RESOLUTION NO. 09-01

ADOPTING AMENDMENTS #2-4 TO THE 2008 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM FOR SHASTA COUNTY

WHEREAS, Title 23 USC Sec. 134 (j) directs each Metropolitan Planning Organization (MPO) to develop a Federal Transportation Improvement Program (FTIP) every two years and to include a four-year priority list of all federally funded projects; and

WHEREAS, in order to qualify for certain types of federal funding, projects must be included in a Federal Transportation Improvement Program (FTIP) approved by the Regional Transportation Planning Agency; and

WHEREAS, the Streets and Highways Code Section 182.6(e) and Section 182.7(d) directs each MPO to submit the updated FTIP to the California Department of Transportation by August 1 on even-numbered years; and

WHEREAS, the 2008 FTIP was adopted the 24th day of June, 2008, by the Shasta County Regional Transportation Planning Agency in accordance with federal planning regulations; and

WHEREAS, an amendment to the 2008 FTIP is needed to reflect recent or anticipated changes to federal programs and transportation funding levels; and

WHEREAS, the amendment has been reviewed and is consistent with the Regional Transportation Plan and is recommended for inclusion in the Shasta County FTIP; and

WHEREAS, an updated list of individual projects constituting lump sum categories is on file with the Shasta County Regional Transportation Planning Agency; and

WHEREAS, the 2008 FTIP remains financially constrained as these requirements apply to Shasta County, which is in conformance with federal air quality standards.

WHEREAS, the 2008 FTIP has been amended to include all SAFETEA-LU requirements, including a fourth year of programming.

WHEREAS, the 2008 FTIP has been amended to include economic stimulus legislation funding to be considered available and committed for programming purposes.

NOW, THEREFORE, BE IT RESOLVED that the 2008 Shasta County Federal Transportation Improvement Program is hereby amended, as shown in Amendments #2-4, this 10th day of February, 2009, by the Shasta County Regional Transportation Planning Agency.

Norma Comnick

Norma Comnick, Chair
Shasta County Regional
Transportation Planning Agency

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Federal Stimulus: Adopt Policies; Preliminary Projects; FTIP Amendments; and RTIP Amendment	2/10/09	4

RECOMMENDATION

It is recommended that the Board:

1. Adopt RTPA Policy 5-4 (attached) regarding use of federal stimulus funds allocated to the region;
2. Approve the attached preliminary stimulus project list submitted by local agencies and RABA;
3. Adopt Resolution No. 09-01 approving Amendments #2 through #4 to the 2008 Federal Transportation Improvement Program (FTIP) which adds the stimulus projects;
4. Adopt Amendment #1 to the Regional Transportation Improvement Program (RTIP) to include a portion of these projects as needed to match RTIP funding consistent with Policy 5-4; and
5. Authorize the Executive Director to make subsequent minor revisions in response to the final federal stimulus bill, state implementing legislation, and local agency priorities.

SUMMARY

A federal economic stimulus bill is expected to be approved in mid-February and will include RTPA funding for road and transit capital improvements. Projects will be subject to rapid delivery deadlines. The first steps to delivery and job creation are to develop a list of preliminary projects and program the estimated stimulus funds. To get a head start on aggressive expenditure deadlines, FHWA and FTA have recommended RTPA action in advance of the stimulus bill. Even though funding levels and requirements within the stimulus bill will change, programming a broad list of preliminary projects now, and addressing changes through administrative amendments later, will be faster than starting the FTIP and RTIP process from scratch.

DISCUSSION

Preliminary Stimulus Funding Levels and Requirements

The attached charts show the flow of stimulus funds as currently approved in the House, and as proposed in the Senate. The federal stimulus bill and state policy discussions regarding how the funds will be distributed are dynamic and changing daily. The purpose of this meeting is to program a broad list of eligible projects which qualify for stimulus funds based on what is known today. It is likely that only a subset of projects approved today will actually receive stimulus funds.

As the House and Senate stimulus bills are currently written, approximately $30 billion will be available for streets and highways nationwide. California would receive just under $3 billion. The most speculative assumption is that the state will distribute $2 billion of this to regions either directly or through the State Transportation Improvement Program (STIP), keeping $1 billion for highway maintenance and Proposition 1B projects not yet awarded construction.

Based on these assumptions, the Shasta County RTPA would receive about $10 million either directly or through the STIP. Half of these funds ($5 million) may need to be obligated for construction within 75 days of the President's approval. The remaining 50% must be obligated by July 1, 2010. "Obligated" means these projects must be ready to advertise for construction under all state and federal requirements. These include: FTIP/STIP programming; NEPA; CEQA; design; right of way; permits; and final authorization to construct. Failure to deliver within the required timelines will result in lost funds to the region. These deadlines essentially limit the types of viable projects to 'concrete-on-concrete' where there are no environmental issues or right-of-way needs.

A substantial portion of the estimated $1 billion state share – not addressed in today's actions – is currently slated for expenditure in Shasta County. State share stimulus may be used to replace the Antlers Bridge on Interstate 5 over Shasta Lake. This $275 million project is federal-shovel-ready, and is currently programmed in the State Highway Operation and Protection Program (SHOPP), where funds may not be available due to the state's budget failures. It is expected that the RTPA will program state projects such as Antlers Bridge in the FTIP at the February 24th meeting once the stimulus bill is signed and state projects confirmed. Separate pools of road funds may also be available for federal land roads (i.e., National Park, Forest Service) and reservation roads.

