

STAFF REPORT

SUBJECT: Federal Jobs for Main Street Funding

MEETING DATE: February 18, 2010

AGENDA ITEM: 10

STAFF CONTACT: Sarkes Khachek, Brittany Odermann

RECOMMENDATION:

Approve FTIP amendment #22 programming transportation projects to be funded from the proposed Jobs for Main Street Act legislation.

SUMMARY:

SBCAG staff has been monitoring the progress of the Jobs for Main Street Act of 2010 (J4MS), which passed the House of Representatives on December 16, 2009. The bill's intent is to create or save jobs with targeted investments for highways and transit, school renovation, hiring teachers, police, and firefighters, small business, job training and affordable housing. These investments are to be paid for by redirecting Troubled Asset Relief Program (TARP) funds from Wall Street to Main Street.

The bill that the House of Representatives approved would require that 50% of the J4MS funding allocated for transportation infrastructure projects be awarded and under contract within 90 days of becoming law. Given this extraordinarily short timeline to deliver federally funded projects, it is important that the state and our region be prepared to move forward with project delivery as soon as the bill is signed. The balance of the funding is proposed for award of contract within one year of apportionment. The Senate still needs to take this bill up, and is expected to do so in short order since the extension of SAFETEA-LU authorization expires at the end of February. The date that FHWA and Caltrans estimate the bill could be signed by the president is March 1st. On January 27th, SBCAG staff was e-mailed the estimated share of funding available to our region along with a request by Caltrans and FHWA to adopt an FTIP amendment in February to program our estimated share of funding to projects.

Caltrans estimates that California's share of funding for roadways will be approximately \$2.6 billion and the Santa Barbara County region could receive approximately \$19.7 million of roadway funding. Current estimates prepared by Caltrans assume that revenues will be distributed in the state using formulas in statute for distributing Surface Transportation Program (STP) funds. STP funds go, by formula, into the State Highway Operation and Protection Program (SHOPP), into the State Transportation Improvement Program (STIP) for regional agency and interregional programming, and directly to regional agencies as RSTP/LSTP. Caltrans estimates \$10.3 million would be apportioned to our region through the RSTP formula, \$8.5 million through the STIP formula and \$0.869 million as STIP-Transportation Enhancement (STIP-TE).

Staff and TTAC are recommending that 50% of the J4MS funding for our region (\$9.8 million) be allocated to the Santa Maria River bridge project to replace Measure A funding currently committed to the project. Because the project is shovel ready and Caltrans is proposing to fund the remaining project shortfall of \$31.6 million with its share of J4MS funding, the 90 day deadline would be met and there is little risk of lapsing funds. The remaining \$9.0 million of roadway J4MS funding would be allocated by formula to local agencies who would have one year to sign construction contracts. Finally, the \$0.9 million in J4MS that must be used for a TE eligible project would be allocated to expand the Orcutt Old Town Streetscape project.

On the transit side, while there is an estimated amount available in the House bill, FTA and Caltrans have not yet provided estimates by region. The transit funding is expected to be distributed by the FTA 5307 and 5311 formulas similar to the American Recovery and Reinvestment Act of 2009 (ARRA).

DISCUSSION:

The Jobs for Main Street Act funding will have very short timelines associated with delivery and be subject to “Use or Lose It” requirements. The House bill indicates that there will be a 90-day timeline to award and be under contract for a portion of the funding.

It is anticipated that all federal requirements will continue to apply to J4MS funding as described in Caltrans’ *Local Assistance Procedures Manual*. In general, the following criteria have been suggested by FHWA/FTA to help local agencies prepare for the funding:

- Project should be included in the Regional Transportation Plan (RTP)
- Project should be included in federally approved Federal Transportation Improvement Program (FTIP)
- Project should have federal environmental clearance (NEPA)
- Limited permitting requirements
- No R/W issues
- Able to award and be under contract within 90 days for half of a region’s funding, and 1 year for the other half of a region’s funding.

