

City of Santa Barbara



**2014-2019 Capital Improvement Program
March 2013**

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City Administrator's Transmittal Letter

January 31, 2013

Honorable Mayor and Members of the City Council
City of Santa Barbara

SUBJECT: SIX-YEAR CAPITAL IMPROVEMENT PLAN – FISCAL YEARS 2014 – 2019

Mayor Schneider and Members of the City Council:

The Six-year Capital Improvement Plan (CIP) for Fiscal Years 2014-2019 includes a comprehensive listing of planned and projected capital project needs which have been identified by City staff for the six-year planning period. This document includes both funded projects and unfunded needs totaling over \$639 million (M). Roughly \$204 M of the projects have identified funding and approximately \$435 M worth of projects are without identified funding.

Although the Charter requires a five year CIP, the City has traditionally prepared a six-year plan. The first two years of the plan form the basis for the next two year Capital budget with the remaining four years used to plan for future projects. The long range nature of the CIP has become even more important in the past few years due to the complex economic, environmental, and planning requirements that many projects face from conception through actual construction.

In order to better use this document as a comprehensive planning tool the following summaries are provided:

- Six-Year Summary of CIP Project Summary (including costs) by Department;
- Capital Project Descriptions (summarized by the Department/Division managing the project);
- Summary of Funding Sources;
- Total of Funded Projects; and
- Total of Unfunded Projects.

New to this year's CIP are totals for *Prior Year's Expenses*; a total of funds that have been spent on the project prior to Fiscal Year (FY) 13 (July 1, 2012), and the *Current Year Actual* or budgeted amount for the project in FY 13. Together with the six-year projections for FY 14 (2013-2014) through FY 19 (2018-2019), the *Project Total* reflects the estimated grand total to fund the entire project.

Many of the project cost estimates in this document, especially those prepared for the last four years of the plan (2015-2016 through 2018-2019), are based upon best scope definition and limited planning and design work. As projects go through development, adjustments to scope may be necessary and the project costs should be considered rough estimates. Once funding becomes available and design begins, the project scope becomes better defined and the cost estimate becomes more accurate. City Departments continue to develop asset management tools and inventory assessments that help prioritize capital projects and identify unfunded needs. Among the highlights of the plan are the following:

Administrative Services

The Administrative Services Department is proposing several enhancements to City software systems, including a new image and document storage system and a project to upgrade and replace the Questys document management application. The total cost of these improvements is \$500,000. All the projects are currently unfunded, however funding is proposed to come from the General and Intra-City Services (ICS) Information Systems funds.

Airport

The Airport Department is proposing over \$39 M in projects over the six-year planning period, including over \$1.0 M for the Security Operations Center Relocation project, over \$1.5 M for the Runway 15L-33R Overlay project, and \$250,000 for the Airfield Security Fence Improvements. Many projects are anticipated to be funded with FAA grants for airfield projects with the remaining coming from Airport enterprise funds.

Community Development

The Community Development CIP has two projects: one to upgrade the current Advantage permit tracking system totaling \$800,000. The project is partially funded through Permit Fees (\$549,000). The other project is to develop a comprehensive update to the City's Zoning Ordinance in order to provide clarity and consistency with current policy (total cost \$597,000 over three years).

Creeks Restoration and Water Quality Improvement

The Creeks Restoration and Water Quality Improvement projects total approximately \$15.6 M and focus on improvements to City watersheds with the intent of improving creek and ocean water quality and restoring natural creek systems. They include the Mission Lagoon/Laguna Creek Restoration & Management Program at a total of \$3.1 M and the Las Positas Valley Restoration project totaling an estimated \$1.65 M. The Creeks projects are anticipated to be funded by a combination of Measure B funds and various State, Federal, and private foundation grants¹.

Fire

The Fire Department program includes projects totaling approximately \$1.3 M. Projects include a proposal for facility upgrades at the Fire Training Tower totaling \$330,330, new Self-Contained Breathing Apparatus totaling \$462,000, and installing air conditioning at Station #6 at an estimated \$60,100. All of the Fire Department projects are currently unfunded.

Library

The Library is proposing approximately \$9.8 M in capital improvements, including the Central Library Children's Library Remodel totaling \$3.0 M, and the Central Library Plaza Renovation for over \$1.3 M that is currently unfunded following elimination of the Redevelopment Agency in 2012. Other unfunded projects include purchasing and installing a new automated materials handling system (\$170,000) at the Central Library.

¹ Since there is uncertainty associated with successful grant acquisition, these projects are considered unfunded for purposes of the CIP.

Neighborhood Improvement Task Force

The Neighborhood Improvement Task Force (NITF) was created in 2004 following the growing awareness of issues in problem areas and feedback from the Neighborhood Advisory Committee, Housing Element Update and Historic Preservation Committee hearings and Community feedback raised during council campaigns. The challenge was to improve services within existing City resources.

The NITF includes staff from the Public Works, Parks and Recreation, Community Development, Fire and Police Departments, and work with the Neighborhood Center Advisory Committees, Westside and Eastside Study Groups and Looking Good Santa Barbara to identify priority neighborhoods, inventory resources and identify opportunities for capital improvement and other projects. The focus is on neighborhoods with deficient infrastructure and services and encourages volunteer efforts by residents and community groups.

The NITF has identified 18 projects totaling approximately \$5.0 M that include a pedestrian bridge over Sycamore Creek along Montecito Street (total project cost approximately \$1.1 M), access ramp projects in the East and Westside neighborhoods (\$450,000 over six years) and the Neighborhood Enhancement Program for \$60,000 that would provide residents in low income neighborhoods with small project funds of \$500 to \$1,000 to address blight in their neighborhood.

Parks and Recreation

With 41 projects, the proposed Parks and Recreation CIP totals over \$67.5 M. Approximately \$65.2 M of the Park and Recreation projects are unfunded. The plan for park and facility projects includes renovation of the Cabrillo Ballfield (\$600,000 over six years), renovation of the Cabrillo Pavilion and Bathhouse at approximately \$8.9 M, approximately \$6.6 M for the Ortega Pool Renovation. and larger projects such as a proposal to build a Major Aquatics Facility at an estimated \$18.5 M. Due the limited availability of general fund revenues for capital projects, the realization of many of these projects will be dependent on non-City funding sources, including grants².

² Since there is uncertainty associated with successful grant acquisition, these projects are considered unfunded for purposes of this CIP.

Police

The Infrastructure Financing Task Force (2008) identified the on-going need for a modern and suitably sized Police Headquarters Facility. Estimated at approximately \$54.5 M, a new Police Headquarters continues to be an identified need, but is unfunded. Until the new Police Headquarters facility can be built, the 9-1-1 Call Center would be temporarily relocated at the Granada Garage (\$2.5 M). In addition, the Police Department needs to replace and upgrade the Police Department office furniture at a total cost of \$200,000 over four years (\$50,000 annually).

Public Works

Highlights of the Public Works programs include:

Downtown Parking

Projects included in the Downtown Parking Fund include concrete and repair work in surface lots at a total of \$8.5 M. The two largest projects are on-going, annual projects: the Parking Lot Maintenance and Annual Repair Program totaling \$1.8 M over the next six years (\$300,000 annually) and the Cota Commuter Lot Access Control project totaling \$400,000.

