\$183	\$183	\$189	\$189	\$195	\$195	\$567	
PROGRAMMED TOTAL	\$0	\$0	\$183	\$183	\$189	\$189	\$195	\$195	\$567	

NOTES:

Local: Subtotal is a sum of sales tax, gas tax, other local funds, local transit revenues, local tolls and other.
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