FHWA is requiring formal FTIP amendments to include the additional federal funding in the current four-year program. SBCAG staff is involved in discussions with Caltrans and FHWA to streamline the programming process. Projects must be included in the federally approved FTIP before federal stimulus funding can be obligated. Similar to the process followed under ARRA, staff proposes to add a variety of lump sum local placeholder projects to the FTIP that can be amended administratively once the outcome of the bill is certain. These lump sum categories include:

FTIP ID	Project Name
VAR09	Streets and Roads Projects
VAR10	Bridge Projects
VAR11	Bicycle and Pedestrian Projects

FHWA requested that regional agencies approve “speculative” FTIP amendments in February based on revenue estimates they and Caltrans have provided for roadway funding. In response, SBCAG staff has developed funding allocation options for Board approval and inclusion in the FTIP. SBCAG must take action on a recommendation at the February 18th

board meeting. This will allow projects to proceed without delay if J4MS is enacted as early as March 1st.

ROADWAY STIMULUS FUNDS:

The House of Representatives bill uses the federal Surface Transportation Program (STP) formula to distribute stimulus funds to the states. Within California, there is a statute that governs how STP funds are allocated within the State. Following current statute, Caltrans estimates our region's share of J4MS roadway funding to be \$19.7 million, broken out as \$10.3 million distributed through the statutory formula for RSTP, \$8.5 million distributed as regional STIP, and \$.869 M as STIP-TE. Even though the funds are being distributed using existing formulas, the SBCAG Board has the discretion to allocate its entire share of the funding to eligible projects within the region as discretionary funding.

The state will also receive a share of stimulus funding through the STIP-Interregional program and presently, they have proposed that \$31.6 million of that share be programmed to the Santa Maria River Bridge widening project as part of a SLOCOG FTIP amendment. The bridge has right of way clearance and is ready-to-list. Caltrans has reported that this project can be awarded and under contract within 90 days of the passage of the bill.

Attachment A to this staff report provides a statewide funding flow chart and Attachment B shows the distribution breakdown by region.

Programming Recommendation

Due to the short timeline associated with having a project awarded and under contract, SBCAG staff is aware that local agencies may have difficulty obligating and awarding J4MS funding especially since none of the normal federal requirements are being waived. At least 50% of the region's apportionment must be allocated to a project(s) that can meet the 90-day deadline. SBCAG staff is aware of very few projects that can be under contract in this time frame. However, the Caltrans proposal to fund the Santa Maria River Bridge widening could assist our region in reaching this goal.

There is currently \$10 M of Measure A funding programmed to the Santa Maria River Bridge project. If J4MS moves forward, Caltrans expects to have this project awarded and under contract within the 90-day time frame. SBCAG can use its regional share of J4MS funding to potentially backfill up to \$10 M of Measure A. This would free up our measure funds for use on the Highway 101 HOV or other named measure projects and help the region meet the 50%-award-in-90-days requirement. This is an opportunity to leverage some of our local, fiscally constrained measure dollars to advance the construction of a regional priority project that is truly ready to go. Taking this into account, SBCAG staff prepared the following programming recommendation as described below.

To meet the requirement to award and have under contract 50% of the J4MS apportionment (\$9.8 million) within 90 days, the recommendation is to program this amount to the Santa Maria River bridge project. Of this amount \$8.5 million is distributed through the STIP formula and \$1.3 million through the RSTP formula. This would allow \$9.8 million of Measure A funds that are currently programmed on this project to be backed out and reprogrammed to advance the Highway 101 HOV or other named measure projects. The \$9.0 million balance of J4MS distributed through the RSTP formula is allocated to each local jurisdiction using a population formula and local agencies would have one year to award construction contracts for those shares under the current proposed bill.

The proposal to replace Measure A funding for the Santa Maria bridge with J4MS funding provides a low risk way to ensure that the 90 day deadline is met and that no funds allocated to our region lapse. It also provides the local agencies with funding that have a more reasonable deadline of one year to award and sign construction contracts.