General Fund

Public Works has identified 15 city-wide projects that include upgrades to City facilities in compliance with Americans with Disabilities Act (ADA) requirements, elevator and restroom upgrades at City Hall, repairs to Park and Library facilities and projects that promote the City Sustainability/Energy Conservation program. Additionally a number of projects such as Access Control in major facilities and the Public Works Corporation Yard Repaving are included in the CIP.

Fleet Replacement is included in this CIP and is intended to plan for and replace the City's fleet vehicles at the end of their useful life. Each vehicle/equipment is evaluated prior to replacement. Fleet has added a new project this year, the Corporate Yard Fuel Tank Replacement (total cost \$961,400), to remove the existing underground tanks and to install new above ground fuel tanks in full compliance with the latest environmental regulations and best practices. The Fleet

Management Restroom and Service Reception Remodel (total cost \$562,292) is unfunded, but is intended to address ADA and safety issues in Fleet Management.

Streets Capital/Alternative Transportation

Existing infrastructure maintenance and safety continue to be the primary focus of projects within the Streets Capital Fund. Priority projects include Pavement Maintenance (\$12.7 M annually), Traffic Signal Maintenance/Operational Upgrades, Sidewalk Repair and Access Ramps. Bridge Replacement Projects, like the Carrillo, Cota, Mason and Chapala Bridges, are also a focus in the Streets Capital Fund as much of the funding is from the Highway Bridge Program (HBP). Total project costs for the six-year CIP are just over \$273 M.

Water & Wastewater Utilities

The largest Water Capital Fund projects are the on-going maintenance projects associated with the Annual Water Main Replacement Program at approximately \$ 28.0 M over the six-year planning period. This annual program replaces approximately 1%, or approximately 16,000 feet, of the City's water distribution piping system, and replaces the City's water meters. Other projects include the Recycled Water Program at approximately \$ 5.0 M and other water distribution and treatment plant maintenance and rehabilitation programs.

In Wastewater Capital the largest Capital projects are the on-going maintenance projects associated with the Sanitary Sewer Overflow Compliance Program at approximately \$ 6.9 M over the next six years and the El Estero Wastewater Treatment Plant Air Process Improvements at over \$18.5 M. The El Estero Wastewater Treatment Plant (EEWWTP) operates under a federal National Pollutant Discharge Elimination System (NPDES) Permit. This permit requires regular assessment, refurbishment, and improvement of unit process equipment in order to maintenance compliance with applicable permits. This project is an important part of the EEWWTP's overall efforts to maintain compliance with the NPDES Permit.

Waterfront

The Waterfront Capital Improvement Program totals approximately \$16 M over the six-year planning period. Major projects include maintenance and upgrades to facilities at Marina 1 (\$7.4 M over six years), the Marina Renovations

program (\$1.5 M annually, over six years), and providing annual replacement of the Stearns Wharf Heavy Timber and Piles (\$2.4 M over six years). The funding for these projects is proposed to come from the Harbor Preservation Fund and Department of Boating and Waterways (DBAW) loan.

City Sustainability Program

In accordance with Council direction and goals and the City's Sustainability Program, capital projects are designed to save energy and other resources and result in positive impacts on the environment. In many cases, sustainable measures reduce operating costs in the long - term. There is continued effort to:

- Maintain and improve the water and sewer systems throughout the City and at the Airport;
- Conduct hazardous materials abatement projects;
- Accomplish a significant number of alternative transportation and pedestrian-friendly projects;
- Introduce capital projects that support energy efficiency, including facility upgrades;
- Continue repair and maintenance of the City's storm drain system; and
- Complete ongoing City's Water and Wastewater Treatment Plant upgrades to maintain compliance with regulations.

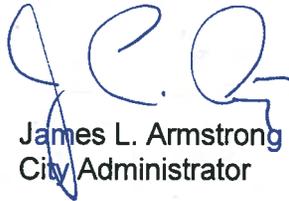
Looking Ahead

The City's revenues due to tourism and sales have improved over the past year. Although grant funding from a variety of sources and for various types of projects remains competitive and therefore, more challenging to successfully secure than the years prior to 2008, the City continues to have success in obtaining grants and leveraging the City's dollars as matching funds. For example, in Fiscal Years 2010 and 2011 combined, approximately \$10 M in Capital project funding was provided by grants. In Fiscal Year 2012, approximately \$32 M of Capital construction projects were completed, with approximately \$16 M provided through grant funding. It is expected that this CIP has identified the City's Capital project needs that will become the basis for future grant applications.

The number of Capital Projects proposed for funding in this CIP has increased following the economically challenging years since 2008. The reasons for this are two-fold; first the backlog of maintenance projects continues to accrue as funding does

not keep up with demand and second, new Capital needs are identified by our community over time. The City will continue to leverage funds wisely and fund a proportional number of Capital projects as the economy improves.

Respectfully submitted,



James L. Armstrong
City Administrator

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The Capital Improvement Program

The City of Santa Barbara's Capital Improvement Program (CIP) forecasts the City's capital needs over a six-year period based on various long-range plans, goals and policies and includes a comprehensive listing of planned and projected capital project needs which have been identified by City staff for the six-year planning period. This document includes both funded projects and unfunded needs. The program is updated every two years.

The FY 2014-2019 CIP for the Administrative Services, Airport, Community Development, Fire, Library, Parks and Recreation, Police, Public Works and Waterfront program projects total \$639 million (M). Roughly \$204 M of the projects have identified funding and approximately \$435 M worth of projects are without identified funding. Financial summary tables containing all CIP projects and funding sources are in the plan.

Although the Charter requires a five year CIP, the City has traditionally prepared a six-year plan. The first two years of the plan form the basis for the next two year Capital budget with the remaining four years used to plan for future projects. The long range nature of the CIP has become even more important in the past few years due to the complex economic, environmental, and planning requirements that many projects face from conception through actual construction.

The goals of the CIP are to:

- Provide a balanced program for capital improvements given anticipated funding revenues over a six-year planning period;
- Illustrate unmet capital needs based on anticipated funding levels; and
- Provide a plan for capital improvements which can be used in preparing the Capital Budget for the coming fiscal year.

Capital projects are generally large-scale endeavors in terms of cost, size and benefit to the community. The underlying strategy of the CIP is to plan for land acquisition, construction, and major preservation of public facilities necessary for the safe and efficient provision of services and to identify future funding needs for staffing, long-term facility maintenance and repair or anticipated revenues. A critical element of a balanced CIP is the provision of funds to preserve or enhance existing facilities and provide new assets that will respond to community needs.

Reader's Guide

Capital Project Definition

A capital project is generally defined as an activity that creates, improves, replaces, repairs, or maintains a fixed asset with a total cost in inventory of \$100,000 or greater, with a life expectancy of more than 5 years.

Examples of fixed assets include land, site improvements, parks, buildings, streets, bike paths, bridges, stormwater facilities, and wastewater systems. Certain types of equipment, such as the hardware attached to or purchased with the land or building, are also included.

Capital projects involve nonrecurring expenditures or capital outlays from a variety of specifically identified funding sources and do not duplicate normal maintenance activities funded by the Operating budget.

