SBCAG
santa barbara county association of governments

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STAFF REPORT

SUBJECT: Federal Economic Stimulus Program

MEETING DATE: February 19, 2009 **AGENDA ITEM:** 10

STAFF CONTACT: Sarkes Khachek, Brittany Odermann

RECOMMENDATION:

A. Receive briefing on proposed federal economic stimulus program and potential funding for infrastructure projects.

B. Adopt FTIP amendment #4 to add anticipated federal stimulus funding to the FTIP in the amounts of $33 million for roadway capital projects and $8.9 million for transit capital projects.

C. Adopt FTIP amendment #5 to program federal stimulus funding in the amount of $8.3 million for roadway and $8.9 million for transit capital projects in Santa Barbara County.

D. Reduce Santa Barbara County fiscal year 2009/10 Measure D local funds by $304,000 and increase local Measure D allocations to the Cities of Buellton, Guadalupe and Solvang by $100,000, $104,000 and $100,000 respectively in exchange for economic stimulus funds upon passage of the federal economic stimulus bill.

SUMMARY:

Federal Economic Stimulus bills have been passed by the House of Representatives and Senate. Conference committee negotiations are currently being held on the final approval of the bill anticipated to be ready for signature by President Obama on President's Day. Once the bill is signed, there will be short timelines associated with putting the funding to work on projects. It is important that the region be prepared to move forward with project delivery as soon as the bill is signed.

In response, TTAC recommended to the board at it February 5 meeting allocation methodologies for $8.3 million in roadway and $8.9 million in transit capital stimulus funding using estimates developed by the State for the SBCAG region. The board must approve programming of these funds on February 19 in order to meet the schedules for using funding anticipated to be included in the final stimulus bill.

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are requiring formal Federal Transportation Improvement Program (FTIP) amendments be made to

include the estimated stimulus funding. Projects must be included in the FTIP before funding can be obligated. Staff recommends approval of FTIP amendments #4 and #5 to add the anticipated federal stimulus funding, and program SBCAG's estimated regional allocation to various roadway and transit capital projects as recommended by TTAC.

In addition, staff recommends that the cities of Buellton, Solvang and Guadalupe receive $304,000 from the County's local Measure D allocation for FY 09/10 in exchange for their respective shares of economic stimulus funding. The County has agreed to this fund exchange at SBCAG's request to allow the smaller agencies to avoid the strict time limits being imposed for use of the funds and the higher administration costs that come with federal funding.

DISCUSSION:

Both the House and the Senate have approved versions of an economic stimulus package. Each version includes language and associated funding levels for transportation infrastructure investment. The differences between the House and Senate are being resolved in conference commitee and votes on the final version of the "American Recovery and Reinvestment Act" are imminent. It is expected that the President will sign the bill in the next few days. The State of California is estimated to receive $3.5 billion in Economic Stimulus funds for roadway projects and $900 million for transit capital projects.

Information provided in this staff report is based on preliminary estimates prepared prior to the release of the conference committee bill. In order to provide the most up-to-date information, staff will present a verbal report at the Board meeting regarding details of the final conference bill.

Roadway Stimulus Funds

Current estimates provided by Caltrans indicate that the Santa Barbara County region would receive a total of $33 million for roadway capital projects, of which, $8.3 million would come directly to SBCAG by formula for roadway infrastructure investment, with no local match required. The SBCAG board has the discretion to allocate the formula funding to projects within the region. The formula is based on the one currently used to distribute federal Surface Transportation Program funding to the States and within California.

The approximately $25 million balance of roadway funding for our region is expected to flow through the State Transportation Improvement Program and State Highway Operations and Protection Program (SHOPP). Discussions are on-going in Sacramento about how exactly this will work. Funds that flow through the STIP may be available for programming by the SBCAG board in the near term or they may be used by the California Transportation Commission to restart projects anywhere in the state delayed or suspended as a result of the State budget crisis. This could include the Highway 101\Milpas project. If our share of STIP stimulus is used by the CTC in other parts of the State, SBCAG would receive a higher share of STIP funding to make up for it in a future STIP programming cycle (2010, or perhaps 2012). If any of the $25 million for our County flows to the SHOPP program, it will be used exclusively by Caltrans on highway safety, operations, and maintenance projects that are "shovel ready", presumably in our county. But we are also awaiting rules from Sacramento defining exactly how stimulus that flows through the SHOPP will work.