The TE share of J4MS is recommended for the Old Town Orcutt Streetscape project that was partially funded, and partially completed, with ARRA stimulus monies. The \$869,000 in additional TE will allow the County to extend the sidewalk and streetscaping improvements through more of the Old Town community. The backup project is Phase II of the Alan Hancock Bike Path project in the City of Lompoc which will be funded from the STIP-TE program in FY 10/11, unless the Old Town Orcutt project is unable to utilize the J4MS funding as anticipated.

Table 1 is attached to the staff report showing the allocation by project/agency as described above. It is recommended that the board adopt an amendment to the FTIP to program the potential funds received from Jobs for Main Street to these projects. If a lesser amount of funding comes to the region than estimated after the bill is actually passed, the amounts allocated would be proportionately, and administratively, reduced for each project.

Under the recommended programming, the County of Santa Barbara would receive a total of about \$3.9 million including \$3.0 million for roadway projects and \$0.9 million for TE projects that would fund the Orcutt Old Town Streetscape project. In December, Supervisor Centeno raised concern about the need to fund repairs to Cottonwood Canyon Road which was damaged by heavy firefighting equipment during the La Brea fire and requested the board's support for identifying \$700,000 needed for the repairs. The list of projects recommended for J4MS funding includes \$700,000 from the County's share for Cottonwood Canyon to address Supervisor Centeno's concern.

COMMITTEE REVIEW:

The funding allocations included in Table 1 were unanimously approved by the Transportation Technical Advisory Committee (TTAC) at its February 4 meeting. The Cottonwood Canyon line item was added to the table based on conversations between the County and SBCAG staff that occurred after the TTAC meeting.

RECOMMENDATION:

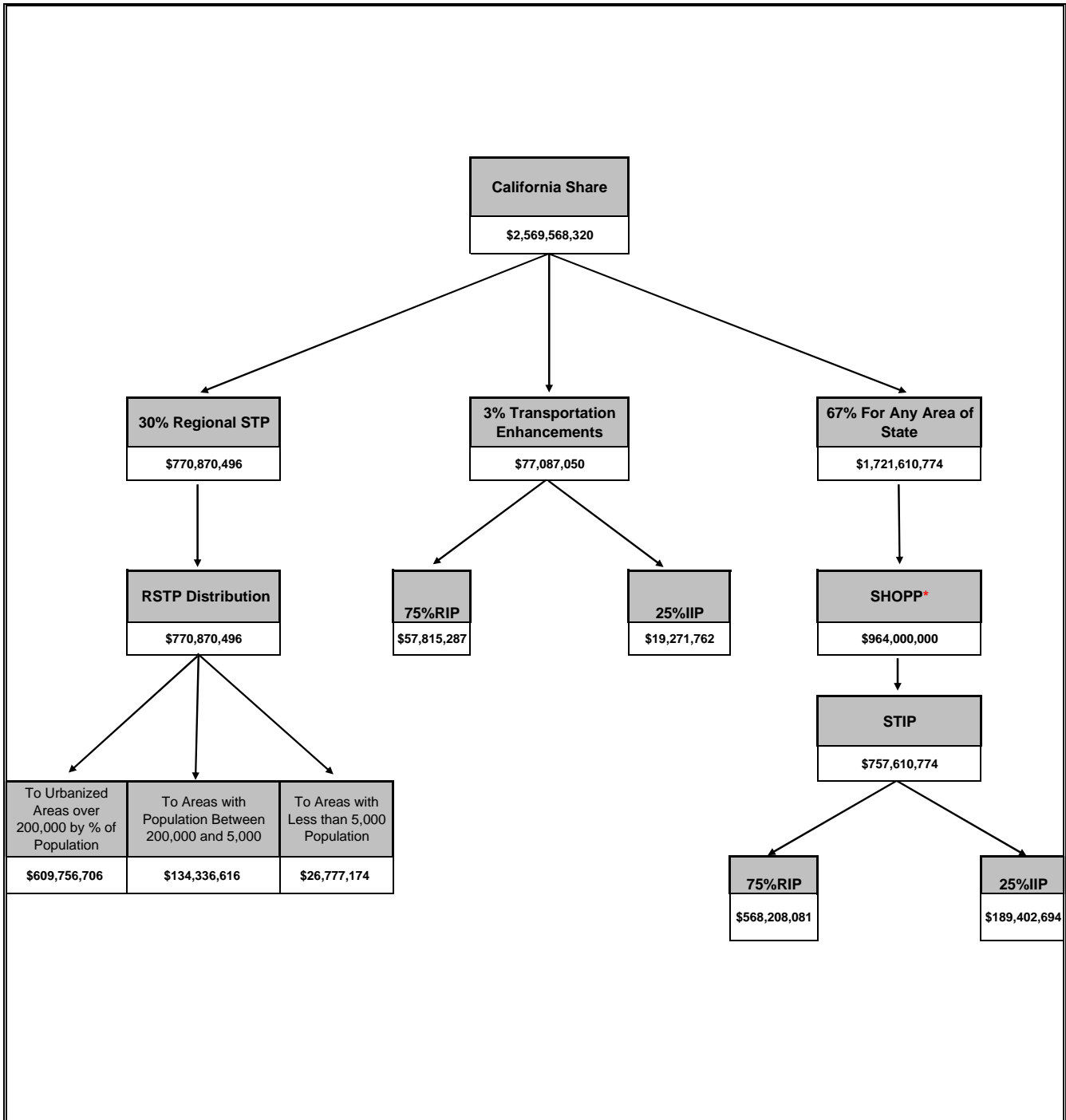
Approve FTIP amendment #22 programming transportation projects to be funded from the proposed Jobs for Main Street Act legislation.

