

2015 Federal Transportation Improvement Program For Santa Barbara County



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CHAPTER 1 – Overview

2015 FTIP Introduction and Purpose

Every year the Federal Government provides states, regional agencies, counties, cities and transit agencies with funding for thousands of transportation projects throughout the country that help improve the mobility of residents. The funding is received by the federal government through federal gas taxes. The types of projects funded include, but are not limited to, highway, local roadway, public transit, pedestrian, and bicycle. These federally funded projects need to be identified in a document that allows the public an opportunity to see what projects are being funded, which federal funding programs are involved, and when the projects will be delivered. The Federal Transportation Improvement Program (FTIP) is the document that meets this purpose.

The FTIP identifies all federally funded highway, transit and other surface transportation projects in the county (along with their funding sources) that are scheduled for implementation in the following four federal fiscal years, FY 14/15 to FY 17/18. The fiscal year begins on October 1 and ends on September 30. The FTIP also includes projects that are subject to federally required action or are regionally significant. The FTIP must be financially constrained by year. This means that the amount of funding devoted to projects must not exceed the amount of estimated funding available. Only projects listed in the FTIP are eligible to receive federal transportation funding.

The Santa Barbara County Association of Governments (SBCAG) is the designated Metropolitan Planning Organization (MPO) for Santa Barbara County and its incorporated cities and must carry out transportation planning and programming responsibilities specified in federal regulations. Among SBCAG's responsibilities includes preparation and adoption of a multi-year FTIP once every two years.

The FTIP serves as the sole reference document that the federal government and the public can review to understand where, when and how federal transportation funds are being spent in Santa Barbara County, including those that SBCAG both does and does not have programming discretion over.

Projects in the FTIP are specifically identified in SBCAG's Regional Transportation Plan (RTP) or are consistent with the RTP's goals, policies, and objectives. FTIP projects also emerge from other transportation plans and programs including the 2014 State Transportation Improvement Program (STIP), 2014 State Highway Operation and Protection Program (SHOPP), the Congestion Management Program (CMP), Measure A's Program of Projects, and from transit plans developed by the region's transit operators and SBCAG, in cooperation with the Santa Barbara County Transit Advisory Committee.

SBCAG's FTIP is not required to include an air quality conformity analysis and findings due to Santa Barbara County attaining the federal 8-hour ozone standard and the federal one-hour ozone standard being revoked (effective June 2005). Although SBCAG is no longer required to prepare the air quality conformity analysis, the 2015 FTIP includes non-federally funded, regionally significant projects.

FTIP Organization

The 2015 FTIP is comprised of three sections.

Chapter 1, the Overview, presents a general introduction to the federal transportation improvement planning process, as well as a discussion of the program's federal requirements and highlights of the process used to develop the 2015 FTIP, consistent with those rules.

Chapter 2, Financial Plan & Financial Constraint, contains the financial element of the 2015 FTIP. This section includes a summary of the expenditures and revenues by year beginning in FY 2014/15. The information presented in the financial element is required to demonstrate that the FTIP is financially constrained and that anticipated revenues are sufficient to match the programmed expenditures for projects in the FTIP.

Chapter 3, FTIP Project Sheets, provides information on each project's scope, lead agency, cost, schedule and funding sources for all of the projects in the 2015 FTIP. Essential project information is listed in this section according to the following state, federal and other funding programs:

- State Transportation Improvement Program (STIP) including:
 - Street and highway projects
 - Intercity passenger rail
 - Project planning, programming and monitoring
- Regional Surface Transportation Program (RSTP)
- Federal Transit including:
 - FTA Section 5307 – Urbanized Area Program
 - FTA Section 5310 – Elderly and Disabled Program
 - FTA Section 5311 – Rural and Small Urban Area Program
 - FTA Section 5311f – Rural Transit & Intercity Bus Program
 - FTA Section 5339 – Bus and Bus Facilities
- Other federal programs including High Priority (Demonstration) Projects
- State Highway Operation and Protection Program (SHOPP)
 - State Grouped Projects (i.e., aggregated program amounts rather than individual projects) including: State minor projects
 - Local Highway Bridge Program (HBP)
 - Highway Maintenance (HM)
 - Highway Safety Improvement Program (HSIP)
 - Safe Routes To School Program (SRTS)
- Measure A local transportation sales tax and other locally-collected funds (such as development mitigation fees)

FTIP Requirements

The key regulatory requirements for the FTIP by MPO's are specified in federal law (23 CFR Part 450), and are summarized below.