Approximately $1.9 million is also expected to be available to RABA for transit capital. These funds are being programmed in the FTIP at this time to purchase new vehicles.

Selection of Regional Stimulus Projects for Eligibility

On January 23, RTPA staff met with city, county, RABA, and Caltrans officials to discuss use of stimulus funds. It was agreed to act quickly to program a preliminary list of projects. It was also agreed that since there are no RTPA priority projects which can meet the delivery deadlines as currently written, the stimulus funds should be apportioned to the cities and county based on population. Transit funds would be distributed based on existing federal programs through which the funds would flow.

The preliminary list of projects is provided in Attachment 1. As recommended by staff, the cities and county submitted projects for programming in amounts which exceed the $10 million in estimated stimulus funds. Since the programming process can take 60 days for FHWA approval it is prudent to start the process now with a broader list of possible projects. Once the stimulus bill amounts and eligibility requirements are known, the RTPA can administratively swap or remove projects as needed to meet actual local agency funding levels based on the population apportionments.

Staff and Caltrans have recommended that the cities and county proceed with projects that have no unresolved environmental impacts or right-of-way needs. The Cascade Boulevard realignment project in Shasta Lake may have difficulty meeting the "use it or lose it" delivery deadline of July 1, 2010, but has already undergone all design and environmental studies. In addition, delivery of the City of Redding's top priority project, the Oasis Interchange Project, will also prove problematic to deliver within the "use it or lose it" deadlines currently in the bill. If it becomes apparent at any time that a project cannot meet the federal "use it or lose it" deadlines, the agencies can shift to other project priorities which can be delivered on time, (such as pavement rehabilitation) in order to avoid loss of funds for the region. To this end, staff has advised, and the City of Shasta Lake and Redding staff have provided, a back-up list of pavement preservation projects in Redding and Shasta Lake to be included in the FTIP amendment.

FTIP Programming

Due to nuances in federal requirements, the FTIP must be programmed in three steps to; 1) program the stimulus funds only (no projects) based on estimates from Caltrans and US Department of Transportation (DOT); 2) add those projects that can be "administratively" amended into the FTIP; and 3) add all remaining projects through a formal amendment process. The FTIP amendments are as follows:

- **Amendment # 2: Program the Regional Share of Stimulus Funds:** This amendment adds $255 million of Federal Highway Administration (FHWA) funding and $1.898 million of Federal Transit Administration (FTA) funding to the FTIP without regard to the programming of specific projects. The

$255 million FHWA amount is based on the state's intent to program the I-5 Antlers Bridge Replacement at a future meeting.

- **Amendment #3; Administrative Amendment:** Transportation Enhancement (TE) projects and transit projects proposed for stimulus funding can be added to the FTIP administratively resulting in expedited programming approval (one week).

- **Amendment # 4; Formal Amendment:** This amendment adds the remaining stimulus projects which do not qualify for an administrative amendment (one to two months).

The required FTIP support documentation is attached.

STIP Programming
A portion of the regional stimulus projects may need to be funded through the STIP process in addition to the FTIP process. In this event, staff will need to submit a list of projects to the California Transportation Commission in an amount equal to the RTIP shares of funding available. Staff will choose RTIP projects from the jurisdiction's shares that are slated for later delivery, since this added state process will take more time.

All agencies have been advised to begin coordinating with the Caltrans district now regarding their prospective projects. Caltrans has agreed to begin the NEPA process but cannot make the final NEPA determinations until the programming is approved by FHWA and the stimulus bill is signed.

ALTERNATIVES
The Board may delay these programming approvals until the stimulus bill funding levels and requirements are known. This is not recommended since formal amendments may take a month or more to receive federal approval. Based on the broad list of projects programmed by this action, local agencies, RABA and the RTPA will have the flexibility to switch out or delete projects within the program more quickly using the administrative amendment process.

OTHER AGENCY INVOLVEMENT
This item has been coordinated with the cities, county, RABA, Caltrans, FHWA and FTA.

FINANCING
Approval of this item will result in the ability to develop and construct projects using federal stimulus funds.

Daniel S. Little, AICP, Executive Director

DSL/TLH/jac

Attachments: Attachment #1: Preliminary List of Eligible Federal Stimulus Projects
RTPA Policy 5-4
Flow Charts: Distribution of Highway Stimulus Funds
Comparison of House and Senate Economic Recovery Bills
FTIP Documentation
Resolution 09-01 Approving FTIP Amendments

ATTACHMENT # 1 PRELIMINARY LIST OF ELIGIBLE FEDERAL STIMULUS IMPROVEMENTS

Shasta County Regional Transportation Planning Agency
Amendment to 2008 Federal Transportation Improvement Program (FTIP)

Recap of FTIP Projects and Amendments needed to program Economic Stimulus funding for the region