ATTACHMENTS:

- Attachment A: Funding Flow Chart
- Attachment B: Preliminary Distribution Breakdown by Region
- Attachment C: EZ Trak FTIP Report for Amendment #22
- Attachment D: J4MS Streets and Roads Grouped Lump Sum
- Attachment E: J4MS Bridge Projects Grouped Lump Sum
- Attachment F: J4MS Bicycle and Pedestrian Projects Grouped Lump Sum
- Attachment G: FTIP Amendment #22 - Resolution 10-08
- Table 1: Jobs for Main Street Programming Proposal

California Department of Transportation
Office of Federal Transportation Management Program

Jobs for Main Street Act of 2010
Preliminary Distribution Chart for Initial Programming Purposes Only



Note: This distribution is subject to change

* This amount includes \$428,697,000 initially loaned to Proposition 1B.

California Department of Transportation
Office of Federal Transportation Management Program

Jobs for Main Street Act of 2010
Preliminary Distribution Breakdown for Initial Programming Purposes Only

RTPA/MPO	\$ 770,870,335	\$ 568,208,081	\$ 57,815,287	\$ 428,697,000	\$ 535,303,000	\$ 189,394,000	\$ 11,391,000	
	RSTP	STIP - RIP	TE - RIP	BOND*	SHOPP	STIP-IIP	TE - IIP	TOTAL
Metropolitan Transportation Commission (MTC)	\$ 155,375,414	\$ 100,129,211	\$ 10,188,167	\$ 23,310,000	\$ 149,682,000	\$ -	\$ 626,000	\$ 439,310,792
Sacramento Area Council of Governments (SACOG)	\$ 34,819,162	\$ 23,972,873	\$ 2,439,245	\$ 64,250,000	\$ 135,075,000	\$ 401,000	\$ -	\$ 260,957,280
El Dorado County Transportation Commission	\$ 1,940,418	\$ 2,523,743	\$ 256,791				\$ 1,100,000	\$ 5,820,952
Placer County Transportation Commission	\$ 4,619,616	\$ 4,014,472	\$ 408,473		\$ 13,268,000		\$ 500,000	\$ 22,810,562
Tahoe Regional Planning Agency (TRPA)	\$ 1,298,076	\$ 1,045,468	\$ 106,377					\$ 2,449,921
Southern California Association of Governments (SCAG)	\$ 377,687,589	\$ 246,026,242	\$ 25,033,220	\$ 208,708,000	\$ 133,654,000	\$ 25,351,000	\$ 3,807,000	\$ 1,009,169,568
Los Angeles County Metropolitan Transportation Authority	\$ 217,640,761	\$ 126,164,140	\$ 12,837,227		\$ 133,654,000			\$ 490,296,128
San Bernardino County Transportation Commission	\$ 39,225,274	\$ 35,420,284	\$ 3,604,021	\$ 47,348,000				\$ 125,597,579
Riverside County Transportation Commission	\$ 34,561,949	\$ 27,016,715	\$ 2,748,956				\$ 1,103,000	\$ 65,430,620
Orange County Transportation Commission	\$ 64,958,382	\$ 38,123,623	\$ 3,879,086	\$ 161,360,000				\$ 268,321,092
Ventura County Transportation Commission	\$ 17,677,754	\$ 12,517,715	\$ 1,273,680			\$ 25,351,000	\$ 2,704,000	\$ 59,524,149
Imperial County Transportation Commission	\$ 3,623,469	\$ 6,783,765	\$ 690,249					\$ 11,097,484
Association of Monterey Bay Area Governments (AMBAG)	\$ 16,969,960	\$ 12,897,677	\$ 1,312,341					\$ 31,179,978
Transportation Agency for Monterey County	\$ 9,887,966	\$ 7,317,046	\$ 744,511					\$ 17,949,523
San Benito County Council of Governments	\$ 1,229,225	\$ 1,325,079	\$ 134,827					\$ 2,689,131
Santa Cruz County Regional Transportation Commission	\$ 5,852,769	\$ 4,255,552	\$ 433,003					\$ 10,541,324
Alpine County Transportation Commission	\$ 133,885	\$ 583,539	\$ 59,375					\$ 776,799
Amador County Transportation Commission	\$ 490,892	\$ 1,340,627	\$ 136,409					\$ 1,967,928
Butte County Association of Governments (BCAG)	\$ 4,706,519	\$ 3,942,328	\$ 401,133					\$ 9,049,980