The FTIP development process and adopted program must incorporate these components:

- The review and approval process must provide reasonable opportunities for public comment including at least one formal public hearing.
- The FTIP shall be published or otherwise made readily available by the MPO for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.
- It is consistent with the long range Regional Transportation Plan adopted by SBCAG.
- The program is to be updated every four to five years (depending on federal air attainment quality status).
- It covers a period of at least 4 years and includes a priority list of projects to be implemented during these 4 years.
- The following information is provided for each project:
 - Project description (location, limits, type of work)
 - Total estimated cost
 - Amount of federal funds to be used in each year
 - Sources of federal and non-federal funds
 - Agency responsible for project implementation
 - Transportation Control Measures (TCMs) included in the approved SIP must be identified
- The FTIP is financially constrained and includes a financial plan identifying projects that can be completed using current revenue sources and those that require new revenues. Projects in the first year of the FTIP must have a committed source of funding.
- The process for prioritizing and selecting projects in the FTIP is described.
- Non-federally funded projects that are regionally significant cannot be programmed in the FTIP for informational purposes.
- The FTIP satisfies federal guidance for SAFETEA-LU compliance.

Following its adoption by SBCAG, the FTIP is submitted to Caltrans and incorporated into the Federal Statewide Transportation Improvement Program (FSTIP). Following state approval, the FSTIP is then submitted to the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) for their approval.

FTIP Development

The 2015 FTIP reflects projects programmed over the four-year FY 2014/15 to 2017/18 period and replaces the 2013 FTIP adopted by SBCAG in September 2012, which expires in early October 2014.

After the 2015 FTIP is approved by the SBCAG Board, it will be submitted to Caltrans prior to October 1, 2014. Caltrans receives FTIPs from each MPO throughout the state and organizes them into the Federal State Transportation Improvement Program, or the FSTIP, in the months of August and September. Once organized, the FSTIP is then submitted to the Federal Highway Administration and Federal Transit Administration by mid-November 2014 for federal approval by mid-December.

FTIP Development Schedule

August 17, 2014	Draft 2015 FTIP released for public review and comment (28 day review period begins)
August 21, 2014	Draft 2015 FTIP presented to SBCAG Board of Directors
September 4, 2014	Final 2015 FTIP for TTAC review and recommendation for approval
September 18, 2014	SBCAG Board approval of Final 2015 FTIP – Public Hearing Conducted
Late September	SBCAG submittal of 2015 FTIP to Caltrans
November, 2014	State Approval of FSTIP by Caltrans
December 17, 2014	Federal Approval of FSTIP by FHWA/FTA

The following subsections describe the process used to develop the 2015 FTIP to demonstrate how federal requirements have been met during the FTIP development process.

Public Involvement and Interagency Consultation

The FTIP is prepared with the assistance and cooperation of affected state and local agencies including Caltrans, Santa Barbara County Air Pollution Control District, Santa Barbara Metropolitan Transit District, the cities and the County. The Technical Transportation Advisory Committee (TTAC) was used by SBCAG to ensure that these affected public agencies were involved in the development of the FTIP. TTAC is an advisory committee established by the SBCAG Board with membership consisting of one official representing each of the above agencies. TTAC members review the draft 2015 FTIP and will provide input on the FTIP content and project programming.

It is the policy and practice of SBCAG to encourage public participation in the transportation planning and programming process. SBCAG has developed and adopted public participation procedures as required by 23 CFR part 450. SBCAG's public participation procedures, in place since 1994 and periodically updated, reflect an emphasis on federal requirements including the Americans with Disabilities Act and non-discrimination and

environmental justice provisions of Title VI of the 1964 Civil Rights Act and Presidential Executive Order 12898.

The Santa Barbara Metropolitan Transit District (MTD), City of Lompoc Transit (COLT), and Santa Maria Area Transit (SMAT) rely on SBCAG's FTIP public participation process to satisfy the agencies' Federal Transit Administration 5307 Program of Projects public participation requirements.

These measures, described briefly in the following section, are consistently incorporated to ensure that the largest sources of discretionary funding available to SBCAG are programmed for projects addressing community needs and priorities, and to ensure that the federal goals and requirements are met. SBCAG's Public Participation Plan for the 2015 FTIP is included in **Appendix 2**.

Title VI Compliance

Investments made in the FTIP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and subsequent Civil Rights Restoration Act, and series of federal statues enacted pertaining to environmental justice, are critical to regional planning and programming decisions.

The fundamental principles of environmental justice include:

- Avoiding, minimizing or mitigating disproportionately high and adverse health or environmental effects on minority and low-income populations;
- Ensuring full and fair participation by all potentially affected communities in the transportation decision-making process; and
- Preventing the denial, reduction or significant delay in the receipt of benefits by minority populations and low-income communities.

The decision process by which new projects are selected for inclusion in the TIP must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements. SBCAG's Public Participation Plan and Title VI Plan outlines activities and outreach efforts to reach underrepresented populations.