February 10, 2008 - RTPA Special Meeting

Project	Agency	Description	Project Funding			FTIP AMENDMENT #
			Stimulus	Other	Total	
Preventative Roadway Maintenance	Anderson	Overlay and Street Preservation	$ 1,160,000	0	$ 1,160,000	4 - PREV MAIN
Cascade Realignment at Pine Grove I/C	City of Shasta Lake	Realignment, curb and gutter, sidewalk	$ 564,000	$ 912,000	$ 1,476,000	4 - LOC OPERA
Preventative Roadway Maintenance	City of Shasta Lake	Overlay and Street Preservation	$ 564,000	0	$ 564,000	4 - PREV MAIN
RABA Capital Vehicles	RABA	Purchase Buses and Vans	$ 1,898,000	0	$ 1,898,000	3 - TRAN-VEH
Parkview Traffic Calming TE	Redding	Improve Bike Lanes and Sidewalks	$ 200,000	0	$ 200,000	3 - TE LUMP
Court Street TE	Redding	Improve Pedestrian Crossing Safety	$ 75,000	0	$ 75,000	3 - TE LUMP
Oasis Road/Route 5 Interchange Imp.	Redding	Widen structure, ramps, approaches	$ 4,000,000	$ 36,000,000	$ 40,000,000	4- RDG OASIS
Preventative Roadway Maintenance	Redding	Overlay and Street Preservation	$ 2,207,000	$ 1,000,000	$ 3,207,000	4 - PREV MAIN
East Redding Bike Lanes TE	RTPA	Construct Bike Lanes On Old Oregon Trail, Old Alturas Road, and College View Drive (Current STIP Project)	$ 2,552,000	0	$ 2,552,000	3 - TE LUMP
Preventative Roadway Maintenance	Shasta County	Overlay and Street Preservation	$ 4,862,000	0	$ 4,862,000	4 - PREV MAIN
		Totals	$ 18,082,000	$ 37,912,000	$ 55,994,000	

POLICY FOR THE USE OF FEDERAL STIMULUS FUNDS ALLOCATED TO THE REGION

The federal government is working to enact an economic stimulus package which includes infrastructure investment. The U.S. Department of Transportation has directed Metropolitan Planning Organizations to develop project selection and programming procedures in advance of the bill. This policy may be amended once the stimulus bill is passed and any related state legislation and policies are enacted.

A. Stimulus Funds for Streets and Highways Assigned to Regions

1. Street and highway federal stimulus funds made available to the SCRTPA (Region) – either directly or through regional shares of the State Transportation Improvement Program (STIP) – shall be apportioned to the three cities and the county (Jurisdictions) on the basis of population. Initial spending targets for each jurisdiction are as follows:

Shasta County	1/1/2008	%	Target
Anderson	10,579	5.8%	$ 580,511
Redding	90,491	49.7%	$ 4,965,594
Shasta Lake	10,279	5.6%	$ 564,049
Unicorporated	70,887	38.9%	$ 3,889,846
County Total	182,236	100.0%	$ 10,000,000

(per DOF E-1 report)

Note: These are not actual stimulus amounts or guarantees; these are merely targets for programming purposes.

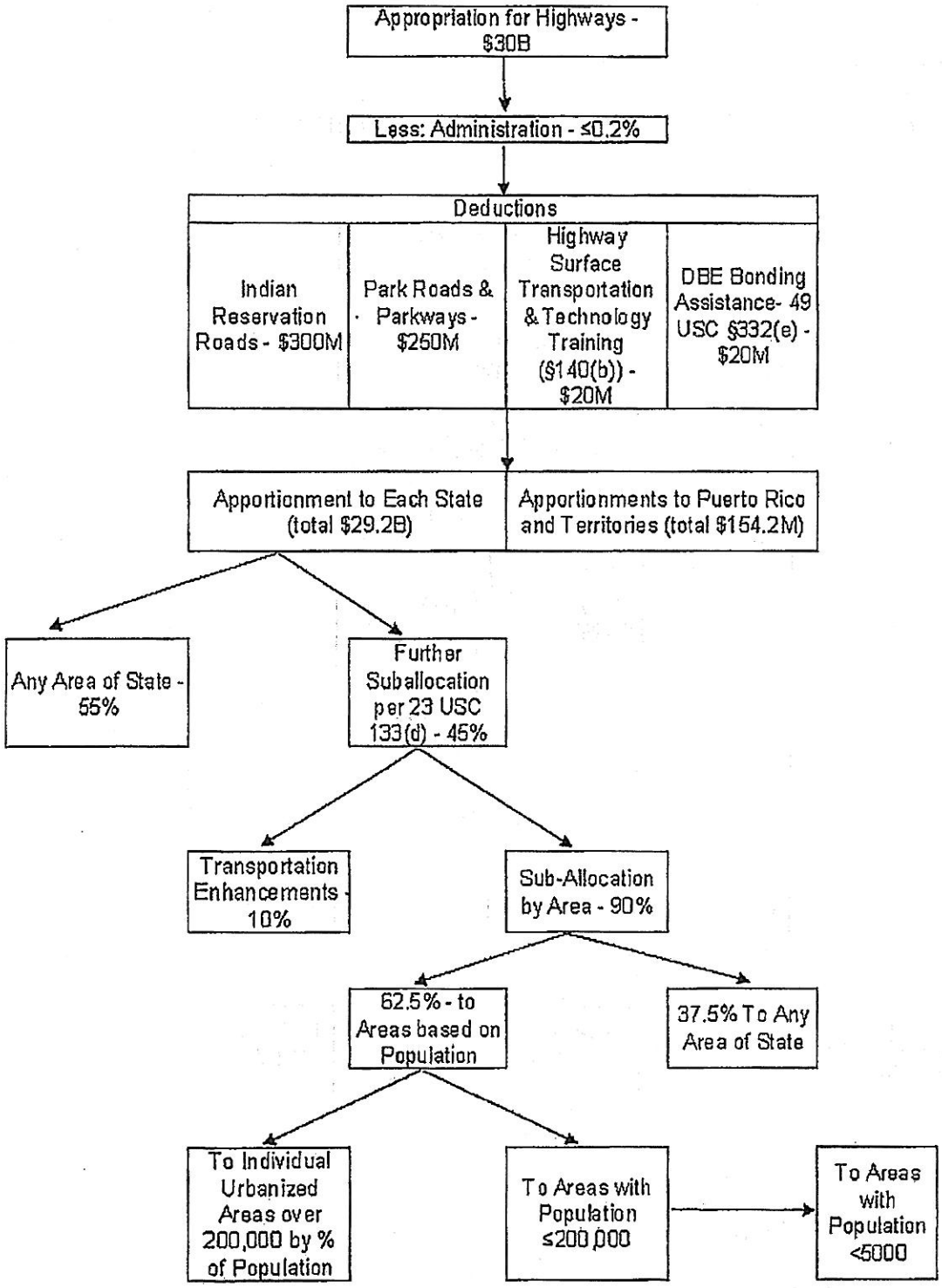
2. Jurisdictions shall nominate stimulus projects at their discretion. Projects must meet federal eligibility requirements.
3. Jurisdictions may nominate projects totaling more than their funding targets for programming purposes. Actual funding, however, will be limited to their proportional share of the regional stimulus funds available and allocated by the RTPA Board.
4. Jurisdictions shall coordinate with the Region on delivery of projects to ensure that no regional stimulus funds are lost under state and federal "use it or loose it" provisions.