CIP Document Structure

CIP Development and Approval Process

During the summer and early fall, staff compile the Draft CIP using input and requests from a variety of sources, including the City Council, Boards and Commissions, community members, regulatory requirements, required infrastructure upgrades such as computer hardware and software, and projects identified in adopted plans and policy documents. Typically, development of the CIP is a nine-month process, which begins in August of even-numbered years and ends the following spring.

The Draft CIP is reviewed and approved by the City Administrator in the winter, published in the spring and made available to the public via the review and acceptance process through the City Finance Committee and City Council. The first year's CIP projects become the basis for preparation of the City's annual Capital Budget.

The following is the schedule for the FY 2014-2019 CIP update:

Date	Description
August – November 2012	CIP is developed by CIP Department Representatives
October 2012	First two years' CIP projects are reviewed by the City Planner and City Engineer.
October 2012 - January 2013	CIP projects are reviewed by City Boards, Committees and Commissions.
January 31, 2013	Final CIP submitted to City Administrator for signature.
Early March 2013	The Finance Committee reviews the Draft CIP with primary focus on the financial and budget issues. Their recommendations and comments are forwarded to City Council.
Early March 2013	The City Council conducts a public hearing on the Draft CIP in order to consider public testimony. City Council finalizes and accepts the CIP.
July 2013	The FY 2014-FY 2019 CIP is posted concurrently with the approved FY 2014 budget on the City's web site.

Following acceptance of the CIP by the City Council, the projects scheduled for FY 2014 become the basis for preparation of the FY 2014 Capital budget. The Capital budget is submitted to the Budget Committee in the spring of each year and adopted by the City Council in June as part of the City's budget.

Projects identified in the second fiscal year of the CIP become the basis of the subsequent fiscal year's capital budget. At the time the Budget is adopted, any changes to project timing or funding adopted in the capital budget process or by supplemental budget action are automatically considered to be amendments to the CIP.

Types of Capital Needs

Capital projects must meet one or more of the following criteria to be included in the CIP:

- Contribute to the development or implementation of Council-adopted plans and policies;
- Address health and safety needs, reduce City liability, or improve access to City facilities by those with disabilities;
- Maintain existing assets or improve the efficiency of City operations;
- Improve revenue potential or enhance existing programs;
- Respond to a request from a neighborhood group, citizen, government entity or City advisory group;
- Be funded from within current and/or projected revenue streams (including additional operating requirements); and
- Placeholder projects and unfunded projects are shown to reflect the unmet need identified for the Capital program, and form the basis for grant applications for funding.

Project Prioritization

Potential projects to address new capital needs or maintain, expand or enhance existing capital assets are derived from a number of sources. These include:

- Functional plans, such as transportation, airport, parks or wastewater and stormwater system master plans and studies;
- Neighborhood and other refinement plans;
- Requests from citizen groups, neighborhood associations and community organizations;
- Requests from the City Council;
- Regulatory changes or requests from other governmental units, such as school districts, federal and state agencies;
- City departments; and
- City committees and commissions.

Given the wide variety of specialized funding sources and the framework of adopted plans and policies, selection of projects for the CIP does not follow a one-size-fits-all priority setting process. Instead, within each program area various

projects are selected based on a sense of the needs that have been identified within that program area; the funding that is projected to be available, the limitations on how the funding can be used; and any direction that has been provided by the City Council, outside agencies or other sources of input and guidance.

Summary of City – Wide Planning Processes and Reports

The following section contains a list of plans and reports from which the majority of current CIP projects have been developed. Described below are City-wide plans, policies, studies and regulations that form the basis for the City's Capital Improvement projects:

Local Coastal Program

The Coastal Overlay Zone has been established for the purpose of implementing the Coastal Act of 1976 (Division 20 of the California Public Resources Code) and to insure that all public and private development in the Coastal Zone of the City of Santa Barbara is consistent with the City's Certified Local Coastal Program (LCP) and the Coastal Plan. The "Coastal Zone" is generally defined as all of the land 1,000 yards from the mean high tide line as established by the Coastal Act of 1976 and as it may subsequently be amended, which lies within the City of Santa Barbara (including the Santa Barbara Municipal Airport and Goleta). The LCP guides the location (or siting) and design of a project. The LCP was last amended by ordinance in November 2004, although not comprehensively updated since first certified in 1981.

Next significant amendments include updates to the Land Use and Implementation Program maps (FY2014) for consistency with the 2011 General Plan Land Use Element update, the Hazards Section (FY 2014/15) for consistency with the Safety Element update currently underway, followed by a comprehensive LCP update (FY 2015/16) at the time the Environmental Resources Element is updated.

City of Santa Barbara General Plan

California State Government Code §65300, requires that every city adopt a General Plan, sometimes referred to as a City's blueprint for growth and development. Santa Barbara's General Plan originally adopted in 1964 is comprised of eight elements, seven of which are mandated by state law.

In December 2011, the City Council adopted the *Plan Santa Barbara* General Plan update. This process resulted in a new General Plan Introductory Framework, comprehensively updated Land Use and Housing Elements, and a new set of goals and policies for the remaining elements. The 2011 General Plan update reorganizes the elements, consistent with the Introductory Framework for Sustainability (and state law), and compiles the six previous volumes into one document. This document will continue to be updated element by element; in October 2012 the Historic Resources Element was adopted, and the Safety Element is currently underway and expected to be adopted in FY2014.

The City of Santa Barbara General Plan includes the following Elements. Elements indicated by an * are mandated by State law:

*Land Use (Updated December 2011)

*Open Space, Parks & Recreation Element (Adopted July 1964; new goals and policies, December 2011)

*Housing Element (Updated December 2011)

*Circulation Element includes Scenic Highways Element, adopted November 1997; new goals and policies, December 2011)

*Seismic Safety Element (Adopted August 1979;)

Environmental Resources Element (includes *Conservation Element and *Noise Element adopted August 1979; new goals and policies, December 2011)

Historic Resources Element (Adopted October 2012)

Economic and Fiscal Health Element (new goals and policies, December 2011)

Circulation Element

The goal and vision of the existing Circulation Element is to sustain or increase economic viability and quality of life in Santa Barbara where alternative forms of transportation and mobility are so available and attractive that use of an automobile is a choice, not a necessity. To meet the challenges, the City is reevaluating transportation goals and land use policies, focusing its resources on developing balanced mobility solutions. With the *Plan Santa Barbara* General Plan update adoption additional goals, policies and implementation actions were added intended to further integrate circulation policies with the City's sustainable focus.

The purpose of the Circulation Element is twofold. First, the Circulation Element addresses the requirements of State Law, which are to evaluate the transportation needs of the community and to present a comprehensive plan to meet those needs, including compliance with the California Complete Streets Act of 2008 that requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older people, and disabled people, as well as motorists. Adoption of the Circulation Element triggered implementation mechanisms designed to move the ideals identified in the Circulation Element to on-the-ground projects that would improve mobility via a variety of transportation alternatives.

The following plans are ways the City implements the Circulation Element's goals, policies and implementation actions and offers opportunities to interact with the community, reach consensus, and identify areas of the City where projects that balance mobility solutions are put into service.