At its February 19 meeting, the SBCAG board must amend all $33 million in expected stimulus funding into the FTIP; $8.3 million must be programmed to specified roadway projects in order for the funds to be used according to the deadlines that we expect will be included in the House

and Senate conference bill. We await guidance from the state on the programming of the other $25 million in funding.

$8.3 Million in Formula Funds

To ensure equitable distribution of roadway funding and utilize a straightforward allocation methodology, SBCAG staff prepared apportionment estimates based on a population formula, after setting aside $1.5 million for the Highway 101 Milpas/Hot Springs project. The $6.8 million in remaining federal funding is distributed to local agencies by population as a percentage of the total county population. The cities of Buellton and Solvang receive a minimum $100,000 allocation "off the top," and the $6.6 million balance is distributed by population to the remaining six jurisdictions. The minimum allocation provides a funding floor to the smaller agencies.

The Highway 101 Milpas to Cabrillo/Hot Springs project faces a potential work stoppage, most likely in the next two months, due to the ongoing state fiscal crisis. Although the project construction costs are funded through state Proposition 1B bond funds, SBCAG is a partner with Caltrans in delivering the project having provided $13.0 million in local Measure D funds for project development and right of way costs. In January, the SBCAG board authorized the Executive Director to initiate negotiations to loan the State up to $2 million in Measure D regional funds to keep the project moving forward. Staff is recommending that $1.5 million of the $8.3 million in formula stimulus funds be set aside to provide a short-term loan for the project. The construction contractor, Security Paving of Sun Valley, is presently billing at an average rate of approximately $1.9 million per month. Caltrans has estimated that approximately 1,000 jobs are being created directly or indirectly by the project. The $1.5 million set aside would provide additional options for continuing the project, if needed, to avoid a disruptive and expensive work stoppage. Because the project did not receive federal authorization before starting (construction is funded solely from state Prop 1B funds), federal stimulus funds cannot be used directly on the project. The funds would have to be exchanged for funds in another program in order to be used on the project. Staff is in discussions with larger local agencies regarding a funds exchange. The $1.5 million set aside for a potential loan was presented to TTAC. TTAC recommended that if the loan was not needed, or if it were issued and repaid, that the funds would be redistributed back to the region for local projects.

Table 1 summarizes the allocation of Roadway Stimulus Funds approved by TTAC. An itemized breakout of roadway stimulus funds by jurisdiction and project type are shown as attachments G, H and I.

Table 1. Summary of Distribution of Stimulus Roadway Funding

Total Stimulus Funding directly available to Santa Barbara County for roadway projects	$8,344,231
Economic Stimulus Allocation for Hwy 101 Milpas to Hot Springs Construction	$1,500,000
Allocation of $100,000 set aside each for Buellton and Solvang	$200,000
Remaining Economic Stimulus Funding Distributed to local agencies by Population Formula. (See Attachment F for apportionments by jurisdiction)	$6,644,231

In addition, staff approached the County of Santa Barbara with a proposal to reduce the County's local Measure D allocation in fiscal year 09/10 by approximately $304,000 in exchange for additional federal stimulus funding. The $304,000 in local Measure D would be reallocated to the Cities of Buellton, Guadalupe and Solvang. Exchanging federal stimulus for local funding allows these smaller agencies to deliver economic stimulus projects in similar timeframes without the burden of federal administration processes that can be difficult to complete with limited staffing resources. Staff at the County of Santa Barbara support this exchange of funding, and it was included in the TTAC recommendation.

Buellton, Guadalupe and Solvang submitted the following projects for their estimated allocation of economic stimulus funding, which would arrive in form of Measure D funding in FY 09/10. These projects will not be included in the FTIP amendments recommended as part of this staff report since they will not be federally funded. They will be incorporated into the Measure D Program of Projects for the respective agencies for FY 09/10.