Consistency with Regional Transportation Plan: 2040 RTP



When state and federal funds are available for programming, those projects that are selected for inclusion in the FTIP are identified through SBCAG's continuing, comprehensive and cooperative planning process. Transportation goals and policies for the county are set forth in the Regional

Transportation Plan adopted by the SBCAG Board. Major projects programmed in the FTIP, including those that increase highway capacity, are specifically identified in the RTP. Minor projects such as road rehabilitation and bikeway projects are reviewed for consistency with the goals and objectives contained in the RTP.

In addition, criteria used to evaluate projects nominated for SBCAG's call for projects have been explicitly developed to address regional goals and priorities such as congestion relief and development of alternative transportation modes.

Transportation projects included in this FTIP are consistent with the goals, policies and priorities established in the RTP. This consistency between the FTIP and the Regional Transportation Plan is required under Part 450.110(b) of Title 23 of the Code of Federal Regulations.

FTIP Funding Period

The FTIP identifies all federally funded highway, transit and other surface transportation projects in the county (along with their funding sources) that are scheduled for implementation in the following four fiscal years, FY 14/15 to FY 17/18. Projects that include estimated funding in future years (those beyond FY 17/18) are included for informational purposes.

Financial Documentation

Chapter 2 of the FTIP contains the financial capacity documentation demonstrating how the projects included in the program can be implemented as required by 23 U.S.C. 134 (h) (2) (B).

After examining and verifying expected revenues from various sources included in the FTIP, the Final 2015 FTIP will provide necessary analyses for SBCAG to determine that the funding needed to complete the projects included in the 2015 FTIP is available and committed.

Air Quality Conformity

SBCAG's FTIP is not required to include an air quality conformity analysis due to Santa Barbara County attaining the federal 8-hour ozone standard and the federal one-hour ozone standard being revoked (effective June 2005). Although SBCAG is no longer required to prepare the air quality conformity analysis, the 2015 FTIP includes non-federally funded, regionally significant projects.

Transportation Control Measures

The 2015 FTIP includes the following projects below which address Transportation Control Measures (TCMs) included in the adopted 2010 Clean Air Plan prepared by the Santa Barbara County Air Pollution Control District.

MPO ID	Project	TCM ID	TCM Type
CT20	Hwy. 101 6 Lane Widening Carp to Sycamore Creeks	T-6	HOV Lanes
LOMPOC09	COLT Operating Assistance	T-5	Public Transportation
LOMPOC13	Wine Country Express Operations	T-5	Public Transportation
MTD1	SBMTD Operating Assistance	T-5	Public Transportation
SBCAG19	US 101 ITS	T-7	Traffic Flow Improvement
SBCAG24	South Coast Commuter Rail	T-5	Public Transportation
SBCAG25	Traffic Solutions Rideshare	T-2	TDM Program
SM010	SMAT Operating Assistance	T-2	Public Transportation
SM015	Nighttime & Saturday Service	T-5	Public Transportation

Implementation of 2013 FTIP Projects

The 2015 FTIP replaces the 2013 FTIP. Federal regulations require that the FTIP list major projects from the previous FTIP that were implemented and to identify any significant delays in the planned implementation of major projects (23 CFR Section 450.324 (l) (2)).

Major (or Mega) projects are defined as projects with an estimated total cost greater than \$1.0 billion, or projects approaching \$1.0 billion with a high level of interest by the public, Congress, or the Administration.

Per definition, SBCAG does not have any major or mega projects included in the 2013 FTIP that were implemented.

Federal funds, including SAFETEA-LU Flexible Funds, are available for obligation for up to three years following the year Congress appropriates them. Under AB 1012, regional agencies and Caltrans are subject to requirements intended to ensure that federal funds apportioned in California do not lapse. Caltrans reports outstanding balances of federal TE, RSTP and CMAQ funding apportioned to SBCAG each year. SBCAG must periodically prepare and submit to Caltrans AB 1012 obligation plans which identify projects that are expected to obligate the balances of these old SAFETEA-LU funds.

Projects such as the Route 101 Operational Improvements, Route 217/Ekwill/Fowler and the Route 101/Union Valley Parkway projects are complex and often controversial. These projects require extra time for public and agency input, alternatives analysis, environmental review, permitting and design. Although many of the projects programmed in the 2013 FTIP have yet to be fully implemented, progress on project development is being made.

FTIP Amendment Procedures

The FTIP will need to be amended periodically following its adoption to reflect changes in the program including project additions, deletions and revisions. This section describes the procedures that will be followed to implement amendments. All requests to amend the FTIP must be submitted by the project-sponsoring agency. The request must clearly identify the proposed modifications and include all of the relevant programming information such as project description and scope, costs by project phase and program year, and funding sources and amounts. SBCAG will consider amendment requests only if the proposed changes will not adversely affect the financial constraint findings of the FTIP. Proposed additions or changes to projects must also be consistent with the rules of the particular funding program involved.