Calaveras County Transportation Commission	\$ 364,074	\$ 1,563,924	\$ 159,130					\$ 2,087,128
Colusa County Transportation Commission	\$ 413,456	\$ 1,037,385	\$ 105,554					\$ 1,556,395
Council of Fresno County Governments (COFCG)	\$ 17,545,724	\$ 14,249,439	\$ 1,449,883	\$ 21,000,000	\$ 24,570,000			\$ 78,815,046
Del Norte County Transportation Commission	\$ 634,718	\$ 999,063	\$ 101,655					\$ 1,735,436
Glenn County Transportation Commission	\$ 603,759	\$ 1,107,852	\$ 112,724					\$ 1,824,336
Humboldt County Transportation Commission	\$ 2,818,123	\$ 3,990,504	\$ 406,035					\$ 7,214,662
Inyo County Transportation Commission	\$ 955,729	\$ 5,443,120	\$ 553,839				\$ 500,000	\$ 7,452,687
Kern County Council of Governments (KCOG)	\$ 15,125,677	\$ 18,795,641	\$ 1,912,460					\$ 35,833,778
Kings County Regional Planning Agency (KCAG)	\$ 3,199,086	\$ 2,809,317	\$ 285,849					\$ 6,294,251
Lake County/City Area Planning Council	\$ 1,086,363	\$ 1,705,947	\$ 173,580				\$ 122,000	\$ 3,087,891
Lassen County Transportation Commission	\$ 740,774	\$ 2,531,367	\$ 257,567		\$ 8,760,000			\$ 12,289,709
Madera County Transportation Commission (MCTC)	\$ 2,467,214	\$ 2,531,977	\$ 257,629					\$ 5,256,820
Mariposa County Transportation Commission	\$ 160,932	\$ 1,031,058	\$ 104,910					\$ 1,296,900
Mendocino Council of Governments	\$ 1,716,419	\$ 3,763,846	\$ 382,972			\$ 146,891,000	\$ 236,000	\$ 152,990,237
Merced County Association of Governments	\$ 5,054,316	\$ 4,550,026	\$ 462,966					\$ 10,067,308
Modoc County Transportation Commission	\$ 377,083	\$ 1,344,013	\$ 136,754					\$ 1,857,849
Mono County Transportation Commission	\$ 384,987	\$ 4,040,254	\$ 411,097					\$ 4,836,338
Nevada County Transportation Commission	\$ 1,640,805	\$ 2,106,509	\$ 214,338	\$ 16,500,000		\$ 2,451,000		\$ 22,912,652
Plumas County Transportation Commission	\$ 312,155	\$ 1,527,817	\$ 155,456					\$ 1,995,428
San Diego Association of Governments (SANDAG)	\$ 62,779,343	\$ 41,773,600	\$ 4,250,472	\$ -	\$ 12,301,000			\$ 121,104,416
San Joaquin County Council of Governments (SJCOCG)	\$ 12,704,967	\$ 9,279,062	\$ 944,146	\$ 6,766,000				\$ 29,694,175
San Luis Obispo Council of Governments (SLOCOG)	\$ 5,658,828	\$ 7,497,033	\$ 762,825	\$ 86,379,000			\$ 4,500,000	\$ 104,797,685
Santa Barbara County Association of Governments (SBCAG)	\$ 10,281,122	\$ 8,536,407	\$ 868,581					\$ 19,686,110
Shasta County Regional Transportation Planning Agency	\$ 3,495,142	\$ 4,322,003	\$ 439,765		\$ 5,700,000			\$ 13,956,910
Sierra County Transportation Commission	\$ 133,885	\$ 716,787	\$ 72,933					\$ 923,606
Siskiyou County Transportation Commission	\$ 1,042,688	\$ 2,986,587	\$ 303,886		\$ 23,000,000			\$ 27,333,161
Stanislaus Council of Governments (StanCOG)	\$ 10,089,106	\$ 7,191,433	\$ 731,730					\$ 18,012,269
Tehama County Transportation Commission	\$ 1,109,895	\$ 2,174,872	\$ 221,294	\$ 1,784,000	\$ 5,900,000			\$ 11,190,061
Trinity County Transportation Commission	\$ 257,051	\$ 1,551,626	\$ 157,878					\$ 1,966,556
Tulare County Association of Governments (TCAG)	\$ 8,609,507	\$ 8,812,551	\$ 896,679		\$ 23,393,000			\$ 41,711,737
Tuolumne County/Cities Area Planning Council	\$ 1,065,876	\$ 1,760,877	\$ 179,170			\$ 14,300,000		\$ 17,305,922
Note: This distribution is subject to change.	\$ 770,870,335	\$ 568,208,081	\$ 57,815,287	\$ 428,697,000	\$ 535,303,000	\$ 189,394,000	\$ 11,391,000	\$ 2,561,678,703