Pedestrian Master Plan

The development of the City of Santa Barbara's Pedestrian Master Plan, updated in April 2006, and was directed through the adoption of the City's Circulation Element in 1997. The Pedestrian Master Plan seeks to extend Santa Barbara's distinction as one of the most pedestrian-friendly urban communities in the country to the benefit of residents, commuters, shoppers, and visitors alike. Pedestrian infrastructure upgrades are proposed in various areas throughout Santa Barbara, especially around schools, libraries, community centers, and business districts. Improvements include intersection improvements, sidewalk completion, Americans with Disabilities Act (ADA) compliance, landscaping, and connectivity. In addition, the Safe Routes to School program and other innovative programs covered in this Plan seek to address the needs of people of all ages and abilities.

Bicycle Master Plan

The update of the City of Santa Barbara's Bicycle Master Plan was directed by the adoption of the City's Circulation Element, Policy 4.1, in 1997. The Bicycle Master Plan was developed in cooperation with the Bicycle Leadership Team. It involved extensive gathering of community input and field research. It was last updated in 2008.

Sustainable Santa Barbara

From 2007 to the present, Santa Barbara has submitted greenhouse gas emissions inventory to the California Climate Action Registry. The report calculates the emissions related to use of vehicle fuel, electricity and natural gas. Santa

Barbara was one of the first cities in the nation to certify emissions from its operations. An Action Plan was developed for Fiscal Year 2009 to continue greenhouse gas emissions reductions in the City's operations in future years. The plan focuses on three main areas: energy efficiency, renewable energy, and reduction in fuel use. Project elements to improve in any of these three areas, water reduction or any other sustainable practice are considered and included in the design of Capital projects.

The following lists and describes Department or program-developed plans, policies, studies and regulations that form the basis for Capital Improvement projects:

Administrative Services

Information Technology Strategic Plan (July 2012)

The Information Technology Strategic Plan (IT Plan) is updated annually and serves as a guide to describe citywide technology projects being implemented currently and those technology projects that have been identified as a need for implementation in the future. Items listed in the IT Plan will only be prioritized and undertaken when funding is secured and both departmental and Information Systems (IS) resources have been committed. Input for the IT Plan is solicited from all departments. The Technology Planning Committee (TPC), comprised of technology representatives from each Department, evaluates and assigns priority to identified items. Prior to the evaluation, IS adds detail to the project description to help the TPC in its efforts. Once projects are prioritized, IS, in conjunction with the TPC and department sponsors (clients), schedules and plans implementation.

Airport

Airport Master Plan

Currently, the Airport Master Plan is being updated. The Federal Aviation Administration requires that airports maintain a master plan, which is generally updated every five to ten years and provides a framework of planned development improvements to meet aviation demand. Facility needs for the airfield, general aviation, cargo, and the airline terminal, including vehicle parking and aircraft parking, are primary considerations when preparing development alternatives.

The Aviation Facilities Plan has guided development at the Santa Barbara Airport for the past 10 years. With the completion of the Airfield Safety Projects, Tidal Circulation Project, and the Airline Terminal Expansion, the Aviation Facilities Plan's vision has been built-out.

On September 27, 2011, the Federal Aviation Administration (FAA) awarded an Airport Improvement Program grant to the City for the development of a new Airport Master Plan. An Airport Master Plan Advisory Committee (Advisory Committee) was formed to give feedback and input throughout the process to the project consultant. The Advisory Committee consists of: representatives from local agencies; Airport users, tenants, pilots, and neighbors; Planning and Airport Commissions; and FAA Air Traffic Control. The first meeting of the Advisory Committee was on December 7, 2011. The Committee met again on March 28, and July 11, 2012. Both of these meetings were followed by public information workshops held at the Airport Administration Building. Additionally, Staff gave the same presentation to the Goleta City Council on November 20, 2012.

This CIP includes a project to update the Master Plan to guide the Airport's development for the next five to ten years.

Finance

FY 2013-2014 Financial Plan

The City's fiscal year 2013 adopted budget is comprised of all City funds, including the General Fund, special revenue funds and enterprise funds. Each fund accounts for distinct and uniquely funded operations. The budget includes a total combined operating budget of \$252.3 M and a capital budget totaling \$19.8. The Financial Plan is prepared and adopted every two years.

Keeping Santa Barbara in Shape; Infrastructure Financing Task Force Report for the City of Santa Barbara

The Infrastructure Financing Taskforce (Taskforce) was formed at the direction of the City Council on January 15, 2008, to provide citizen input and to assist the City of Santa Barbara in developing a long term plan for funding necessary capital improvement projects and maintenance needs for its civil infrastructure over the next decade. The Taskforce's mission was to:

- Review the current capital planning process and recommend steps for improvement;

- Review the identified capital needs to ensure that they accurately reflect the needs of the community;
- Review the City's overall financial situation and make recommendations for improvements;
- Review the City's budgetary practices, reserve policies, and capital financing strategies and make recommendations for improvements; and
- Recommend specific steps to the Council on how to best meet the current and future capital financing needs of the City.

The Taskforce was charged with reviewing the City's current capital planning system and, most importantly, make recommendations to the City Council on options for closing the funding gap in the City's current capital plan.

Parks & Recreation

In addition to guidance from the City's General Plan (specifically the Land use Element and the Parks and Recreation Element), capital program planning by the Parks and Recreation Department is developed through community-based needs studies and feasibility analyses. A number of these studies, including master plans, include the Parks and Recreation Master Plan, Franchesci Park Master Plan: 2004, Parma Park Open Space Resource Management Plan: 2003, Douglas Family Preserve Management Plan: 2008, Aquatic Complex Feasibility Study: 2003, Recreational Field Study: 1999, and the General Plan Update 2030: Conditions, Trends and Issues Report: 2005. The 2008 report of the Infrastructure Financing Taskforce Resource, as well as management plans for open space, beach, and creeks also inform capital program development.

Creeks

The Creeks Division capital program is guided primarily by Municipal Code section 4.09.020 (Measure B), adopted by City voters in November 2000. The capital program is also guided by the City's General Plan (Open Space and Conservation Elements), Creeks Program Funding Guidelines (2009), and community-based needs studies and feasibility analyses. The studies include the Creek Inventory and Assessment Study (2000); Existing Conditions Study of the Arroyo Burro, Mission, Sycamore and Laguna Creek Watersheds (2005), and the Laguna Watershed Study and Water Quality Improvement Feasibility Analysis (2009).

Clean Water Act

As standards for water quality in recreation waters increase over time, improvements are required to the methods or facilities that the City manages to meet those standards. New regulatory requirements are often addressed through the City's Storm Water Management Program (SWMP).

The City of Santa Barbara's SWMP has been approved by the Central Coast Regional Water Quality Control Board (RWQCB). The City has complied with past drafts of the SWMP since 2006; however, formal implementation began in January 2009. The SWMP is a citywide, interdepartmental program that is coordinated and administered by the Creeks Division. The Creeks Division meets regularly with all City departments who are responsible for implementing Best Management Practices (BMPs) and/or who have been assigned specific actions in the SWMP to improve or protect water quality. These meetings raise awareness of SWMP requirements and storm water management, confirm SWMP responsibilities, and prepare for reporting on an annual basis. The Creeks Division collects quarterly reports from City staff and compiles the SWMP's Annual Report for submittal to the RWQCB each year.