Federal requirements and SBCAG policy distinguish between two types of FTIP amendments – formal amendments and administrative modifications – which differ based on the magnitude of the proposed change and the level of review required by various federal, state and local agencies. Generally, significant changes to the cost, scope or schedule of a project listing require a formal amendment. These formal amendments must be approved by the SBCAG Board, as well as by Caltrans, FTA and FHWA.

Minor project changes, including its funding sources, description, a lead agency change, scheduling adjustments, and other items may be approved as an administrative modification to the FTIP. Approval of administrative modifications has been delegated to the SBCAG Executive

Director, and as a result, its streamlined procedure bypasses several steps in the amendment process, and generally expedites the approval timeframe by two to three months. The SBCAG Executive Director has the delegated authority to approve the administrative modifications to the FSTIP/FTIP. All other amendments require formal approval by the SBCAG Board.

Administrative modifications must be consistent with the approved FSTIP/FTIP financial plan and changes in funding must be accommodated within the available resources identified in the plan.

An administrative amendment is a minor change to the FSTIP/FTIP that does not require a conformity determination, a demonstration of financial constraint, public review and comment, or federal approval.

The following changes to the FSTIP/FTIP can be processed through administration modifications:

- Revise a project description without changing the project scope or conflicting with the environmental document;
- Revise the funding amount listed for a project's phases. Additional funding is limited to the lesser of 40 percent of the project cost or \$10 million. Programming capacity must be available in the FSTIP/FTIP prior to programming the modifications and state in the supporting documentation;
- Change the source of funds;
- Splits or combines individually listed projects; as long as cost, schedule, and scope remain unchanged;
- Changes required information for grouped project listings; or
- Adding or deleting projects from grouped project listings as long as the funding amounts stay within the guidelines in the second bullet above.

Additional criterion for processing administrative modifications can be found in Appendix 2.

Administrative modifications can be processed in accordance with these procedures provided that:

- It does not affect the air quality conformity determination, including timely implementation of Transportation Control Measures (SBCAG is an air quality maintenance area, and does not prepare a conformity determination), and
- It does not impact financial constraint.

Amendments whose scale, type or other aspect precludes use of the administrative modification option are processed as formal amendments. Formal amendments require SBCAG Board approval via resolution, and subsequent concurrence by Caltrans and the FHWA and FTA. At the discretion of its Executive Director, SBCAG may require an administrative amendment be treated as a formal amendment for amendments that are controversial, or that are determined to be not clearly within the scope of an administrative amendment.

Currently the approval process for a formal amendment to the FTIP lasts from thirty to sixty days which can delay projects from advancing on schedule. Generally, projects that are

amended in the FTIP require approval as formal amendments by SBCAG through adoption of a resolution and approval by Caltrans, FHWA, and FTA.

Federal regulations (23 CFR 450.332) require that SBCAG adopt procedures to expedite the amendment process for certain projects within the FSTIP/FTIP and requires the annual listing of obligated projects. Projects that are eligible to use this process are:

1. Financially constrained and have been determined by MPO staff to be administrative in nature.
2. Do not need and adopted MPO board resolution.

Utilizing the expedited procedures is optional for the project sponsor and SBCAG. Projects may still be amended using the regular FTIP amendment process.

Expedited Project Selection Procedures

Federal Regulations 23 Code of Federal Regulations (CFR) Part 450.330 allow for the movement of projects within the period of the Transportation Improvement Program (TIP) and Federal Statewide Transportation Improvement Program (FSTIP) subject to procedures agreed to by partnering agencies, including the State and transit operators within the region. SBCAG, as the Metropolitan Planning Organization (MPO) for the Santa Barbara County Region has entered into an Expedited Project Selection Process outlined in Code of Federal Regulations (CFR) 450.330 with Caltrans. The projects listed within the FTIP have all been selected based on the regulations in 23 CFR Part 450. Federal Regulation 23 CFR Part 450.332 allows for the movement of projects within the FTIP/FSTIP subject to procedures agreed to by the partnering parties. This procedure is outlined in Appendix 3.

Fund Management

Federal funds are to be programmed in the FTIP, up to the appropriation level for that fiscal year for that fund source, within the fiscal year in which the funds are to be obligated/transferred by the Federal Highway Administration (FHWA) or obligated by the Federal Transit Administration (FTA), or awarded in a FTA grant. This improves the overall management of federal Obligation Authority (OA) within the region and ensures that OA is available for projects that are programmed in a particular fiscal year.

Projects selected for federal funding must have a demonstrated ability to use the funds within the established federal, state and regional funding deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of the TIP.