Table 2. Buellton, Guadalupe and Solvang Stimulus Projects

Agency	Project Title	Project Description	Economic Recovery Allocation
Buellton	Highway 246 Traffic Signal Installation	Traffic Signal installation at Highway 246 and Industrial Way in Buellton.	$100,000
Guadalupe	Various Street Improvements in Guadalupe	Curb, Gutter, Sidewalk and other safety feature improvements at various locations in Guadalupe.	$103,872
Solvang	Local Street Rehabilitation in Solvang	Slurry seal/Pavement Overlay project on several local streets including Alisal Road, Oak Street, Ringsted Place and Augustenborg Place.	$100,000

Transit Capital Stimulus Funds

Caltrans has provided SBCAG an estimate of $8.9 million in transit capital funding. The funding will be distributed to regions using the Federal Transit Administration formulas for the Section 5307 (Urbanized) and 5311 (Non-Urbanized) Programs. These funds are only available for transit capital projects with no local match required. The SBCAG board has the discretion to treat all of the funding as a pool for transit capital improvements and allocate the funding within the region as it chooses. *At its February 19 meeting, the SBCAG board must program the $8.9 million to transit capital projects in order for the funds to be used according to the deadlines that we expect will be included in the House and Senate conference bill.*

Total Stimulus Funding available for Transit Capital: $8.929 million		
Funding set aside for transit capital needs identified below: $1.24 million		
Transit Agency	**Capital Need**	**Amount**
Guadalupe Flyer	One (1) Replacement Bus	$500,000
Clean Air Express	One (1) Replacement Bus	$500,000
SMOOTH	Four (4) Replacement Buses	$240,000
Remaining Transit Capital Funding distributed by FTA 5307 formula: $7.689 million (Projects included in Attachment J)		
City of Lompoc Transit (COLT)		$881,760
Santa Barbara MTD		$4,516,848
Santa Maria Area Transit (SMAT)		$2,290,391

The allocation methodology recommended by TTAC takes $1.24 million "off the top" for the Guadalupe Flyer, Clean Air Express, and SMOOTH. These transit service providers are

challenged to meet their capital needs through the annual federal formula programs either because they are not eligible grantees of the 5307 or 5311 formula funding (Clean Air Express, SMOOTH) or their share of annual formula funding is less than the typical cost of the buses or other vehicles they use to operate their service (Guadalupe Flyer). Consequently, it may take multiple years to accumulate funding to buy one bus. Changing California Air Resources Board (CARB) standards that require transit bus upgrades or replacements at unpredictable intervals can compound the capital funding challenges these smaller service providers face.

The remaining $7.6 million in funding would be distributed by formula to COLT, SBMTD and SMAT for their transit capital expenditures. Table 3 summarizes the transit funding distribution included in the methodology recommended by TTAC. An itemized breakout of transit stimulus funds by jurisdiction and project type are shown as attachments J.

FTIP Amendments #4 and #5

SBCAG is required to adopt formal FTIP amendments to include the additional federal economic stimulus funding in the FTIP and to program the funds to identified projects. FHWA and FTA have requested that regional agencies approve "speculative" FTIP amendments in February using preliminary estimates of stimulus funding. Projects must be included in the federally approved FTIP before federal stimulus funding can be obligated. Staff proposes adding a variety of grouped lump sum placeholder projects to the FTIP that can be modified administratively once the outcome of the bill is certain. These lump sum listings will include all projects nominated by local agencies to be funded with the economic stimulus funds.

Lump Sum listings will be created for Streets and Roads Projects, Bridge Projects, Bicycle and Pedestrian Projects and Transit non-bus purchase projects. Federal regulations do not allow bus purchases to be included as grouped project listings, thus these projects will be programmed as individual project listings in the FTIP. The grouped lump listings are included as attachments.

Summary

The TTAC recommendation results in an allocation of funding summarized at the bottom of the staff report. Projects to be funded are itemized in Attachments G, H, I and J.

RECOMMENDATION:

- Adopt a resolution approving FTIP amendment #4 to add Economic Stimulus Revenue in the amounts of $33 million for highway and roadway capital projects and $8.9 million for transit capital projects.

