

STAFF REPORT

SUBJECT: Final 2004 Federal Transportation Improvement Program

MEETING DATE: January 20, 2005

AGENDA ITEM: 11

RECOMMENDATION:

Hold public hearing and consider approval of 2004 Federal Transportation Improvement Program

DISCUSSION:

SBCAG is required to adopt a Federal Transportation Improvement Program (FTIP) every two years. The purpose of the FTIP is to identify all transportation-related projects that require federal funding or other approval by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). The FTIP also identifies all non-federal, regionally significant projects for information and air quality emissions modeling purposes. The FTIP indicates the area's short-term plan for use of federal dollars and other resources for the maintenance, operation, and improvement of the transportation system. The FTIP is required to be financially constrained and be accompanied by an air quality conformity analysis showing the projects included in the FTIP, when implemented, would keep the region in conformity with federal air quality regulations.

An "Interim" FTIP for 2004 was adopted by the SBCAG Board on September 16, 2004. It was primarily an update of the 2002 FTIP reflecting amendments approved since the 2002 version was adopted, with one important exception: 24 projects currently in the 2002 FTIP, shown on Table 1, were not included. These projects increase roadway capacity or include other improvements that may result in changes in vehicular emissions. They require complex computer modeling of their air quality impacts that could not be completed by the October 4, 2004 deadline for submittal of the FTIP to the state and federal governments. By leaving these capacity increasing and regionally significant projects out of the FTIP temporarily, dozens of other safety, maintenance and non-capacity increasing projects that didn't trigger modeling were able to move forward when the Interim FTIP was adopted in September.

The 24 non-exempt projects are now ready to be amended into the FTIP because the final adjustments to the air quality conformity modeling are complete. Board adoption of the 2004 "Final" FTIP includes these projects (Table 1) and will lift the prohibition that SBCAG and federal funds recipients were under from taking any action to promote the delivery of these 24 projects. This means that, for example, if there are STIP funds available for allocation, the Santa Maria 6 Lane Widening Project would be able to accept a funding allocation from the CTC at its January meeting.

Member Agencies

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

The Final FTIP also differs from the interim FTIP because it includes the following changes:

- Moves funding for the Call Box Upgrade project from FY 03-04 to FY 04-05
- Adds two Safe Routes to Schools projects to the Hazard Elimination Safety (HES) and Safe Routes to Schools (SR2S) lump sum project. The total cost for these two projects is \$638,000 and are located in unincorporated Santa Barbara County.
- Amends the Cathedral Oaks\Hollister Ave\Highway 101 project by adding HBRR funding to the project budget based on latest information from Caltrans Headquarters
- Amends the Mission Street Bikeway Project by moving \$20,000 in right of way funds to preliminary engineering

In addition to the aforementioned changes, in December 2004, the California Transportation Commission acted on an amendment to increase the amount of STIP funding programmed to projects on the State highway system. Only construction capital was impacted. The funds come from an escalation STIP reserve created when the 2004 STIP was created. The projects listed below have the following changes:

- Add \$882,000 in STIP-RIP funds to the Milpas\Hot Springs Project
- Add \$1,192,000 in STIP-RIP funds to the Linden\Casitas Project
- Add \$23,000 in STIP-RIP funds to the ITS 101 Improvements Project
- Add \$465,000 in STIP-RIP funds and \$98,000 in STIP-IIP funds to the Santa Maria Six Lane project
- Add \$160,000 in STIP-RIP funds to the Carrillo NB On-Ramp Ramp Meter Project
- Add \$468,000 in STIP-RIP funds to the Union Valley Parkway Interchange Project

Copies of the FTIP including the projects listed on Table 1 may be downloaded at the SBCAG website (www.sbcag.org) or obtained by contacting the SBCAG office.

The air quality conformity assessment for the FTIP indicates that the program meets the emission budgets established in the APCD federal Clean Air Plan for the 2005, 2015 and 2030 model years. The federal agencies require a public review of the proposed conformity findings for the FTIP and Metropolitan Plan. Public hearings on the Plan and FTIP were opened at the December 16, 2004 board meeting and no comments were received. Approval of the FTIP is recommended at the January 20, 2005 meeting at the closing of the public hearing.