Annual Listing of Obligated Projects

By federal requirement, SBCAG publishes at the end of each calendar year an annual listing of obligated projects, which is a record of project delivery for the previous year. The publication of this list is in response to 23 U.S.C. 134(j)(7)(B), 23 U.S.C. 135(g)(4)(B), 49 U.S.C. 5303(j)(7)(B), and 49 U.S.C. 5304(g)(4)(B). The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program (TIP).

When a project reaches a point that funds will need to be expended, a request is sent from Caltrans to the Federal Department of Transportation requesting verification that there are funds available for reimbursement. This verification of fund availability "obligates" the funds for use as

soon as expenditures occur. Fund obligations are a measure of the progress being made on a project. Projects for which funds have been obligated are not necessarily initiated or completed in the program year, and the amount of the obligation will not necessarily equal the total cost of the project. It is possible that unused funds may be credited back when not needed at the completion of a project phase resulting in a negative obligation. For Federal Transit Administration (FTA) projects, obligation occurs when the FTA grant is awarded.

SBCAG's Annual Listing of Obligated Projects can be found at www.sbcag.org/publications.html and in Appendix 9.

CHAPTER TWO - Financial Plan & Financial Constraint

Introduction and Purpose

As a programming document, the FTIP is required to be financially constrained – programmed expenditures must be balanced with specified revenues. Transportation projects scheduled over the next four fiscal years (the “quadrennial period”) that will receive federal funding must be identified. Projects anticipated beyond the quadrennial period are included for information purposes. Only projects with dedicated funding source(s) are allowed in the first fiscal year, and projects in the second, third and fourth years must be carefully reviewed to ensure that there is either a firm funding commitment, or a reasonable expectation that funds will be available.

The Need for Financial Plans and Financial Constraint

A financial plan is the mechanism for demonstrating financial constraint in the metropolitan planning process. Financial constraint is a demonstration that there will be sufficient funds to implement proposed improvements, and to operate and maintain the entire system, by comparing costs with available financial resources. The federal agencies are responsible for making a financial constraint determination on the federally required FSTIP, with states and MPOs being called on to demonstrate such fiscal constraint.

In short, federal rulemaking states that RTPs and FTIPs must include a financial plan. MPOs must demonstrate, and FHWA and FTA must determine financial constraint, in the metropolitan planning process, all relying heavily on the MPO’s required financial plans.

The 2015 FTIP

This 2015 FTIP updates the previous FTIP adopted in September 2012; it integrates new and modified projects which initially took form as amendments to the 2013 FTIP. Also, new data for the 2014 SHOPP and adopted 2014 STIP programs is included in the FTIP.

Year of Expenditure Dollars for Project Cost Estimates

Project costs are presented in year of expenditure (YOE) dollars, assuming a cost inflation rate.

- Cost estimates are identified in year of expenditure dollars.
 - Construction costs for projects in the FTIP are assumed to increase between 0 and 3.75% annually. STIP funded projects represent a significant portion of the projects and are already inflated.
 - Operating expenses for Guadalupe Transit, COLT, SMAT, SYVT, and SBMTD were taken from the TDA Triennial Performance Audit Reports with a base year of FY 2005-06 and are assumed to increase by 3% annually, the rate used in the North Santa Barbara County Transit Plan.

System Preservation, Operation, and Maintenance Costs

The operation and maintenance of the existing transportation system in Santa Barbara County is a top priority for SBCAG. Santa Barbara County’s transportation system includes an extensive network of local roadways, bridges, state highways, and passenger rail and bus transit. Multiple federal, state and local fund sources are utilized to operate and maintain the

transportation system. Within the four-year FTIP period, the combined operations and maintenance investment in the existing transportation system is \$395 million.

Local roadway, bridge and state highway projects rely upon the State Transportation Improvement Program, federal Surface Transportation Program, federal Highway Bridge Program, the Active Transportation Program and the county transportation sales tax, Measure A.

Funding for transit operations and maintenance in the 2015 FTIP is primarily provided by the Federal Transit Administration through the FTA 5307, 5311, 5310 and 5339 programs.

Local jurisdictions and transit operators also utilize additional state and local funding sources for maintaining their transportation systems that are not all included in the 2015 FTIP.

Financial Uncertainties

This FTIP is based on reasonably anticipated revenues sources. However, it is important to note that events such as terrorism or a natural disaster can force Congress and the administration to shift funding away from transportation. Federal appropriations are conducted annually as is California's annual budget. As such, the figures represent the best available information as of June 2014.

It is important to note that the FTIP is a living document that can be amended at any time. This flexibility is essential for the ability to deliver projects in a timely manner or to modify projects as necessary and to keep the public informed of these actions.

Further, the FTIP is a programming document – it is useful in keeping the public informed of where federal public transportation dollars are being expended in their areas, and not an accounting document that focuses on precise dollar amounts.