- Adopt a resolution approving FTIP amendment #5 to program Economic Stimulus Revenue in the amounts of $8.3 million for highway and roadway capital projects and $8.9 million for transit capital projects.

- Reduce Santa Barbara County fiscal year 2009/10 Measure D local funds by $304,000 and increase local Measure D allocations to the Cities of Buellton, Guadalupe and Solvang by $100,000, $104,000 and $100,000 respectively in exchange for economic stimulus funds upon passage of the federal economic stimulus bill.

COMMITTEE REVIEW:

TTAC recommended that $1.5 million be set aside from the available economic stimulus streets and roads funding as a loan to the state for construction of the Highway 101 Milpas to Hot Springs project and to distribute the remaining funds bases on population. TTAC recommended the short-term loan be provided to the state in the amount of $1.5 million with the repayment qualifier that if the loan is not needed, or if it is issued and repaid, that the funds be redistributed back to the region for local projects. The $6.8 million in remaining federal funding will be distributed to local agencies by population after $100,000 is set aside each for the cities of Buellton and Solvang.

For the economic stimulus transit funding, TTAC recommended that funding for transit capital needs for the Guadalupe Flyer, Clean Air Express and SMOOTH be set aside in the amount of $1.24 million and the remaining $7.7 million in funding be distributed to COLT, SBMTD and SMAT by FTA 5307 formula.

Summary of Economic Stimulus Funding Allocations by Agency

Agency	Roadway	Transit Capital	Total
Buellton*	$100,000	-	-
Carpinteria	$226,625	-	$226,625
Goleta	$482,755	-	$482,755
Guadalupe*	$103,872	$500,000	$603,872
Lompoc	$682,161	$1,381,760	$2,063,921
Santa Barbara	$1,434,052	-	$1,434,052
Santa Maria	$1,446,835	$2,290,391	$3,737,226
Solvang*	$100,000	-	-
County of Santa Barbara	$2,267,931	-	$2,267,931
Santa Barbara Metropolitan Transit District	-	$4,516,848	$4,516,848
Santa Maria Organization of Transportation Helpers	-	$240,000	$240,000
SBCAG/Caltrans - Hwy 101 Milpas	$1,500,000	-	$1,500,000
Totals	**$8,344,231**	**$8,929,000**	**$17,273,231**

* Economic Stimulus Funding identifed for the Cities of Buellton, Guadalupe and Solvang will be exchanged with the County of Santa Barbara for FY 09/10 Local Measure D funding.

Staff Report Attachments:

Attachment A – FTIP Amendment #4 Resolution 09-05
Attachment B – FTIP Amendment #5 Resolution 09-06
Attachment C – FTIP Financial Plan Table for Amendment #4
Attachment D – FTIP Financial Plan Table for Amendment #5
Attachment E – EZ Trak FTIP Report for Amendment #5
Attachment F – Economic Stimulus Street and Roadway Funding Distribution by Population
Attachment F – Economic Stimulus Streets and Roads Grouped Lump Sum Listing
Attachment G – Economic Stimulus Bridge Projects Grouped Lump Sum Listing
Attachment H – Bicycle and Pedestrian Projects Grouped Lump Sum Listing
Attachment I – Non-Bus Purchase Lump Sum Listing and Transit Bus Purchase list

A RESOLUTION OF THE SANTA BARBARA
COUNTY ASSOCIATION OF GOVERNMENTS

AMENDING THE 2009 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM TO ADD REVENUE FROM THE AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009)	))))	RESOLUTION NO. 09-05

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, 2008 RTP 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 10, February 19, 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 2008 RTP.