a. In the event there are multiple "use it or loose it" deadlines for portions of the stimulus funds, Jurisdictions are encouraged to spend up to 100% of their shares by the initial deadline.
b. A jurisdiction may deliver projects that do not meet the intermediate "use it or loose it" deadlines without losing shares, provided that they coordinate with the Region to ensure that other Jurisdictions can over-deliver projects to prevent loss of stimulus funds to the Region.
c. The Region will monitor all projects for timely delivery. If it becomes apparent that a Jurisdiction will cause the Region to lose funds, the Region may allocate the funds to another Jurisdiction which can demonstrate timely delivery.

5. Stimulus projects scheduled for earliest delivery shall be allocated stimulus funds provided directly to the Region. Projects scheduled for the latest delivery shall be assigned stimulus funding through the STIP.
6. Jurisdictions may be asked to provide non-motorized projects to expend regional Transportation Enhancement (TE) shares.
7. Notwithstanding the above, the RTPA Board may consider alternative priorities or projects pending any new information in the final stimulus bill or related state legislation and policy.

B. Stimulus Funds for Transit

1. Stimulus funds for transit capital are expected to be distributed through existing programs such as FTA 5307 and 5311. Use of these funds shall be subject to processes established through these programs. Use of these funds for transit operations may be prohibited by the stimulus bill.



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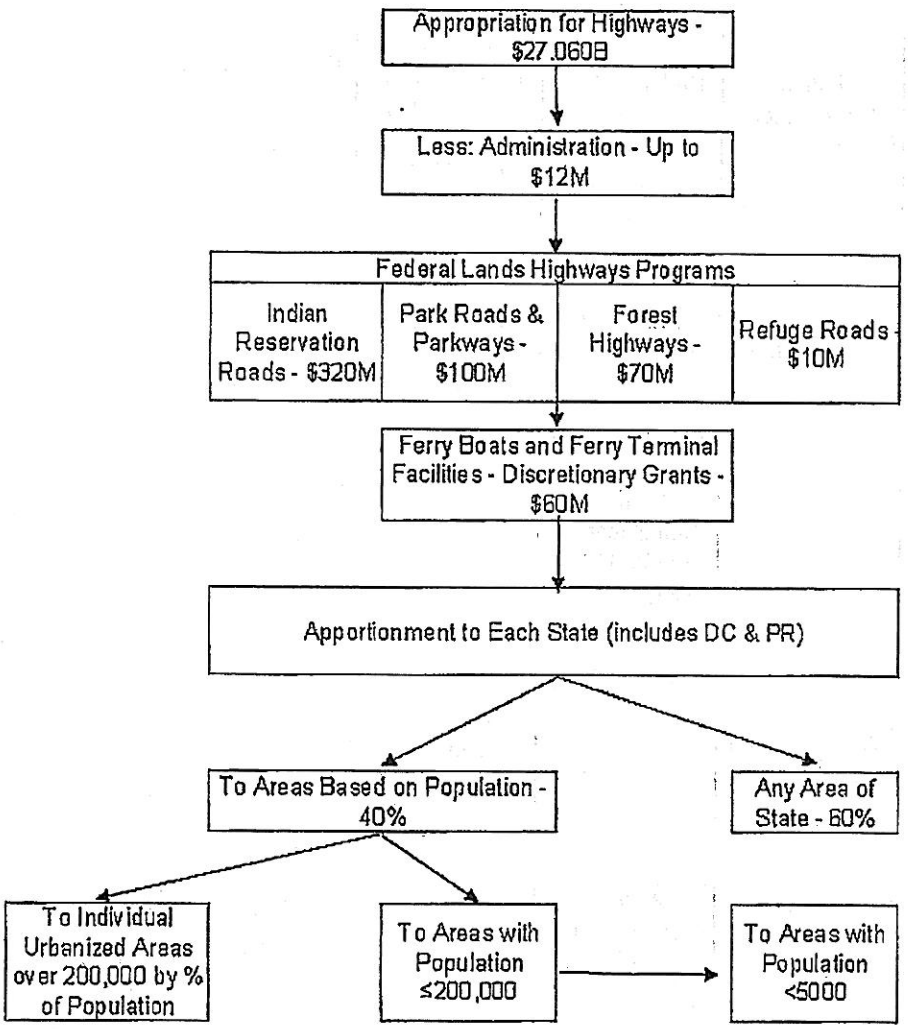
Distribution of Highway Stimulus Funds under S. 336 as Reported



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To view PDF files, you can use the Acrobat® Reader®.