Financial Constraint Determination

The estimated revenue from all sources over the four year period FY 14/15 to 17/18 included in the FTIP is approximately \$395 million. As the tables included in Appendix 1 indicate, the revenues over the period, including the quadrennial element of FY 14/15 to 17/18, are sufficient to implement proposed improvements in the FTIP, and operate and maintain the transportation system in the county.

The 2015 FTIP programs transportation funding from a wide variety of sources. Several of the major sources from which funds are programmed are:

- State Transportation Improvement Program (STIP) including:
 - Street and highway projects
 - Intercity passenger rail
 - Project planning, programming and monitoring
- Regional Surface Transportation Program (RSTP)
- Federal Transit including:
 - FTA Section 5307 – Urbanized Area Program
 - FTA Section 5310 – Elderly and Disabled Program

- FTA Section 5311 – Rural and Small Urban Area Program
- FTA Section 5311f – Rural Transit & Intercity Bus Program
- FTA Section 5339 – Bus & Bus Facilities Program
- Other federal programs including High Priority (Demonstration) Projects
- State Highway Operation and Protection Program (SHOPP)
 - State Grouped Projects Program (i.e., aggregated program amounts rather than individual projects) including: State minor projects
 - Local Highway Bridge Program (HBP)
 - Highway Maintenance (HM)
 - Highway Safety Improvement Program (HSIP)
 - Safe Routes To School Program (SRTS)
- Measure A local transportation sales tax and other locally-collected funds (such as development mitigation fees)

SBCAG's Draft 2015 FTIP Financial Plan Summary was included in the Public Draft.

CHAPTER 3 – FTIP Project Listings by Agency

Overview

Up until the adoption of MAP-21 in 2012, SBCAG has been required to adopt a Federal Transportation Improvement Program identifying transportation projects proposed for implementation using federal funds as well as regionally significant projects which were funded by other sources (such as Measure D) for the upcoming four year period. This 2015 FTIP updates the previous FTIP adopted in September 2012, it integrates new and modified projects which initially took form as amendments to the 2013 FTIP, and, perhaps most significantly, it incorporates the major fund changes brought about through the 2014 STIP and 2014 SHOPP.

Most of the projects in the 2015 FTIP are carried over from the 2013 FTIP. To decide which projects to carryover, SBCAG asked project sponsors of projects in the 2013 FTIP to indicate which of their projects had been completed, were well underway or were still in planning or early implementation stages. During the preliminary review of the draft FTIP, project sponsors also were allowed to propose new projects to be included in the 2015 TIP.

By replacing federal funding in many local projects through the STIP, local agencies have been relieved of many procedures and regulations more appropriate for large-scale projects. The major benefit of this procedural relief is that the unexpended time, effort and money can be redirected to developing and implementing their projects more effectively. (The federal funds now go to Caltrans' state highways operations and maintenance programs, the SHOPP.)

This chapter includes a comprehensive listing of the region's highway, local street, transit, bikeway, bridge and other projects be funded under federal MAP-21 transportation legislation, with updated information on each project's scope, lead agency, cost, schedule and funding sources. A project must be included in the FTIP, which has been approved by SBCAG, Caltrans and the Federal DOT, as a prerequisite to receiving federal funding.

Each printout includes a summary of the transportation project with the source of each fund by fiscal year. Most of the following project information sheets have been produced using SBCAG's FTIP Management Database or EZTrak. The projects in the 2015 FTIP will be implemented by the local cities and the county, the transit districts, SBCAG, Caltrans and other public and private agencies that maintain, operate, improve and expand the transportation system in the Santa Barbara County region.

The complete inventory of projects in the 2015 FTIP is provided on the 2015 FTIP Project List, following the FTIP Document.

SBCAG 2015 FTIP Project Listings
 Project listings are organized by project sponsor

PROJECT ID	PROJECT TITLE
CALTRANS - 13 Project Listings	
CT01	Casitas Pass & Linden Ave Interchanges
CT07	Route 246 Passing Lanes between Cebada Canyon and Hapgood Road
CT14	Grouped Projects for Highway Bridge Program - 43 projects currently programmed
CT18	Hwy 101 HOV, SB County Line to Casitas Pass Road - INCLUDED FOR INFORMATION ONLY
CT20	Hwy 101 6 Lane Widening Carp to Sycamore Creeks
CT21	Santa Barbara County Rail Siding Project
CT24	Grouped Projects for Safety Improvements - SHOPP Mandates Program - 0 projects currently programmed
CT42	Northern Corridor Native Tree & Shrub Planting - INCLUDED FOR INFORMATION ONLY
CT45	Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and/or rehabilitation - SHOPP Minor Program - 1 project currently programmed
CT67	Grouped Projects for Pavement Resurfacing and/or Rehabilitation on the State Highway System- Highway Maintenance - 1 projects currently programmed
SHOPP1	Grouped Projects for Bridge Rehabilitation and Reconstruction - SHOPP Program - 3 projects currently programmed
SHOPP2	Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program - 6 projects currently programmed
SHOPP3	Grouped Projects for Pavement Resurfacing and/or Rehabilitation- SHOPP Roadway Preservation Program - 6 projects currently programmed