* This amount is initially loaned to Proposition 1B.

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

SBCAG ID VAR11		Implementing Agency Various Agencies					
SBCAG ID # VAR11	Last Revised Amendment 22	Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
		09/10	Other Fed - Economy Recovery			\$2,092,690	\$2,092,690
Project Manager Sarkes Khachek	Phone (805) 961-8913			\$0	\$0	\$2,092,690	\$2,092,690
Estimated Total Project Cost \$2,092,690	RTP ID Number n/a						
Project Title Santa Barbara County Jobs For Main Street (J4MS) Grouped Projects: Bicycle and Pedestrian Project Description Jobs For Main Street (J4MS) Lump Sum for Bicycle and Pedestrian Projects in Santa Barbara County							
Federal		Total Cost	\$2,092,690				

SBCAG ID VAR10		Implementing Agency Various Agencies					
SBCAG ID # VAR10	Last Revised Amendment 22	Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
		09/10	Other Fed - Economy Recovery			\$120,000	\$120,000
Project Manager Sarkes Khachek	Phone (805) 961-8913			\$0	\$0	\$120,000	\$120,000
Estimated Total Project Cost \$120,000	RTP ID Number n/a						
Project Title Santa Barbara County Jobs For Main Street (J4MS) Grouped Projects: Bridge Projects Project Description Jobs for Main Street (J4MS) Lump Sum for Bridge Projects in Santa Barbara County.							
Federal		Total Cost	\$120,000				

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

SBCAG ID **VAR09**

Implementing Agency **Various Agencies**

SBCAG ID # **VAR09** Last Revised **Amendment 22**

Project Manager **Sarkes Khachek** Phone **(805) 961-8913**

Estimated Total Project Cost **\$17,473,420** RTP ID Number **n/a**

Project Title **Santa Barbara County Jobs For Main Street (J4MS) Grouped Projects: Streets and Roads**

Project Description **Jobs for Main Street (J4MS) Lump Sum for Streets and Roads Projects in Santa Barbara County.**

Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
09/10	Other Fed - Economy Recovery			\$8,536,407	\$8,536,407
09/10	Other Fed - Economy Recovery			\$8,937,013	\$8,937,013
		\$0	\$0	\$17,473,420	\$17,473,420

Federal

Total Cost **\$17,473,420**

**FTIP Amendment #22 - Jobs For Main Street (J4MS) Projects Lump Sum Back-up List
Streets and Roads Projects (SBCAG FTIP ID: VAR09)**

Project ID	Implementing Agency	Project Title	Project Description	J4MS Allocation
VAR09A	City of Buellton	City of Buellton J4MS Project – Street Pavement Rehabilitation and Overlays	Street pavement rehabilitation and overlays on various streets and roads in the City of Buellton	\$98,627
VAR09B	City of Carpinteria	City of Carpinteria- J4MS - Street Pavement Rehabilitation	Pavement Rehabilitation of various streets in the City of Carpinteria.	\$299,814
VAR09C	City of Goleta	City of Goleta - J4MS - Grind and Overlay portions of various streets	Asphalt overlay (grind and replace) on various streets in the City of Goleta	\$634,126
VAR09D	City of Guadalupe	City of Guadalupe - JS4MS - Street Pavement Rehabilitation and Overlays	Street Pavement Rehabilitation and Overlays on various streets and roads in the City of Guadalupe	\$135,955
VAR09E	City of Lompoc	City of Lompoc J4MS Project – Street Pavement Rehabilitation and Overlays	Street pavement rehabilitation and overlays on various streets and roads in the City of Lompoc	\$892,470
VAR09F	City of Santa Barbara	City of Santa Barbara - J4MS - Pavement Overlay and Maintenance	Pavement maintenance and roadway drainage improvements on various streets in the City of Santa Barbara	\$1,183,816
VAR09G	City of Santa Maria	City of Santa Maria J4MS Project – Street Pavement Overlays, and Roadway Lighting	Street pavement overlays, associated concrete work, and street lighting fixture replacements on various streets and roads in the City of Santa Maria	\$1,025,557
VAR09H	City of Santa Maria	City of Santa Maria J4MS Project – Chip Seal	Chip Seal of various streets and roads in the City of Santa Maria	\$900,000
VAR09I	County of Santa Barbara	Santa Barbara County - J4MS - Roadway Rehab	Road rehabilitation/surface treatments on various roads in Santa Barbara County, including Cottonwood Canyon Road.	\$2,460,000
VAR09J	Caltrans	US 101 Santa Maria River Bridge Project	Widen the Santa Maria River bridge from four to six lanes on US 101	\$9,843,055

TOTAL	\$17,473,420
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**FTIP Amendment #22 - Jobs For Main Street (J4MS) Projects Lump Sum Back-up List
 Bridge Projects (SBCAG FTIP ID: VAR10)**

Project ID	Implementing Agency	Project Title	Project Description	J4MS Allocation
VAR10A	County of Santa Barbara	County of Santa Barbara- J4MS - Bridge Maintenance and Repair	Bridge maintenance and repair of county bridges.	\$120,000
TOTAL				\$120,000