Public Works Water & Wastewater

Long-Term Water Supply Plan (LTWSP)

The City of Santa Barbara operates the water utility to provide water for its citizens and visitors. Santa Barbara is an arid area and providing an adequate water supply requires careful management of water resources. The City has a diverse water supply including local reservoirs (Lake Cachuma and Gibraltar Reservoir), groundwater, State Water, desalination, and recycled water. The City also considers conservation an important tool for balancing water supply and demand.

The City has developed five different water supplies: local surface water; local groundwater (which includes water that seeps into Mission Tunnel); State water; desalinated seawater; and recycled water. Typically, all of the City's demand is met by local surface water reservoirs and recycled water, augmented as necessary by local groundwater and State Water. The City's desalination facility is currently off-line.

The City has recently certified an Environmental Impact Report (EIR) for the *Plan Santa Barbara* process to update the City's General Plan. The document included an analysis of the City's water supply, which was developed in conjunction with the City's Water Commission in preparation for a recommendation to update the 1994 LTWSP. On June 14, 2011, the City Council adopted this Long-Term Water Supply Plan as Agenda Item No. 15. The period covered by this plan is from 2011 through 2030, intended to roughly correspond with the term of the anticipated General Plan update.

An annual report summarizes the following information:

- Current Water Supplies
- The status of water supplies at the end of the water year (September of the previous year),
- Water conservation and demand, and
- Water Supply Performance

EI Estero Wastewater and Cater Water Treatment Plant Strategic and Asset Management Plans

The EI Estero Wastewater Treatment Plant capital projects include ongoing reconstruction of treatment facilities, and ongoing rehabilitation and replacement of collection system pipes. At the Cater Water Treatment Plant, projects address facility upgrades and maintenance to maintain continued compliance with existing and pending drinking water rules and regulations.

Clean Water Act

As standards for clean drinking water increase over time, improvements are required to the methods or facilities that the City manages to meet those standards. New regulatory requirements are often addressed through the City's National Pollution Discharge Elimination System (NPDES) permit.

Changes in regulatory standards may require new a NPDES permit and associated upgrades to the City's Water and Wastewater facilities at EI Estero Wastewater Treatment Plant and the Carter Water Treatment Plant. Capital projects are one of the ways the City complies with permit requirements and provides safe drinking water for the City.

Clean Air Act

As standards to improve air quality increase over time, improvements are required to the processes or City facilities to meet those standards. The City maintains a permit for the El Estero Wastewater Treatment Plant with the Santa Barbara County Air Pollution Control District (APCD) that is periodically reviewed. Increasing standards for air emissions can result in the need to upgrade the facility to maintain compliance with air quality regulations.

Waterfront

Draft West Beach Planning Study and Harbor Master Plan

The West Beach Planning Study is a focused study of the area known as West Beach in the City of Santa Barbara's Waterfront. West Beach was originally studied as part of the City's Local Coastal Plan (LCP) in the early 1980's and the Harbor Master Plan (HMP) was approved in 1996. Both the LCP and HMP recognize that West Beach is a unique coastal resource in an urban area and of great importance and value to the residents of Santa Barbara and visitors to our area. The goal of the study is to look at existing uses and to consider adding public uses and/or structures on or near West Beach to enhance those uses as well as to improve its overall appearance and ambience

The West Beach Planning Study identified two possible improvement alternatives or options for possible consideration. These enhancement options could be considered in phases for future improvements. These alternatives were developed after many community meetings with West Beach users and stakeholders. The alternatives were also reviewed and commented on by the Parks and Recreation, Planning and Harbor Commissions. City staff has also provided specific input and analysis of these enhancement alternatives. The goal of Alternative A or Phase I would be to upgrade the existing uses and improvements along with adding educational and interpretive signage about the area. Alternative B or Phase II would involve a relocation of existing improvements and the construction of an outrigger canoe storage building and construction of a Chumash tomol (canoe) storage building. In addition, Alternative B proposes planting native coastal grasses between the existing bike path and Cabrillo seawall. In addition, Alternative B would include upgraded outrigger storage facilities and an educational signage component.

How to Read the CIP

Description: Describes the project's purpose, details of project elements and funding

Project Title: Unique identifier for each CIP project

Department/Program: Identifies the department responsible for development of the CIP project/City program that administers the project

Airport

Maintenance Yard Vehicle Carport

Description:
The project includes construction of an 85 feet long by 40 feet wide steel carports structure and an 8 inches thick concrete slab.

Specific Plans or Policies Relating to this Project: Identifies the planning or policy process that identified the need for and details of the project.



Specific Plans or Policies Relating to this Project:
This project will help to protect Airport assets and is an important best management practice.

Status:
The Airport Maintenance Division requires covered parking space to store vehicular equipment, loaders, backhoes, highlifts, lawnmowers, and sweepers which are currently parked exposed to the elements.

Status: Identifies the status of the project thus far in development. The status may describe the project in terms of planning and/or funding, or may describe the conditions or challenges encountered while the project is being developed.

Capital Costs:

Funding Sources	Funded	Prior Yr. Expense	Current Yr. Budget	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Six Year Total	Project Total
Airport	<input type="checkbox"/>	0	0	0	0	100,000	448,000	0	0	\$548,000	\$548,000
Total		0	0	0	0	100,000	448,000	0	0	\$548,000	\$548,000

Estimated Operating Impact:

New Facility:	<input checked="" type="checkbox"/>	Facility Replacement:	<input type="checkbox"/>	Facility Expansion:	<input type="checkbox"/>
Reduce:		Increase:		3,800 SqFt	

Funding Sources: Identifies the source(s) of project funding.

Estimated Operating Impact: Estimates the reduction, replacement, increase or status quo of City assets in terms of future maintenance and staffing costs and/or revenue generation to capture the long-term operating impacts of City's Capital Program over time.

Funding

The major sources of funds available for capital projects are dedicated funds. The use of dedicated funds is restricted by the limitations imposed by local, state or federal laws associated with the funding source. For the most part, these funds are accounted for in the City's special revenue or enterprise funds, such as the Streets Capital Fund, the Airport Fund, or the Water and Wastewater Funds. Funding sources and amounts per fiscal year shown in Table A for funded projects and funded and unfunded totals by funding source are shown in Table B.

Projects that are not supported by dedicated revenue are financed by a transfer from the General Fund. The City may also receive direct funding for projects from other agencies, jurisdictions or individuals through grants, loans, donations and/or other subsidies.