CITY OF BUELLTON	
City of Buellton does not have any individually listed projects in the FTIP	

CITY OF CARPINTERIA	
City of Carpinteria does not have any individually listed projects in the FTIP	

EASY LIFT - 3 Project Listings	
EZLIFT05	Easy Lift 2011 FTA 5310 Project - Eight (8) Replacement Mini-vans - INCLUDED FOR INFORMATION ONLY
EZLIFT06	Easy Lift 2011 FTA 5310 Project - Two (2) Small - INCLUDED FOR INFORMATION ONLY
EZLIFT07	DriverMate Scheduling Software - INCLUDED FOR INFORMATION ONLY

CITY OF GOLETA - 3 Project Listings	
GOLETA08	Fowler & Ekwill/Fairview/ Kellogg/Rt217
GOLETA18	Highway 101/Cathedral Oaks Landscaping Enhancement
GOLETA19	Hollister Avenue Class I Bike Path

CITY OF GUADALUPE - 3 Project Listings	
GUAD4	Guadalupe - Transit Operating Assistance - INCLUDED FOR INFORMATION ONLY
GUAD09	Rehabilitate State Route 1 in Guadalupe - INCLUDED FOR INFORMATION ONLY
GUAD12	Guadalupe Bus Purchase

CITY OF LOMPOC - 6 Project Listings	
LOMPOC8	Bus Stops and Shelters - INCLUDED FOR INFORMATION ONLY
LOMPOC9	Operating Assistance - COLT
LOMPOC13	Wine Country Express Operations (Lompoc to Solvang)
LOMPOC20	Installation of Automated Fare Boxes - INCLUDED FOR INFORMATION ONLY
LOMPOC23	Operations and Maintenance Center - INCLUDED FOR INFORMATION ONLY
LOMPOC24	Sidewalk Infill and Curb Ramps

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY (SLORTA) - 1 Project Listing	
SLORTA1	Operating Assistance for SLORTA Route 10

SBCAG - 7 Project Listings	
SBCAG11	Plan, Program & Monitor FY08/09-14/15
SBCAG14	U.S. 101 Improvement Program (CA 300)- INCLUDED FOR INFORMATION ONLY

SBCAG 2015 FTIP Project Listings
Project listings are organized by project sponsor

PROJECT ID	PROJECT TITLE
SBCAG20	ARRA - Pacific Surfliner - Ortega Rail Siding - INCLUDED FOR INFORMATION ONLY
SBCAG21	Santa Barbara Dynamic Rideshare Pilot Program - INCLUDED FOR INFORMATION ONLY
SBCAG25	SBCAG Traffic Solutions Rideshare Services - INCLUDED FOR INFORMATION ONLY
SBCITY16	Cabrillo Pedestrian Improvements
SBCAG27	Santa Claus Lane Bike Path - INCLUDED FOR INFORMATION ONLY

CITY OF SANTA BARBARA - 5 Project Listings

SBCITY3	Las Positas/Cliff Dr Intersection Improvements
SBCITY17	Montecito/Yanonali Street Bridge Replacement and Pedestrian Improvements
SBCITY18	Las Positas Road Multiuse Path
SBCITY19	Lower Milpas Pedestrian Improvement Project
SBCITY20	Cacique & Soledad Pedestrian/Bicycle Bridges and Corridor Improvements

COUNTY OF SANTA BARBARA - 3 Project Listings

COUNTY16	PSR - Design Impvts Refugio Rd - So Portion - INCLUDED FOR INFORMATION ONLY
COUNTY19H	Reconstruct segments of Hollister Avenue - INCLUDED FOR INFORMATION ONLY
COUNTY29	CA FLAP 51009(1), Paradise Road and Gibraltar Road

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT - 5 Project Listings

MTD1	SBMTD Operating Assistance
MTD5	South Coast Transit Priorities - INCLUDED FOR INFORMATION ONLY
MTD7	Operating Assistance - South Coast Transit Priorities - INCLUDED FOR INFORMATION ONLY
MTD9	Regional Intermodal Transit Ctr Expansion (Demo) - INCLUDED FOR INFORMATION ONLY
MTD12	Bus Replacement Project - INCLUDED FOR INFORMATION ONLY