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 19th day of February 2009 by the following vote:

AYES: SUPERVISORS CARBAJAL, FARR, GRAY, CENTENO, MAYORS LAVAGNINO, DEWEES, HICKS, RICHARDSON, COUNCILMEMBERS ARMENDARIZ, BENNETT, CHAIR ALVAREZ

NOES: SUPERVISOR WOLF

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

State of California

2008/09-2011/12 Federal Transportation Improvement Program

MPO: Santa Barbara County Association of Governments

AMENDMENT #: 4 (Differences between Amendment #3 and Amendment #4)

	REVENUE SOURCES	(DOLLARS X 1,000)								
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	
LOCAL	Other local - general fund	$1,344	$1,344	$308	$308	$6,372	$6,372	$0	$0	$8,024
	Sales Tax - county	$200	$200	$200	$200	$0	$0	$0	$0	$400
	Sales Tax - other	$9,896	$10,005	$123	$212	$0	$0	$0	$0	$10,217
	Local Total	$11,440	$11,549	$631	$720	$6,372	$6,372	$0	$0	$18,641
STATE	State Highway Operations and Protection Program (SHOPP)	$23,933	$23,933	$24,929	$24,992	$13,055	$13,055	$41,938	$41,938	$103,918
	SHOPP (Including Augmentation)	$23,933	$23,933	$24,929	$24,992	$13,055	$13,055	$41,938	$41,938	$103,918
	SHOPP Prior	$0	$0	$0	$0	$0	$0	$0	$0	$0
	State Transportation Improvement Program (STIP)	$4,064	$4,064	$5,862	$5,862	$18,766	$18,766	$68,383	$68,383	$97,075
	STIP (Including Augmentation)	$4,064	$4,064	$5,862	$5,862	$18,766	$18,766	$68,383	$68,383	$97,075
	STIP Prior	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Proposition 1B	$0	$0	$42	$42	$54,864	$54,864	$298	$298	$55,204
	Traffic Congestion Relief Program	$0	$0	$922	$922	$0	$0	$0	$0	$922
	Other (State)	$5,699	$5,699	$436	$436	$0	$0	$0	$0	$6,135
	State Total	$33,696	$33,696	$32,191	$32,254	$86,685	$86,685	$110,619	$110,619	$263,254
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	$0	$0	$490	$490	$0	$0	$0	$0	$490
	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)	$7,155	$7,155	$7,370	$7,370	$7,591	$7,591	$7,819	$7,819	$29,935
	Economic Recovery (ECREC)	$0	$8,929	$0	$0	$0	$0	$0	$0	$8,929
	Federal Transit Total	$7,697	$16,626	$8,261	$8,261	$7,780	$7,780	$8,014	$8,014	$31,752
FEDERAL HIGHWAY	*Federal Highway Discretionary Programs*									
	High Priority Projects (HPP)	$2,655	$2,655	$800	$800	$0	$0	$0	$0	$3,455
	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	$3,753	$3,753	$1,863	$1,863	$0	$0	$0	$0	$5,616
	Federal Highway Non-Discretionary Programs									
	Highway Bridge Program (HBP)	$155	$155	$323	$323	$1,744	$1,744	$2,297	$2,297	$4,519
	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
	Economic Recovery (ECREC)	$0	$33,000	$0	$0	$0	$0	$0	$0	$33,000
	Other (Federal Highway Non-Discretionary)	$0	$0	$0	$0	$0	$0	$2,500	$2,500	$2,500
	Subtotal	$4,661	$37,661	$771	$771	$3,573	$3,573	$5,190	$5,190	$47,195
	Federal Highway Total	$8,414	$41,414	$2,634	$2,634	$3,573	$3,573	$5,190	$5,190	$52,811
	FEDERAL TOTAL	$16,111	$58,040	$10,895	$10,895	$11,353	$11,353	$13,204	$13,204	$84,563
PROGRAMMED TOTAL		$61,247	$103,285	$43,717	$43,869	$104,410	$104,410	$123,823	$123,823	$366,458

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 #: 4 (Differences between Amendment #3 and Amendment #4)