Table A – Summary of Funding Sources

City Source

Fund Type	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	TOTALS
Airport	\$ 200,000	\$ 450,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,650,000
Enterprise Fund	\$ 1,708,141	\$ 835,474	\$ 919,021	\$ 1,010,923	\$ 1,112,015	\$ 1,223,216	\$ 6,808,790
General Fund	\$ 4,120,513	\$ 3,589,682	\$ 2,421,105	\$ 2,376,215	\$ 2,513,837	\$ 1,665,220	\$ 16,686,572
Harbor Preservation Fund	\$ 1,445,000	\$ 1,410,000	\$ 1,055,000	\$ 1,135,000	\$ 835,000	\$ 1,160,000	\$ 7,040,000
ICS Facilities	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ 400,000
Measure B	\$ 1,725,000	\$ 1,525,000	\$ 1,200,000	\$ 1,125,000	\$ 1,675,000	\$ 1,725,000	\$ 8,975,000
Parking	\$ 1,608,750	\$ 870,000	\$ 1,740,000	\$ 840,000	\$ 835,000	\$ 750,000	\$ 6,643,750
Permit Fees	\$ 50,000	\$ 499,000	\$ -	\$ -	\$ -	\$ -	\$ 549,000
Streets Capital	\$ 3,234,769	\$ 3,587,269	\$ 3,434,769	\$ 3,584,769	\$ 3,584,769	\$ 3,584,769	\$ 21,011,114
Wastewater	\$ 14,080,000	\$ 14,350,000	\$ 6,450,000	\$ 8,050,000	\$ 5,750,000	\$ 5,000,000	\$ 53,680,000
Water	\$ 12,850,000	\$ 7,185,000	\$ 5,860,000	\$ 7,015,000	\$ 5,115,000	\$ 5,090,000	\$ 43,115,000
TOTALS:	\$ 41,022,173	\$ 34,701,425	\$ 23,579,895	\$ 25,636,907	\$ 21,920,621	\$ 20,698,205	\$ 167,559,226

Non City Source

Fund Type	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	TOTALS
Developer Contribution	\$ 140,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 140,000
Donations	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000
Fenton Davison Trust	\$ 170,000	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ 470,000
Grant	\$ 24,913,194	\$ 8,047,490	\$ 1,094,717	\$ 344,717	\$ 344,717	\$ 344,717	\$ 35,089,552
Peggy Maximus Trust	\$ 313,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 313,000
TOTALS:	\$ 25,936,194	\$ 8,047,490	\$ 1,394,717	\$ 344,717	\$ 344,717	\$ 344,717	\$ 36,412,552

Funded Projects

	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	TOTALS
All Funds	\$ 66,958,367	\$ 42,748,915	\$ 24,974,612	\$ 25,981,624	\$ 22,265,338	\$ 21,042,922	\$ 203,971,778

Table B – Summary of Funded and Unfunded Projects

Funded Projects

	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	TOTALS
All Funds	\$ 66,958,367	\$ 42,748,915	\$ 24,974,612	\$ 25,981,624	\$ 22,265,338	\$ 21,042,922	\$ 203,971,778

Unfunded Projects

	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	TOTALS
All Funds	\$ 47,629,444	\$ 44,526,642	\$ 65,336,039	\$ 111,486,841	\$ 58,747,514	\$ 107,646,014	\$ 435,372,494

Six-Year Capital Improvement Program Total

	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	TOTALS
All Funds	\$ 114,587,811	\$ 87,275,557	\$ 90,310,651	\$ 137,468,465	\$ 81,012,852	\$ 128,688,936	\$ 639,344,272

Fund Sources & Restrictions

General Fund

The City's General Fund accounts for activities and services traditionally associated with governments, such as parks and recreation, police and fire, which are financed primarily through tax-generated revenues and not required to be accounted for in another fund.

Enterprise Funds

Enterprise Funds are funds established to account for government operations financed and operated in a manner similar to private business enterprises (e.g., water, gas, and electric utilities; airports; parking garages; or transit systems). Funds are collected through user fees, leases, etc. and are restricted to covering costs (i.e., expenses, including depreciation) of providing goods or services to the general public on a continuing basis specific to the operation. Enterprise funds are typically, but not always, restricted and fund the program from which the revenues are derived.

Airport Fund

The Airport Fund is specifically to account for the operation, maintenance, and capital improvement of the municipal airport. Principal sources of revenue are derived from tenant rents and user fees received from the leasing of Airport property and facilities to commercial aviation tenants, such as airlines, terminal concessions, parking, rental cars, and general aviation service providers and commercial/industrial tenants.

Restrictions: All revenues generated by the Airport are restricted by Federal law in their use for the operation, maintenance, and Capital improvement of the Airport.

Downtown Parking Fund

The Downtown Parking program provides operations and maintenance at the City's six parking garages and eight parking lots. The Downtown Parking Fund has three sources of revenue: parking fees, Parking Business Improvement Area (PBIA) and the Parking Permit program.

Parking fees help to defray the costs of operations and maintenance of the City's parking lots and garages. The PBIA was established in 1970 in response to advertised "free parking" at the newly opened La Cumbre Plaza to provide free parking to patrons of downtown businesses. Downtown merchants pay an assessment that helps defray the costs associated with providing short-term free parking as well as maintenance and operation of the lots and garages. Residential permits are for nine specific areas of the City where on-street parking is at a premium. Commuter lot permit parking is a monthly permit at the two commuter lots for downtown commuters. Monthly permits are also available at the City's downtown parking lots/garages for downtown business employees who do not live in the downtown core.

Restrictions: None, but historically limited in their use to the operations and maintenance of Downtown Parking facilities and programs.

Creeks Fund

The Creeks fund is entirely funded through Measure B which was approved by Santa Barbara voters in November 2000. Measure B increased the transient occupancy tax rate from 10% to 12% effective January 2001. All proceeds from the tax increase are restricted for use in the Creeks Restoration and Water Quality Improvement Program. The

program's mission is to improve creek and ocean water quality and restore natural creek systems in the City through storm water and urban runoff pollution-reduction, creek restoration, and community education programs.

Restrictions: All revenues generated by Measure B are restricted via ordinance to support Creeks programs and activities.

Golf Fund

The Santa Barbara Golf Club is an Enterprise Fund; no tax revenue is used to support the golf course. Capital funds are dependant on revenue derived from greens and lease fees. All activities necessary to provide services for the operation of the golf course are accounted for in this fund, including but not limited to administration, operations, maintenance, and capital improvements/acquisitions, and construction, financing and related debt service, and the billing and collection of fees.

Restrictions: None, however, historically all revenues generated by the Community Golf Course have been limited to the operations and maintenance of the golf course facilities.

Water Fund

This fund is dedicated to providing water services to the residents of the City and some residents of the County. All funds are generated by utility service fees. Revenue derived from utility fees provides funding for administration, operations, maintenance, capital acquisition and construction, financing and related debt service, and the billing and collection of fees.

Restrictions: All revenues generated by the water utility are restricted in their use to the operations and maintenance of Cater Water Treatment Plant, water distribution system and programs.

Wastewater Fund

This fund is dedicated to providing sewer (wastewater) services to the residents of the City and some residents of the County. All funds are generated by the sewer utility service fees. Revenue derived from utility fees provides funding for administration, operations, maintenance, capital acquisition and construction, financing and related debt service, and the billing and collection of fees.

Restrictions: All revenues generated by the wastewater utility are restricted in their use to the operations and maintenance of El Estero Wastewater Treatment Plant, wastewater collection system and programs.

Waterfront Fund

For the operations of the City-managed waterfront, the assets of which are part of the State of California Tideland Trust. Operations include: (1) a public wharf providing facilities for, and services to, leaseholders, restaurants, retail shops and other recreational activities; (2) a small watercraft harbor for commercial fishing, tour and privately-owned boats; and (3) the operation of all parking facilities in the waterfront area. Funding for the Waterfront fund is generated via leases, slip fees, concessions, and parking fees.