CITY OF SANTA MARIA - 14 Project Listings

SM010	Operating Assistance for SMAT
SM025	Bus Replacement and Expansion
SM028	Bus Stop Improvements
SM029	Planning Projects - INCLUDED FOR INFORMATION ONLY
SM30	Nighttime and Saturday Transit Service
SM31	Capital Cost of Contracting - SMAT
SM41	FTA 5311f - Intercity transit operations from Santa Maria to Santa Ynez Valley
SM43	Advance Public Transportation System
SM44	SMAT Bus Yard Maintenance - INCLUDED FOR INFORMATION ONLY
SM45	SMAT Advanced Communications Upgrade
SM46	FTA 5311f Breeze Route 200 Vehicle - INCLUDED FOR INFORMATION ONLY
SM47	SMAT Van Purchase - INCLUDED FOR INFORMATION ONLY
SM48	Breeze 100 Bus Replacement - INCLUDED FOR INFORMATION ONLY
SM49	Bus Yard Expansion - INCLUDED FOR INFORMATION ONLY

SANTA MARIA ORGANIZATION OF TRANSPORTATION HELPERS

SMOOTH does not have any individually listed projects in the FTIP

CITY OF SANTA SOLVANG - 1 Project Listing

SOLVANG02	Transit Operating Assistance - INCLUDED FOR INFORMATION ONLY
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GROUPED PROJECT LISTINGS AND VARIOUS - 4 Project Listings

LOCALHSIP	Grouped Projects for Safety Improvements - HSIP - 9 projects programmed
LOMPOC25	Lompoc Unified School District: Developing a Sustainable Safe Routes to School Program
VAR01	Volunteer Driver Program - INCLUDED FOR INFORMATION ONLY
VAR03	Grouped Projects for Safety Improvements - SRTS - 3 projects programmed

Attachment: COMPLETED 2013 FTIP PROJECTS
30 Projects Completed

PROJECT ID	LEAD AGENCY	PROJECT TITLE
CT08	Caltrans	US 101/ Cabrillo - Milpas Operational Imps - INCLUDED FOR INFORMATION ONLY
CT12	Caltrans	UVP Interchange at 101, near Santa Maria - INCLUDED FOR INFORMATION ONLY
CT13	Caltrans	Santa Maria River Bridge Widening (part 2 of 2) - INCLUDED FOR INFORMATION ONLY
CT22	Caltrans	VEN - SB Rail Siding Project
CT34	Caltrans	Highway Maintenance Program - Lump Sum - No projects currently programmed
SHOPP8	Caltrans	Grouped Projects for Emergency Response - SHOPP Program - 1 project currently programmed for information only.
LSSH00103	Caltrans	Near Guadalupe, from Simas Road to Black Road. Relocate drainage ditches. (Previously included in SHOPP Collision Reduction)
LSSH00104	Caltrans	Near Goleta, Between Fairview Ave and Los Carneros Rd. Upgrade Drainage Culverts. (Previously included in SHOPP Roadway Preservation)
SBCAG19	SBCAG	Operations and management improvements including ITS technologies on US 101 in Santa Barbara County
SBCAG22	SBCAG	FTA 5311f SBCAG North County Transit Plan Update
SBCAG23	SBCAG	Clean Air Express Reverse Commute Service
SBCAG24	SBCAG	South Coast Commuter Rail
SBCAG26	SBCAG	SBCAG Hybrid Utility Vehicle
COUNTY12	County	Ortega Hill Rd, Ortega Ridge-Greenwell Imps-Ph II
COUNTY20H	County	Reconstruct and deep-lift asphalt on various roads
GOLETA05	City of Goleta	Los Carneros I/C Landscaping
GUAD11	City of Guadalupe	City of Guadalupe Hybrid Vehicle - INCLUDED FOR INFORMATION ONLY
LOMPOC19	City of Lompoc	City of Lompoc Electric Utility Vehicle and Charging Station Purchase
LOCALHR3	City of Lompoc	High Risk Rural Roads - No projects currently programmed
SBCITY15	City of Santa Barbara	State Street Smart Corridor
SM001	City of Santa Maria	UVP - Hummel to California Ext+ I/S @ SR 135
SM42	City of Santa Maria	SMAT Expansion Bus and Trolley

EZLIFT04	Easy Lift	Easy Lift FTA 5317 Greatest Generation Accessible Transportation Program
SMOOTH05	SMOOTH	SMOOTH 2011 FTA 5310 Project - Six (6) Medium Buses - INCLUDED FOR INFORMATION ONLY
SMOOTH06	SMOOTH	SMOOTH 2011 FTA 5310 Project - One (1) Large Bus - INCLUDED FOR INFORMATION ONLY
SMOOTH07	SMOOTH	SMOOTH 2011 FTA 5310 Project - One (1) Base Station - INCLUDED FOR INFORMATION ONLY
SMOOTH08	SMOOTH	SMOOTH 2011 FTA 5310 Project - Seven (7) Mobile Radios - INCLUDED FOR INFORMATION ONLY
VAR14	Various Agencies	CalVans Voucher Program