STAFF CONTACT: John Asuncion

Table 1: Projects added to the Draft Final 2004 FTIP

Implementing Agency	Project Title
Caltrans	Casitas Pass and Linden Avenue Interchanges
Caltrans	Cabrillo-Milpas Operational Improvements
Caltrans	Santa Maria 6-Lane
Caltrans	Carrillo Street Northbound On-ramp & Meter Project
Caltrans	Hwy 101 NB Auxiliary Lane, Evans\Sheffield
Caltrans	Union Valley Parkway Interchange
City of Goleta	Fowler Rd. and Ekwil St. Extensions
City of Goleta	Hollister/Patterson Intersection Improvements
City of Goleta	Hollister/Storke Intersection Improvements
City of Guadalupe	Construction of 800 Block of Pioneer Street
City of Santa Barbara	Las Positas and Cliff Drive intersection improvements
City of Santa Maria	Signal Interconnect, Betteravia Road
City of Santa Maria	Union Valley Parkway – California to Blosser
City of Santa Maria	Union Valley Parkway – Hummel to California
City of Santa Maria	Betteravia/Bradley Road intersection improvements
City of Santa Maria	Transit Inter-modal Facility
City of Santa Maria	Widening of Betteravia Road
City of Santa Maria	Widening of Blosser Road from Donovan to Cox
City of Santa Maria	Widening of Blosser Road from Cox to Taylor
Santa Barbara County	Hummel Drive Extension – Orcutt
Santa Barbara County	Evans Ave/Ortega Hill Road Intersection
SBCAG	Route 154 Operational Improvements
U.C. Santa Barbara	Smart Card-Based Intelligent Parking System
U.C. Santa Barbara	CNG Fueling Station Installation

RESOLUTION OF THE SANTA BARBARA
COUNTY ASSOCIATION OF GOVERNMENTS

APPROVING THE 2004 FEDERAL)
TRANSPORTATION IMPROVEMENT)
PROGRAM (AMENDMENT 2))

RESOLUTION NO. 05-01

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 2004 FTIP; and

WHEREAS, the 2004 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 2004 FTIP must be consistent with the Regional Transportation Plan adopted pursuant to Government Code Section 6508; and

WHEREAS, the 2004 FTIP projects have been developed from the 2001 RTP and 2003 Congestion Management Program (CMP); and

WHEREAS, the 2004 FTIP includes only air quality conformity exempt projects; and

WHEREAS, draft copies of the 2004 FTIP and Air Quality Conformity Status were made available and members of the public were given a reasonable opportunity to review the draft 2004 FTIP and a public hearing was held to present the recommended 2004 FTIP and take testimony from the public; 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, the 2004 FTIP is financially constrained and funds needed to complete the 2004 FTIP are reasonably expected to be available.

NOW, THEREFORE, BE IT RESOLVED that the SBCAG Board of Directors amends the 2004 FTIP to include the changes identified in Attachment A.

BE IT FURTHER RESOLVED that the SBCAG Board of Directors finds that the 2004 FTIP is consistent with, and one and the same as, the 2001 RTP.

BE IT FURTHER RESOLVED that the SBCAG Board of Directors finds that development of the 2004 FTIP, is made in accordance with public involvement procedures originally adopted by SBCAG on November 10, 1994 and updated on March 24, 2002; and

BE IT FURTHER RESOLVED that the adoption of the 2004 FTIP constitutes the Intergovernmental Review Procedures for those projects listed in the Biennial Element. The 2004 FTIP approval does not constitute project level design or environmental approval which is conducted separately according to state and federal regulations.

BE IT FURTHER RESOLVED that the inclusion of any federally-funded projects in the 2004 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.

BE IT FURTHER RESOLVED that SBCAG's approval of the 2004 FTIP including all amendments also constitutes the federal transit "designated recipient" approval of all grant applications filed by the transit operators that are consistent with the FTIP project programming.

BE IT FURTHER RESOLVED that minor modifications as specified in the 2004 FTIP will be handled as administrative amendments that may be approved at the discretion of the SBCAG Executive Director and that all other amendments require formal approval of the SBCAG Board of Directors.

BE IT FURTHER RESOLVED that SBCAG has executed a Comprehensive Transportation Planning Memorandum of Understanding (MOU) with Caltrans excluding rehabilitation and safety projects from the FTIP as provided in said MOU.

BE IT FURTHER RESOLVED that the 2004 FTIP is the applicable FTIP for Santa Barbara County and supersedes all preceding FTIPs and their amendments.

BE IT FURTHER RESOLVED that the SBCAG Board of Directors certifies that the urban transportation planning process is being carried on with applicable federal requirements as described in the "Statewide Planning; Metropolitan Planning; Rule" dated October 28, 1993.

PASSED AND ADOPTED this 20th day of January 2005 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Jim Kemp
Executive Director
Santa Barbara County
Association of Governments

Dick DeWees
Chair
Santa Barbara County
Association of Governments

APPROVED AS TO FORM:

Kevin E. Ready, Sr.
Deputy County Counsel