Restrictions: All revenues generated by the Waterfront are restricted to the operations and maintenance of Waterfront facilities, Stearns Wharf, parking lots, the Harbor and support many community programs.

Internal Service Funds (ICS)

Internal service funds, or Intra-City Service (ICS) funds, provide services to the various Departments within the City. In exchange for various services including building maintenance or upgrades, information systems (i.e. computers and software equipment and support), and fleet vehicle maintenance and replacement, service fees are charged to City departments. These funds are used to account for the financing of goods or services provided by one City department to other City department on a cost reimbursement basis.

Intra-City Service (ICS) Facilities Fund

The ICS Facilities Fund is established to recover the costs of operating and maintaining citywide building, communications, and custodial operations.

Intra-City Service (ICS) Information Systems Fund

The ICS Information Systems Fund is established to recover costs of operating, maintaining and upgrading or replacing computer hardware and software as well as maintaining the City's network.

Intra-City Service (ICS) Fleet

The ICS Fleet Fund is established to plan for and recover costs of City fleet asset (vehicles and equipment) maintenance and replacement.

Restrictions: None, however, historically funds allocated by the various City Departments to the ICS funds are available only for the specific functions summarized under each ICS fund.

Department Funding Sources

Project funding comes from City and non-City sources. City sources are those funds generated by the City through taxes or internal service arrangements. Non-City sources include funding sources through County – wide government agencies (Measure A), grants, bequests/contributions (Fenton Davison Trust, Peggy Maximus Trust, and developer contributions) and loans (Department of Boating and Waterways [DBWA], State Revolving Fund [SRF]).

Many programs will apply for grants and use City funds for the City’s share or “matching funds” of the total project costs that may be required to qualify for a grant. In this manner the City “leverages” City funds to qualify for additional monies via available grant opportunities.

On occasion, the City is the beneficiary of bequests or contributions from philanthropists that fill the gap to maintain public facilities or services to the community. The Library and Parks and Recreation Department have historically received such funding.

The following are examples of funding sources for various City programs:

Airport

Federal Aviation Administration (FAA)

The FAA, under authorization from the United States Congress, distributes Airport Improvement Program (AIP) funds each year for capital improvements. Each year the Airport submits an annual funding request application to the FAA and project funding is approved by the FAA on an annual basis. Congress has extended authorization of FAA funding

for the past three years, however, future extensions are not guaranteed. Therefore, Airport projects with FAA funding identified are considered “unfunded” for purposes for this CIP.

The Airport also imposes Passenger Facility Charges, (PFC) on airline passengers. For purposes for this CIP, these funds are identified as “Airport” under the project funding sources.

Restrictions: The FAA, AIP, and PFC charges are restricted to financing eligible projects as determined by FAA regulations.

Creeks and Water Quality

Measure B

In November 2000, the City of Santa Barbara’s voters approved Measure B, an increase in the transient occupancy tax rate from 10% to 12% effective January 2001. All proceeds from the tax increase are restricted to use in the Creeks Restoration and Water Quality Improvement Program.

The mission of the Creeks Restoration/Water Quality Improvement Program is to improve creek and ocean water quality and restore natural creek systems through storm water and urban runoff pollution reduction, creek restoration, and community education programs.

Grants

- **NOAA**

NOAA has contributed more than \$7 million for restoration activities in the Southwest Region with partners providing an additional \$17 million in non-federal cash and in-kind match. NOAA grant projects with the Creek Division have provided funding for fish passage projects. These grants typically require a City-provided in-kind funding match which is provided by Measure B and/or non-federal grant revenues.

- **Proposition 50**

Proposition 50 Chapter 8 Integrated Regional Water Management (IRWM) Grant Program is a joint program between the Department of Water Resources and the State Water Resources Control Board which provides funding for projects to protect communities from drought, protect and improve water quality, and reduce dependence on imported water. The Creeks Division has been successful in obtaining grants for creek restoration and stormwater management projects.

Streets Capital Fund

Utility Users Tax (UUT)

UUT is a general tax levied on the use of residential and commercial utility services, including water, refuse, electric, and natural gas. The City's Utility Users Tax rate is 6%.

Restrictions: City Council policy has established use of half of UUT monies to Streets Capital and maintenance.

Measure A

Measure A is the ½ cent sales tax approved by Santa Barbara County voters in November 2008. The City uses funds generated by Measure A are used for a variety of transportation projects including pedestrian and bicycle facilities, support for local transit, local road improvements, and local street and sidewalk infill and maintenance programs.

Restrictions: Measure A funds are used exclusively on transportation projects and programs specifically authorized in the voter approved Measure A Investment Plan. The Santa Barbara Council of Area Governments (SBCAG) oversees distribution of Measure A funds and is responsible for completing *regional* transportation projects. SBCAG allocates Measure funds to the City's Streets Capital Program for *local* transportation projects within the City.

Grants

Streets and Alternative Transportation Capital projects are eligible for a number of Federal and State grants. Many grants, require a "match" that is a proportional amount of funding that must be provided by the City to qualify for the grant.

Some grants contribute a portion of project funding with additional City funds needed to fully fund a project. All grants below are restricted to fund Streets/Alternative Transportation projects.

AB 2766 Clean Air Funds

The City submits an annual grant application to AB 2766 Clean Air Funds. Specific projects are determined based on community need.

Clean Air Funds are generated by a surcharge on automobile registration. The South Coast Air Quality Management District (AQMD) allocates 40 percent of these funds to cities according to their proportion of the South Coast's population for projects that improve air quality. Funding may be used for bicycle or pedestrian projects that could encourage people to bicycle or walk in lieu of driving.

Bicycle Transportation Account (BTA)

The Bicycle Transportation Account (BTA) provides state funds for city and county projects that improve safety and convenience for bicycle commuters. Grant requires a ten percent local match.

- To be eligible for BTA funds, a city or county must prepare and adopt a Bicycle Transportation Plan (BTP) that complies with Streets and Highways Code Section 891.2.

California Office of Traffic Safety (OTS)

The City submits an annual grant application to the California Office of Traffic Safety (OTS) Program. Specific projects are determined based on community need.

The primary objective of the OTS Program is to reduce motor vehicle fatalities and injuries through a national highway safety program. Priority areas include police traffic services, occupant protection, pedestrian and bicycle safety, emergency medical services, traffic records, roadway safety and community-based organizations. The OTS provides grants for one to two years. The California Vehicle Code (Sections 2908 and 2909) authorizes the apportionment of federal highway safety funds to the OTS program.

Caltrans Community-Based Transportation Planning (CBTP)

The Community-Based Transportation Planning (CBTP) grant program funds coordinated transportation and land-use planning projects that encourage community involvement and partnership. Projects must support livable/sustainable community concepts with a transportation or mobility objective and promote community identity and quality of life.

Project proposals involve conceptual-level plans or study activities that encourage community based stakeholder collaboration and consensus building through active public engagement. Each proposal should display a transportation/land use benefit that will likely induce additional benefits. Competitive project proposals should describe how the project will be implemented. Bicycle master plans/updates are eligible for this grant.

Hazard Elimination Safety Program (HES)

The City makes an annual grant application to the Hazard Elimination Safety Program (HES). Specific projects are determined based on community need.