	PROGRAMMED	(DOLLARS X 1,000)								
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	
LOCAL	Other local - general fund	$1,344	$1,344	$308	$308	$6,372	$6,372	$0	$0	$8,024
	Sales Tax - county	$200	$200	$200	$200	$0	$0	$0	$0	$400
	Sales Tax - other	$9,896	$10,005	$123	$212	$0	$0	$0	$0	$10,217
	Local Total	$11,440	$11,549	$631	$720	$6,372	$6,372	$0	$0	$18,641
STATE	State Highway Operations and Protection Program (SHOPP)	$23,933	$23,933	$24,929	$24,992	$13,055	$13,055	$41,938	$41,938	$103,918
	SHOPP (Including Augmentation)	$23,933	$23,933	$24,929	$24,992	$13,055	$13,055	$41,938	$41,938	$103,918
	SHOPP Prior	$0	$0	$0	$0	$0	$0	$0	$0	$0
	State Transportation Improvement Program (STIP)	$4,064	$4,064	$5,862	$5,862	$18,766	$18,766	$68,383	$68,383	$97,075
	STIP (Including Augmentation)	$4,064	$4,064	$5,862	$5,862	$18,766	$18,766	$68,383	$68,383	$97,075
	STIP Prior	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Proposition 1B	$0	$0	$42	$42	$54,864	$54,864	$298	$298	$55,204
	Traffic Congestion Relief Program	$0	$0	$922	$922	$0	$0	$0	$0	$922
	Other (State)	$5,699	$5,699	$436	$436	$0	$0	$0	$0	$6,135
	State Total	$33,696	$33,696	$32,191	$32,254	$86,685	$86,685	$110,619	$110,619	$263,254
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	$0	$0	$490	$490	$0	$0	$0	$0	$490
	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)	$7,155	$7,155	$0	$0	$0	$0	$0	$0	$7,155
	Economic Recovery (ECREC)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Transit Total	$7,697	$7,697	$708	$708	$0	$0	$0	$0	$8,405
FEDERAL HIGHWAY	*Federal Highway Discretionary Programs*									
	High Priority Projects (HPP)	$2,655	$2,655	$800	$800	$0	$0	$0	$0	$3,455
	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	$3,753	$3,753	$1,863	$1,863	$0	$0	$0	$0	$5,616
	Federal Highway Non-Discretionary Programs									
	Highway Bridge Program (HBP)	$155	$155	$323	$323	$1,744	$1,744	$2,297	$2,297	$4,519
	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
	Economic Recovery (ECREC)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other (Federal Highway Non-Discretionary)	$0	$0	$0	$0	$0	$0	$2,500	$2,500	$2,500
	Subtotal	$4,661	$4,661	$771	$771	$3,573	$3,573	$5,190	$5,190	$14,195
	Federal Highway Total	$8,414	$8,414	$2,634	$2,634	$3,573	$3,573	$5,190	$5,190	$19,811
	FEDERAL TOTAL	$16,111	$16,111	$3,342	$3,342	$3,573	$3,573	$5,190	$5,190	$28,216
PROGRAMMED TOTAL		$61,247	$61,356	$36,164	$36,316	$96,630	$96,630	$115,809	$115,809	$310,111

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 #: 4 (Differences between Amendment #3 and Amendment #4)

	REVENUE Vs. PROGRAMMED	(DOLLARS X 1,000)								
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	
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	$7,370	$7,370	$7,591	$7,591	$7,819	$7,819	$22,780
	Economic Recovery (ECREC)	$0	$8,929	$0	$0	$0	$0	$0	$0	$8,929
	Federal Transit Total	$0	$8,929	$7,553	$7,553	$7,780	$7,780	$8,014	$8,014	$23,347
FEDERAL HIGHWAY	*Federal Highway Discretionary Programs*					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
	Federal Highway Non-Discretionary Programs					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
	Economic Recovery (ECREC)	$0	$33,000	$0	$0	$0	$0	$0	$0	$33,000
	Other (Federal Highway Non-Discretionary)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Subtotal	$0	$33,000	$0	$0	$0	$0	$0	$0	$33,000
	Federal Highway Total	$0	$33,000	$0	$0	$0	$0	$0	$0	$33,000
	FEDERAL TOTAL	$0	$41,929	$7,553	$7,553	$7,780	$7,780	$8,014	$8,014	$56,347
PROGRAMMED TOTAL		$0	$41,929	$7,553	$7,553	$7,780	$7,780	$8,014	$8,014	$56,347

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