Topic	House Bill (HR 1 As Passed House)	Senate Bill (S 336 As Introduced)
HIGHWAYS:		
Funding:	○ **$30 billion Total – estimated California Share of formula funding is $2.796 billion** ○ Federal share is up to 100 percent at discretion of the recipient ○ $29.41 billion made available for projects and activities eligible for funding under the following programs: – Surface Transportation Program {23 USC 133} – Bridge {except for discretionary program} {23 USC 144} – Interstate and National Highway System {23 USC 103} – Interstate Maintenance {23 USC119} – Metropolitan Planning {23 USC 134} – Highway Safety Improvement Program {23 USC 148} – Congestion Mitigation and Air Quality Program {23 USC 149} ○ $300 million for Indian Reservation Roads {23 USC 204} ○ $250 million for park roads and parkways {23 USC 204} ○ $20 million for highway surface and transportation training {23 USC 140(b)} ○ $20 million for Disadvantaged Business Enterprises Bonding Assistance {49 USC 332(e)}	○ **$32.506 billion Total – estimated California share of formula funding is $2.554 billion** ○ Federal share for the formula funds is up to 100 percent at the discretion of the recipient, but discretionary grants must be 100 percent of project cost ○ $26.356 billion made available for projects eligible for funding under the Surface Transportation Programand Congestion Mitigation and Air Quality Program. Funds may also be used for: – Stormwater – Passenger and Freight Rail – Port Infrastructure ○ $5.5 billion reserved for discretionary grants made by the Secretary of US DOT – Grant minimum is $20 million, maximum is $500 million – Awarded to State and Local Governments – Used for highway, transit, freight and passenger rail, and port infrastructure projects – $200 million reserved for TIFIA program and State Infrastructure Bank support ○ $60 million for ferries (discretionary program) ○ $320 million for Indian Reservation Roads ○ $100 million for Park Roads and Parkways ○ $70 million for Forest Highways ○ $10 million for Refuge Roads ○ Balance of funds reserved for distribution to US Territories and FHWA administrative expenses.
Allocation and Suballocation:	○ Funds allocated to states based on share of FFY 2007/2008 appropriations formula. ○ 45 percent of the funds are suballocated in each State according to 23 USC 133(d), the Surface Transportation Program population distribution, including the 10 percent Transportation Enhancement set aside. ○ 55% of the funds are distributed to the State.	○ Funds allocated to states based on the state distribution formula for the Surface Transportation Program (based on highway miles, vmt, and population) ○ 5 percent of the funds are reserved for CMAQ eligible projects that are in areas meeting CMAQ criteria, the bill does not specify that the funds be distributed according to the CMAQ allocation formulas ○ 40 percent of the funds are suballocated in each state

		according to 23 USC 133 (d)(3) and (d)(4), the Surface Transportation Program population formulas, there is no set aside for Transportation Enhancements o 55 percent of the funds distributed to the State
Use It Or Lose It:	o If less than 50 percent of the funds are obligated within 90 days of distribution, the remainder of the 50% are redistributed to other states that have met the 50% commitment. o For funds suballocated under 23 USC 133(d) the 50% deadline is triggered in 75 days, at which time the funds will revert to the state for allocation at its discretion. o Any funds not used by August 1, 2010 shall be redistributed to States that have committed all of their funds	o If less than 50 percent of the funds are obligated within 180 days of apportionment, the remainder are redistributed to other states o Funds suballocated under the Surface Transportation Program are exempt from the first 50 percent requirement – it is subject to interpretation as to whether this provision also applies to the CMAQ set aside o After 1 year from the date of apportionment, any unused funds are withdrawn and redistributed through the discretionary grant program described above
TRANSIT:		
Funding:	o **$12 Billion Total – California share has yet to be determined (it was $932 million of the formula funds prior to the addition of the $3 billion during floor debate)** o Transit Capital Assistance $6.0 billion – $6.75 billion for grants under 5307 program and apportioned under formulas in 49 USC 5336 • Recovery funds cannot be commingled with 5336 funds. – $750 million for grants under the 5311 program • Funds cannot be comingled with existing 5311 funds. • 3 % or $18 million of the funds set aside for Public Transit on Indian Reservations. – The federal share is up to 100 percent at the discretion of the recipient. – 10 percent Disadvantaged Business Enterprise requirement – FTA can reserve .75% for administration and oversight of the 5336 and .5% for 5311 funds. o Fixed Guideway Infrastructure Investment: $2.5 billion – For capital expenditures under 49 USC 5309 (b)(2) Fixed Guideway Modernization – Apportioned using formulas in 49 USC 5337	o **$8.4 Billion Total – California share yet to be determined** o $200 million set aside for discretionary grants for transit capital investments that reduce energy consumption or greenhouse gases o Transit Capital Assistance Formula Distribution: $8.2 billion (note: the following distributions are estimates): – $5.822 billion apportioned to states using the 5307 program distribution formula – $1.596 billion apportioned to states using the Growing States distribution formula – $840 million apportioned to states using the 5311 program distribution formula – $16.4 million or 2 percent of the 5311 distribution is set aside for Indian Reservation Roads – The federal share is up to 100 percent at the discretion of the recipient. – Disadvantaged Business Enterprise requirement o Buy America requirement