The HES program is a federal safety program administered by Caltrans that provides funds for safety improvements on public roads and highways, with the goal of eliminating or reducing the number and/or severity of traffic accidents at locations selected for improvement. Candidate projects can be on any public road and must address a specific safety problem using a "quick fix" that does not result in significant environmental impacts. Proposals are accepted for two general categories: Safety Index or Work Type. The Safety Index formula evaluates project cost and accident statistics where such information is available. Otherwise, projects are assessed in a specific Work Type category such as roadway illumination, utility pole relocation, traffic signals, signs, guardrail upgrades, and obstacle removal.

In California since 2000, the Safe Routes to School program has used a large portion of this funding source to fund school-related transportation safety and pedestrian access projects.

Highway Safety Improvement Program (HSIP)

HSIP funds are eligible for work on any publicly-owned roadway or bicycle/pedestrian pathway or trail that corrects or improves the safety for its users. It is the intent of the HSIP that federal funds be expended on safety projects that can

be designed and constructed expeditiously. Projects should not require the acquisition of significant rights of way (not more than 10% of the construction cost), nor should they require extensive environmental review and mitigation. Grant requires a ten percent local match from the City.

For a project to be eligible for HSIP funding, a specific safety problem must be identified for correction and the proposed countermeasure must correct or substantially improve the condition. The project must be consistent with California's Strategic Highway Safety Plan (SHSP). Examples of eligible projects include, but are not limited to, the twenty-one project categories as listed under 23 U.S.C. §148(a)(3)(B).

Highway Bridge Program (HBP)

The Highway Bridge Program (HBP) provides funding to enable States to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventive maintenance. Eligible activities are expanded to include systematic preventative maintenance on Federal-aid and non-Federal-aid highway systems.

Regional Surface Transportation (RSTP)

The Regional Surface Transportation Program (RSTP) was established by California State Statute utilizing Surface Transportation Program Funds. Annual allocations of RSTP are made between April and May.

Projects eligible for funding from the RSTP include:

- Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements on
 - ◊ Federal-aid highways.
 - ◊ Bridges, including any such construction or reconstruction necessary to accommodate other transportation modes, and including the seismic retrofit and painting of and application of calcium magnesium acetate on bridges and approaches and other elevated structures.
- Mitigation of damage to wildlife, habitat, and ecosystems caused by a RSTP transportation project.
- Capital costs for transit projects eligible for assistance under the Federal Transit Act and publicly owned intra - city or intercity bus terminals and facilities.
- Carpool projects, fringe and corridor parking facilities and programs, and bicycle transportation and pedestrian walkways on any public roads in accordance with Section 217 of Title 23, U.S.C.

- Highway and transit safety improvements and programs, hazard elimination, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings.
- Highway and transit research and development and technology transfer programs.
- Capital and operating costs for traffic monitoring, management and control facilities and programs.
- Surface transportation planning programs
- Transportation enhancement activities.
- Transportation control measures listed in Section 108 (f)(1)(A) of the Clean Air Act.
- Development and establishment of management systems under Section 303 of Title 23, U.S.C.
- Wetlands mitigation efforts related to RSTP projects.

Transportation Development Act (TDA)

The City makes an annual grant application to the Transportation Development Act (TDA) Article 3 fund. Specific projects are determined based on community need.

Transportation Development Act Article 3 funds are used by cities within Santa Barbara County for the planning and construction of pedestrian facilities. The Santa Barbara County Association of Governments (SBCAG) is responsible for administering this program and establishing its policies. These funds are allocated annually on a per capita basis to both cities and the County of Santa Barbara. Local agencies may either draw down these funds or place them on reserve. Agencies must submit a claim form to SBCAG by the end of the fiscal year in which they are allocated.

TDA Article 3 funds may be used for the following activities related to the planning and construction of bicycle and pedestrian facilities:

- Engineering expenses leading to construction.
- Right-of-way acquisition.
- Construction and reconstruction.
- Retrofitting existing bicycle and pedestrian facilities, including installation of signage, to comply with the Americans with Disabilities Act (ADA).
- Route improvements such as signal controls for cyclists, bicycle loop detectors, rubberized rail crossings and bicycle-friendly drainage grates.

- Purchase and installation of bicycle facilities such as secure bicycle parking, benches, drinking fountains, changing rooms, rest rooms and showers which are adjacent to bicycle trails, employment centers, park-and-ride lots, and/or transit terminals and are accessible to the general public.

Transportation Enhancements Program (TE)

An annual grant application is made by the City to the Transportation Enhancements (TE) Program. Specific projects are determined based on community need.

TE Program offers funding opportunities to help expand transportation choices and enhance the transportation experience through 12 eligible TE activities related to surface transportation, including pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation. TE projects must relate to surface transportation and must qualify under one or more of the 12 eligible categories.

Projects eligible for funding from the TE include:

- Provision of pedestrian and bicycle facilities.
- Provision of pedestrian and bicycle safety and education activities.
- Acquisition of scenic or historic easements and sites.
- Scenic or historic highway programs including tourist and welcome centers.
- Landscaping and scenic beautification.
- Historic Preservation.
- Rehabilitation and operation of historic transportation buildings, structures, or facilities.
- Conversion of abandoned railway corridors to trails.
- Control and removal of outdoor advertising.
- Archaeological planning and research.
- Environmental mitigation of highway runoff pollution, reduce vehicle-caused wildlife mortality, maintain habitat connectivity.
- Establishment of transportation museums.

State Safe Routes to School (SR2S and SRTS)

The City makes annual grant applications to the Safe Routes to School Program. Specific projects are determined based on community need.

There are two separate and distinct Safe Routes to School programs. One is the State-legislated Program referred to as SR2S and the other is the Federal Program referred to as SRTS. Both programs are intended to achieve the same basic goal of increasing the number of children walking and bicycling to school by making it safer for them to do so. Eligible projects under SR2S funding include only infrastructure projects and the city is required to match 20% local funds toward the overall construction budget. Eligible projects under SRTS can include infrastructure or non-infrastructure projects.

Waterfront

Harbor Preservation Fund

The City Council has identified certain funds that shall be reserved for the purpose of accumulating funds for the preservation and enhancement of the Harbor, State Tidelands Trust, and Waterfront Department properties under the management of the City of Santa Barbara. Sources of funds to be committed for this purpose include but are not limited to surplus Waterfront Fund funds, interest earnings, and other sources as may be directed by the City Council. The Harbor Preservation Fund is established in the Santa Barbara Municipal Code and states:

‘The City Finance Director shall establish and maintain a Reserve for Harbor Preservation in the Waterfront Tidelands Trust Fund for monies accumulated for preservation, enhancement, and management of Harbor, State Tidelands Trust, and Waterfront Department properties.’

Department of Boating and Waterways Loan (DBAW)

The Department of Boating and Waterways lends money to public and privately owned marinas. Loan funds are available to public entities for planning, construction, rehabilitation or expansion of small craft harbors throughout California. Breakwater construction, dredging, berthing, utilities, landscaping and irrigation, restrooms, fuel docks, boat sewage pumpout stations, and public access walkways at small craft harbors are a few of the improvements that can be funded by the Department of Boating and Waterways.

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