**FTIP Amendment #22 - Jobs For Main Street (J4MS) Projects Lump Sum Back-up List
Bicycle and Pedestrian Projects (SBCAG FTIP ID: VAR11)**

Project ID	Implementing Agency	Project Title	Project Description	J4MS Allocation
VAR11A	City of Santa Barbara	City of Santa Barbara - J4MS - Bike, Pedestrian and safety improvements	Intersection Improvements, Access Ramp and Sidewalk Infill, and Maintenance improvements	\$695,257
VAR11B	City of Solvang	City of Solvang J4MS Project – Sidewalk and Access Ramp Construction	Construction of missing sidewalks and access ramps on various streets in the City of Solvang	\$113,317
VAR11C	County of Santa Barbara	Santa Barbara County - J4MS - Hardscape Repair	Curb, gutter, sidewalk repair at various County locations	\$415,535
VAR11D	County of Santa Barbara	Santa Barbara County - J4MS - Bike and Pedstrian Safety Improvements	Streetscape repair and installation, circulation improvements, bike lane improvements, and intersection improvements in Old Town Orcutt.	\$868,580
VAR11E	City of Lompoc	Alan Hancock Bike Path Project	Construct Class 1 bikeway connector to Alan Hancock in City of Lompoc, from Santa Ynez River bridge to Alan Hancock Campus.	\$1

TOTAL	\$2,092,690
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A RESOLUTION OF THE SANTA BARBARA
COUNTY ASSOCIATION OF GOVERNMENTS

AMENDING THE 2009 FEDERAL)
TRANSPORTATION IMPROVEMENT)
PROGRAM TO ADD PROJECTS)
FUNDED THROUGH JOBS FOR MAIN STREET)
ACT OF 2010)

RESOLUTION NO. 10-08

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 the 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 18, 2010.

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 18th day of February 2010 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Jim Kemp
Executive Director

Salud Carbajal, Chair
Santa Barbara County
Association of Governments

APPROVED AS TO FORM:

Steve Underwood
Chief Assistant County Counsel

TABLE 1
Jobs for Main Street Programming Recommendation

Total Estimated Funding:

Roadway Funding:	\$18,817,529
TE Funding :	\$868,581
Total	\$19,686,110
50% Award in 90 Days (min)	\$9,843,055

Award and Under Contract Within 90 Days				
Agency	Project Name	Roadway Allocation	J4MS source	Comments
SBCAG	Hwy 101/Santa Maria River Bridge	\$8,536,407	STIP-RIP	Back out \$9.843 m Measure A funding from bridge; reprogram it to advance Hwy 101 HOV or other named measure projects. Assumes \$31.6 m in J4MS STIP interregional funding or Prop 1B bond funds are programmed to project.
		\$1,306,648	RSTP	
Total:		\$9,843,055		

Award and Under Contract Within One Year				
Agency	2009 Population	Roadway Allocation	J4MS source	Comments
City of Buellton	1.10%	\$98,627	RSTP	Total available to program = \$8,974,474. These funds are subject to the one year requirement.
City of Carpinteria	3.34%	\$299,814		
City of Goleta	7.07%	\$634,126		
City of Guadalupe	1.51%	\$135,955		
City of Lompoc	9.94%	\$892,470		
City of Santa Barbara	20.94%	\$1,879,073		
City of Santa Maria	21.46%	\$1,925,557		
City of Solvang	1.26%	\$113,317		
County of Santa Barbara	33.38%	\$2,295,535	RSTP	Funds allocated to Cottonwood Canyon may need to be exchanged with Measure D/A Local Streets or other funding allocated to County
<i>Cottonwood Canyon Road</i> County Subtotal		<u>\$700,000</u> \$2,995,535		
Agency	Project Name	Roadway Allocation	J4MS source	Comments
County of Santa Barbara	Old Town Orcutt Streetscape	\$868,581	STIP-TE	TE project. Additional funding for an ARRA funded project. Est. project cost = scalable
Total:		\$9,843,055		