	– Funds cannot be comingled with funds available under Formula and Bus Grants account. – The federal share is up to 100 percent at the discretion of the recipient. – Use It Or Lose It Deadline for first 50% is 120 days after apportionment otherwise see Grant Provisions below. – 10 percent Disadvantaged Business Enterprise requirement – FTA can reserve 1 % for administration and oversight o Capital Investment Grants $1.0 billion – For Major Capital Investment Grants under discretionary allocation. – Priority given to projects that can award within 90 days of enactment – Use It Or Lose It Deadline for first 50% is 120 days after apportionment otherwise see Grant Provisions below. – FTA can reserve 1 % for administration and oversight	
Use It Or Lose It:	o Use It Or Lose It Deadline for first 50% is to obligate 90 days after apportionment o Second 50 percent of the funds – Must award contract within two-years of enactment or 21 months of grant award, whichever is later o Funds not awarded within the timeframe above are redistributed to other eligible recipients o Uncommitted funds redistributed by appropriate federal department or agency	o If less than 50 percent of the funds are obligated within 180 days of apportionment, the remainder are redistributed to other states o After 1 year from the date of apportionment, any unused funds are withdrawn and redistributed through the discretionary grant program described in the Highway section of the bill
RAIL:		
Funding:	o Capital Assistance for Intercity Passenger Rail: $300 million – US DOT Secretary to give preference for projects that: • Can be awarded within 180 days, • Are FRA compliant for rolling stock and locomotive acquisitions,	o Capital Assistance for Intercity Passenger Rail: $250 million – US DOT Secretary to give preference for projects that: • Can be completed within 2 years, • Improve safety and reliability – The federal share shall be 100 percent of the project cost – Prevailing wage requirements apply

	• Support the development of high speed rail service. – The federal share is up to 100 percent at the discretion of the recipient. o AMTRAK: $800 million – Priority given to repair, rehabilitation, and upgrade of railroad assets and infrastructure – Funds cannot be used to subsidize operating losses. – Funds must be awarded within 7 days of enactment.	– Projects must be included in a Statewide Transportation Improvement Plan o AMTRAK: $850 million – Not more than 50 percent may be allocated to the Northeast Corridor – Priority to capacity expansion – Projects shall be completed within 2 years o High Speed Rail: $200 million – Federal share shall be 100 percent of project cost – Funds remain available until September 30, 2011 o Buy America requirements apply to all sections of this part of the Title
Use It Or Lose It:	o First 50 percent Intercity Passenger Rail funds – Must award contract within one-year of enactment or 9 months of grant award whichever is later o Second 50 percent of the funds – Must award contract within two-years of enactment or 21 months of grant award, whichever is later o Funds not awarded within the timeframe above are redistributed to other eligible recipients o Uncommitted funds redistributed by appropriate federal department or agency.	o Silent on use it or lose it.
AVIATION:		
Funding:	o **For Grants In Aid to Airports $3 Billion** – Subject to Grant Program provisions described below,	o **$1.3 Billion total** o $200 million for FAA infrastructure o $1.1 billion for discretionary grants to airports o Priority to projects that can be completed in 2 years o Federal share is 100 percent o Prevailing wage rate law applies
Use It Or Lose:	o First 50 percent of the funds – Use It or Lose It provisions require grantees to award contracts for not less than 50 percent of the funds within 120 days after award of grant o Second 50 percent of the funds – Must award contract within two-years of enactment or 21 months of grant award, whichever is later o Funds not awarded within the timeframe above are	o Silent on Use it or Lose it.

	redistributed to other eligible recipients o Uncommitted funds redistributed by appropriate federal department or agency.	
TRANSPARENCY:		
	o Federal Agencies are required to post their plans for using their funds and announcements for grant competitions, allocations of formula grants, and awards of competitive grants on the Recovery.gov website. (1201) o State and Local Agency Requirements (1201) – Agencies are required to post notices of obligation of funds on Recovery.gov website. • Includes a certification that the investment has received the full review and vetting required by law. Certification is signed by the Governor, mayor, or other chief executive officer as appropriate. – Contracts will also be posted on the website with proprietary data redacted. o To the maximum extend possible, contracts will be awarded as fixed price contracts (1205) o Establishes an Accountability and Transparency Board (1221, 1222, 1223) – Seven members – Purpose is prevent fraud, waste and abuse – Oversight of compliance with reporting, competition, and other requirements of the Act. o Includes "whistle blower" protections	o $7.75 million to the Inspector General for audits and investigation in regard to the transportation provisions of the bill. o In general "Buy America" applies throughout the act o Governor or responsible chief executive required to certify that investment is an appropriate use of tax dollars o Includes "whistle blower" protections o Creates and independent board with oversight and coordination responsibility for audits and fraud and waste prevention o Creates an advisory panel to advise on fraud, waste and abuse.
Maintenance of Effort:	o Requires certification by the Governor that grant funds will not supplant existing funds. Funds may be rescinded under specified circumstances.	o Silent on maintenance of effort
MISCELLANEOUS:		
	o Provides $400 million to fund an alternative fuel vehicle pilot program established under the Energy Policy Act of 2005 (Title V) o Transportation Security Administration: $500 million for Aviation Explosive Detection Systems at airports. (Title VII) o Coast Guard: $150 million to repair or remove bridges deemed hazardous to marine navigation. (Title VII)	o $1.9 billion for Army Corps of Engineers operations and maintenance activities, which includes dredging (funds derived from the Harbor Maintenance Trust Fund) o $1.2 billion to the General Services Administation for border stations o $100 million to the Maritime Administration for small shipyards.

	o Border Ports of Entry: $1.15 billion to construct GSA and Border land ports of entry. (Title VI and Title VII) o Bureau of Land Management (Title VIII) – $325 million for priority road, bridge and trail repair – $1.5 billion for national parks, an unspecified portion of which can be used for bridge and road repair. – Bureau of Indian Affairs: $500 million, an unspecified portion of which can be used for Indian Reservation roads. – Forest Service: $650 million, an unspecified portion of which can be used for forest roads, bridges, trails, removal of fish passage barriers and watershed improvement.	

FTIP AMENDMENT #2

FINANCIAL AMENDMENT

State of California

2008/09-2011/12 Federal Transportation Improvement Program

MPO: SHASTA

AMENDMENT #: 2

	REVENUE SOURCES	(Dollars X 1,000)								
		2008/09		2009/10		2010/11		2011/12		
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	CURRENT TOTAL
LOCAL	Sales Tax	$4,123	$4,123	$4,214	$4,214	$4,307	$4,307	$4,400	$4,400	$17,044
	– City	$0	$0	$0	$0	$0	$0	$0	$0	$0
	– County	$0	$0	$0	$0	$0	$0	$0	$0	$0
	– Other (Transportation Development Act)	$4,123	$4,123	$4,214	$4,214	$4,307	$4,307	$4,400	$4,400	$17,044
	Gas Tax	$7,164	$7,164	$7,400	$7,400	$7,523	$7,523	$7,651	$7,651	$29,738
	– Gas Tax (Subventions to Cities)	$2,037	$2,037	$2,044	$2,044	$2,050	$2,050	$2,057	$2,057	$8,188
	– Gas Tax (Subventions to Counties)	$5,127	$5,127	$5,356	$5,356	$5,473	$5,473	$5,594	$5,594	$21,550
	Other Local Funds	$5,025	$5,025	$5,025	$5,025	$5,025	$5,025	$5,025	$5,025	$20,100
	– City General Funds	$0	$0	$0	$0	$0	$0	$0	$0	$0
	– Street Taxes and Developer Fees	$5,026	$5,025	$5,025	$5,025	$5,025	$5,025	$5,025	$5,025	$20,100
	– Other (registration fees (AB434) and Prop 42)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Transit	$1,067	$1,067	$1,120	$1,120	$1,186	$1,186	$1,256	$1,256	$4,629
	– Transit Fares	$827	$827	$884	$884	$945	$945	$1,010	$1,010	$3,666
	– Other Transit (e.g., parcel/property taxes, parking revenue, etc)	$240	$240	$236	$236	$241	$241	$246	$246	$963
	Tolls (e.g., non-state owned bridges)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other (Please Specify)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Local Total	$17,379	$17,379	$17,759	$17,759	$18,041	$18,041	$18,332	$18,332	$71,511
REGIONAL[1]	Tolls	$0	$0	$0	$0	$0	$0	$0	$0	$0
	– Bridge	$0	$0	$0	$0	$0	$0	$0	$0	$0
	– Corridor	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Regional Transit Fares/Measures	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Regional Sales Tax	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Regional Bond Revenue	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Regional Gas Tax	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Vehicle Registration Fees (CARB Fees, SAFE)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other (Please Specify)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Regional Total	$0	$0	$0	$0	$0	$0	$0	$0	$0
STATE	State Highway Operations and Protection Program (SHOPP)	$53,055	$53,055	$20,996	$20,996	$33,360	$33,360	$22,243	$22,243	$129,664
	SHOPP (including Augmentation)	$53,055	$53,055	$20,996	$20,996	$33,360	$33,360	$22,243	$22,243	$129,664
	SHOPP Prior	$0	$0	$0	$0	$0	$0	$0	$0	$0
	State Transportation Improvement Program (STIP)	$3,871	$3,871	$0	$0	$23,126	$23,126	$3,283	$3,283	$30,280
	STIP (including Augmentation)	$3,871	$3,871	$0	$0	$23,126	$23,126	$3,283	$3,283	$30,280
	STIP Prior	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Proposition 1 B[1]	$0	$0	$0	$0	$0	$0	$0	$0	$0
	GARVEE Bonds	$238,000	$238,000	$0	$0	$0	$0	$0	$0	$238,000
	Traffic Congestion Relief Program	$0	$0	$0	$0	$0	$0	$0	$0	$0
	State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other (Emergency Relief Program)	$10,087	$10,087	$100	$100	$100	$100	$100	$100	$10,387
	State Total	$305,023	$305,023	$21,096	$21,096	$56,586	$56,586	$25,626	$25,626	$408,331
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Clean Fuel Formula Program (5308)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Elderly & Persons with Disabilities Formula Program (5310)	$500	$500	$500	$500	$500	$500	$500	$500	$2,000
	Fixed Guideway Modernization (5309a)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Intercity Bus (5311f)	$250	$250	$250	$250	$250	$250	$250	$250	$1,000
	Job Access and Reverse Commute Program (5316)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Metropolitan Planning (5303)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	New and Small Starts (Capital Investment Grants) (5309b)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	New Freedom (SAFETEA-LU)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Nonurbanized Area Formula Program (5311)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Public Transportation on Indian Reservation (5311c)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Transit in the Parks (5320)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Urbanized Area Formula Program (5307)	$2,088	$2,088	$2,228	$2,228	$2,049	$2,049	$1,725	$1,725	$8,090
	Economic Recovery (ECREC)	$0	$1,898	$0	$0	$0	$0	$0	$0	$1,898
	Other (Please specify)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Transit Total	$2,838	$4,736	$2,978	$2,978	$2,799	$2,799	$2,475	$2,475	$12,988

State of California

2008/09-2011/12 Federal Transportation Improvement Program

MPO: SHASTA

AMENDMENT #: 2

REVENUE SOURCES	(Dollars X 1,000)								
	2008/09		2009/10		2010/11		2011/12		
	Previous	Current	Previous	Current	Previous	Current	Previous	Current	CURRENT TOTAL
FEDERAL HIGHWAY									
Federal Highway Non-Discretionary									
Congestion Mitigation and Air Quality (CMAQ)	$0	$0	$0	$0	$0	$0	$0	$0	$0
Surface Transportation Program (Regional)	$0	$0	$0	$0	$0	$0	$0	$0	$0
Highway Bridge Program (HBP)	$65	$65	$20	$20	$25	$25	$0	$0	$110
Highway Safety Improvement Program (HSIP)	$1,140	$1,140	$709	$709	$0	$0	$0	$0	$1,849
Railway (Section 130)	$0	$0	$0	$0	$0	$0	$0	$0	$0
Safe Routes to School (SRTS) (SAFETEA-LU)	$773	$773	$300	$300	$623	$623	$0	$0	$1,696
Safe Routes to School (SR2S)	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transportation Improvements (TI)	$0	$0	$0	$0	$0	$0	$0	$0	$0
Federal Lands Highway	$50	$50	$8,650	$8,650	$400	$400	$0	$0	$9,100
Economic Recovery (ECREC)	$0	$255,000	$0	$0	$0	$0	$0	$0	$255,000
Other (Please specify)	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	$2,028	$257,028	$9,679	$9,679	$1,048	$1,048	$0	$0	$267,755
Federal Highway Discretionary Programs									
Bridge Discretionary Program	$0	$0	$0	$0	$0	$0	$0	$0	$0
Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	$0	$0	$0	$0	$0	$0	$0	$0	$0
Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	$0	$0	$0	$0	$0	$0	$0	$0	$0
Ferry Boat Discretionary	$0	$0	$0	$0	$0	$0	$0	$0	$0
High Priority Projects (HPP)	$2,000	$2,000	$0	$0	$0	$0	$0	$0	$2,000
High Risk Rural Road (HRRR)	$900	$900	$2,583	$2,583	$0	$0	$0	$0	$3,483
National Scenic Byways Program	$0	$0	$0	$0	$0	$0	$0	$0	$0
Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	$0	$0	$0	$0	$0	$0	$0	$0	$0
Public Lands Highway Discretionary	$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 (Please Specify)	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	$2,900	$2,900	$2,583	$2,583	$0	$0	$0	$0	$5,483
Federal Highway Total	$4,928	$259,928	$12,262	$12,262	$1,048	$1,048	$0	$0	$273,238
FEDERAL TOTAL[2]	$7,744	$264,684	$15,240	$15,240	$3,847	$3,847	$2,475	$2,475	$286,226
INNOVATIVE FINANCE[3]									
TIFIA (Transportation Infrastructure Finance and Innovation Act)	$0	$0	$0	$0	$0	$0	$0	$0	$0
State Infrastructure Bank	$0	$0	$0	$0	$0	$0	$0	$0	$0
Section 129 Loans	$0	$0	$0	$0	$0	$0	$0	$0	$0
Rail Rehab & Improvement Financing	$0	$0	$0	$0	$0	$0	$0	$0	$0
Private Activity Bonds	$0	$0	$0	$0	$0	$0	$0	$0	$0
Private Concession Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0
Private Donations	$725	$725	$1,091	$1,091	$625	$625	$625	$625	$3,068
Program Income (from a federal project)	$0	$0	$0	$0	$0	$0	$0	$0	$0
Other (Please specify)	$5,434	$5,434	$5,470	$5,470	$5,425	$5,425	$5,344	$5,344	$21,673
Innovative Financing Total	$6,159	$6,159	$6,561	$6,561	$6,050	$6,050	$5,969	$5,969	$24,739
REVENUE TOTAL	$338,327	$593,225	$60,656	$60,656	$84,524	$84,524	$52,402	$52,402	$790,807

NOTES:

[1]Regional: Some MPOs may not have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

[2]Federal Total: Is the sum of federal highway and federal transit programs.

[3]Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

[4]Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation