

San Luis Obispo Council of Governments



Ronald DeCarli, Executive Director

Regional Transportation Planning Agency
Metropolitan Planning Organization
Census Data Affiliate
Service Authority for Expressways and Freeways

Arroyo Grande
Atascadero
Grover Beach
Morro Bay
Paso Robles
Pismo Beach
San Luis Obispo
San Luis Obispo County

September 28, 2009

Muhaned Aljabiry, Office Chief
Office of Federal Transportation Management Program
Department of Transportation
Division of Transportation Programming, MS 82
Office of Federal Transportation Management Program
P.O. Box 942874
Sacramento, CA 64274-0001

Attn: Dennis Jacobs, FTIP Coordinator

Please accept **Amendment No. 09-12 (Administrative Amendment #6)** to the 2009 Transportation Improvement Program (TIP) for the San Luis Obispo County Region. Per SLOCOG's 2009 TIP, the San Luis Obispo Council of Governments (SLOCOG) Executive Officer is authorized to approve minor amendments as described on page 15 and further described in Appendix A-4.

This administrative modification to the SLOCOG 2009 TIP is an administrative clean up of two projects including modifications to a TEA 21 Demo funded project and to one Caltrans ARRA project.

Included with this correspondence is the a) Summary of Changes (PDF pg. 2); b) Updated Financial Summary (PDF pg.3) and c) Project Descriptions (PDF pg. 6).

This amendment is available on SLOCOG's TIP database, TransInfo, at <http://transinfo.slocog.org> and will be available on the California Transportation Improvement Program System (CTIPS), or if you would like a full copy of the 2009 TIP and amendments, please visit SLOCOG's website at www.slocog.org.

If you have any questions regarding this amendment, please feel free to contact Geiska B. Velasquez, SLOCOG's TIP coordinator, at (805)788-2104 or email inquiries to gbaker@slocog.org.

Sincerely,

Ronald L. DeCarli, SLOCOG Executive Director
Carli, Executive Director

Summary of Changes

| MPO FTIP ID | PROJECT TITLE | DESCRIPTION OF CHANGE * | | | |
|-------------|------------------------------|-------------------------|-----------|--|--|
| | | % CHANGE | \$ CHANGE | CHANGE REASON | SPONSOR COMMENTS |
| 22300000117 | SHOPP - Roadway Preservation | 0.0% | \$0 | Revise Funding - Revise Between Funding Types | GARVEE Bond Funds removed and replaced with ARRA – SHOPP funds – no net change |
| 11300000124 | Price Canyon Road Widening | 0.0% | \$0 | Revise Funding – Revise Between phases | Construction funding reduced by \$483,000; ROW increased by \$100,000 and PS&E increased by \$383,000; no change |

* Also include any changes to funding amount and % cost increase/cost decrease, if applicable

State of California
2008/09-2011/12 Federal Transportation Improvement Program

MPO: DRAFT

AMENDMENT #: 09-12 (Administrative #6)

| REVENUE SOURCES | | Dollars X 1,000 | | | | | | | | | |
|---|--|---|---------------------|----------------------|---------------------|--------------------|--------------------|---------------------|-----------------------|-----------------------|------------|
| | | 2008/09 | | 2009/10 | | 2010/11 | | 2011/12 | | CURRENT TOTAL | |
| | | Previous | Current | Previous | Current | Previous | Current | Previous | Current | | |
| LOCAL | Sales Tax | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | - City | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | - County | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | - Other (Transportation Development Act) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Gas Tax | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | - Gas Tax (Subventions to Cities) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | - Gas Tax (Subventions to Counties) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Other Local Funds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | - City General Funds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | - Street Taxes and Developer Fees | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | - Other (registration fees (AB434) and Prop 42) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Transit | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| - Transit Fares | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| - Other Transit (e.g., parcel/property taxes, parking revenue, etc) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 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 | \$8,991,000 | \$0 | \$25,209,000 | \$0 | \$209,000 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| REGIONAL¹ | 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 | \$0 |
| | STATE | State Highway Operations and Protection Program (SHOPP) | \$50,642,000 | \$0 | \$12,055,000 | \$0 | \$0 | \$0 | \$23,736,000 | \$0 | \$0 |
| | | - SHOPP (Including Augmentation) | \$50,642,000 | \$0 | \$12,055,000 | \$0 | \$0 | \$0 | \$23,736,000 | \$0 | \$0 |
| - SHOPP Prior | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| State Transportation Improvement Program (STIP) | | \$12,372,000 | \$0 | \$46,702,000 | \$0 | \$3,583,000 | \$0 | \$22,146,000 | \$0 | \$0 | |
| - STIP (Including Augmentation) | | \$12,372,000 | \$0 | \$46,702,000 | \$0 | \$3,583,000 | \$0 | \$22,146,000 | \$0 | \$0 | |
| - STIP Prior | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Proposition 1 B ⁴ | | \$0 | \$0 | \$67,742,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| GARVEE Bonds | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$49,250,000 | (\$49,250,000) | (\$49,250,000) | |
| 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 (EEM, State Cash, PTA, TDA, USHA, RSHA, F&G, BTA) | | \$9,319,000 | \$0 | \$744,000 | \$0 | \$600,000 | \$0 | \$600,000 | \$0 | \$0 | |
| State Total | | \$72,333,000 | \$0 | \$127,243,000 | \$0 | \$4,183,000 | \$0 | \$95,732,000 | (\$49,250,000) | (\$49,250,000) | |
| 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) | \$368,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Fixed Guideway Modernization (5309a) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Intercity Bus (5311f) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Job Access and Reverse Commute Program (5316) | \$313,000 | \$0 | \$340,000 | \$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) 5317 | \$233,000 | \$0 | \$127,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Nonurbanized Area Formula Program (5311c) | \$538,000 | \$0 | \$568,000 | \$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) | \$2,094,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| ARRA - FTA 5307 | \$2,500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| ARRA - FTA 5309 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| ARRA - FTA 5311 | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| Other (Please specify) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| Federal Transit Total | \$7,046,000 | \$0 | \$1,035,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| FEDERAL HIGHWAY | Federal Highway Non-Discretionary | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Congestion Mitigation and Air Quality (CMAQ) | \$11,000 | \$0 | \$3,000 | \$0 | \$3,000 | \$0 | \$3,000 | \$0 | \$0 | |
| | Surface Transportation Program (Regional) | \$3,029,000 | \$0 | \$3,858,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Highway Bridge Program (HBP) | \$535,000 | \$0 | \$0 | \$0 | \$531,000 | \$0 | \$0 | \$0 | \$0 | |
| | Highway Safety Improvement Program (HSIP) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Railway (Section 130) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Safe Routes to School (SR2S) (SAFETEA-LU) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Safe Routes to School (SR2S) | \$947,360 | \$0 | \$0 | \$0 | \$134,000 | \$0 | \$259,000 | \$0 | \$0 | |
| | Transportation Improvements (TI) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Federal Lands Highway | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | ARRA - SHOPP | \$9,400,000 | \$0 | \$49,250,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$49,250,000 | |
| | ARRA - Highway Maintenance (HM) | \$1,500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| ARRA - TE | \$821,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| ARRA - RSTP | \$12,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| ARRA - Federal Lands Highway | \$1,721,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| Other (Please specify) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| Subtotal | \$29,964,360 | \$0 | \$3,861,000 | \$49,250,000 | \$668,000 | \$0 | \$262,000 | \$0 | \$49,250,000 | | |
| Federal Highway Discretionary Programs | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 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) | \$180,000 | \$0 | \$2,720,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| High Risk Rural Road (HRRR) | \$900,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| National Scenic Byways Program | \$204,000 | \$0 | \$304,000 | \$0 | \$200,000 | \$0 | \$300,000 | \$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 | \$250,000 | \$0 | \$250,000 | \$0 | \$250,000 | \$0 | \$250,000 | \$0 | \$0 | | |
| Transportation and Community and System Preservation Program | \$258,000 | \$0 | \$0 | \$0 | \$200,000 | \$0 | \$300,000 | \$0 | \$0 | | |
| Other (Please Specify) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| Subtotal | \$1,792,000 | \$0 | \$3,274,000 | \$0 | \$650,000 | \$0 | \$850,000 | \$0 | \$0 | | |
| Federal Highway Total | \$31,756,360 | \$0 | \$7,135,000 | \$49,250,000 | \$1,318,000 | \$0 | \$1,112,000 | \$0 | \$49,250,000 | | |
| FEDERAL TOTAL² | \$38,802,360 | \$0 | \$8,170,000 | \$49,250,000 | \$1,318,000 | \$0 | \$1,112,000 | \$0 | \$49,250,000 | | |
| INNOVATIVE FINANCE | 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 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Program Income (from a federal project) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Other (Please specify) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Innovative Financing Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | REVENUE TOTAL | \$120,126,360 | \$0 | \$160,622,000 | \$49,250,000 | \$5,710,000 | \$0 | \$96,844,000 | (\$49,250,000) | \$0 | |

NOTES:

- ¹Regional: Some MPOs may not have regional fund sources. In these cases, data would be shown as "zero" or not applicable.
- ²Federal Total: Is the sum of federal highway and federal transit programs.
- ³Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.
- ⁴Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation

State of California

2008/09-2011/12 Federal Transportation Improvement Program

MPO: DRAFT

AMENDMENT #: 09-12 (Administrative #6)

| PROGRAMMED | | (Dollars X 1,000) | | | | | | | | |
|---|---|-------------------|---------------|---------------|--------------|-------------|--------------|----------------|----------------|----------------|
| | | 2008/09 | | 2009/10 | | 2010/11 | | 2011/12 | | CURRENT TOTAL |
| | | Previous | Current | Previous | Current | Previous | Current | Previous | Current | |
| LOCAL | Local Total | \$8,991,000 | \$0 | \$25,209,000 | \$0 | \$209,000 | \$0 | \$0 | \$0 | \$0 |
| | | | | | | | | | | |
| 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) | \$50,642,000 | \$0 | \$12,055,000 | \$0 | \$0 | \$0 | \$23,736,000 | \$0 | \$0 |
| | SHOPP (Including Augmentation) | \$50,642,000 | \$0 | \$12,055,000 | \$0 | \$0 | \$0 | \$23,736,000 | \$0 | \$0 |
| | SHOPP Prior | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | State Transportation Improvement Program (STIP) | \$12,372,000 | \$0 | \$46,702,000 | \$0 | \$3,583,000 | \$0 | \$22,146,000 | \$0 | \$0 |
| | STIP (Including Augmentation) | \$12,372,000 | \$0 | \$46,702,000 | \$0 | \$3,583,000 | \$0 | \$22,146,000 | \$0 | \$0 |
| | STIP Prior | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Proposition 1 B ¹ | \$0 | \$0 | \$6,742,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | GARVEE Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$49,250,000 | (\$49,250,000) | (\$49,250,000) |
| | 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 (EEM, State Cash, PTA, TDA, USHA, RSHA, F&G, BTA) | \$9,319,000 | \$0 | \$744,000 | \$0 | \$600,000 | \$0 | \$600,000 | \$0 | \$0 |
| | State Total | \$72,333,000 | \$0 | \$127,243,000 | \$0 | \$4,183,000 | \$0 | \$95,732,000 | (\$49,250,000) | (\$49,250,000) |
| 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) | \$368,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Fixed Guideway Modernization (5309a) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Intercity Bus (5311f) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Job Access and Reverse Commute Program (5316) | \$313,000 | \$0 | \$340,000 | \$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) | \$233,000 | \$0 | \$127,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Nonurbanized Area Formula Program (5311) | \$538,000 | \$0 | \$568,000 | \$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) | \$2,094,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | ARRA - FTA 5307 | \$2,258,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | ARRA - FTA 5309 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | ARRA - FTA 5311 | \$889,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other (Please specify) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Federal Transit Total | \$6,693,000 | \$0 | \$1,035,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 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) | \$11,000 | \$0 | \$3,000 | \$0 | \$3,000 | \$0 | \$3,000 | \$0 | \$0 |
| | Highway Bridge Program (HBP) | \$3,029,000 | \$0 | \$3,858,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Highway Safety Improvement Program (HSIP) | \$535,000 | \$0 | \$0 | \$0 | \$531,000 | \$0 | \$0 | \$0 | \$0 |
| | Railway (Section 130) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Safe Routes to School (SRTS) (SAFETEA-LU) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Safe Routes to School (SRTS) | \$947,360 | \$0 | \$0 | \$0 | \$134,000 | \$0 | \$259,000 | \$0 | \$0 |
| | Transportation Improvements (TI) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Federal Lands Highway | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | ARRA - SHOPP | \$8,115,000 | \$0 | \$0 | \$49,250,000 | \$0 | \$0 | \$0 | \$0 | \$49,250,000 |
| | ARRA - Highway Maintenance (HM) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | ARRA - TE | \$821,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | ARRA - RSTP | \$11,287,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | ARRA - Federal Lands Highway | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other (Please specify) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Subtotal | \$24,745,360 | \$0 | \$3,861,000 | \$49,250,000 | \$668,000 | \$0 | \$262,000 | \$0 | \$49,250,000 |
| | 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) | \$180,000 | \$0 | \$2,720,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| High Risk Rural Road (HRRR) | \$900,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| National Scenic Byways Program | \$204,000 | \$0 | \$304,000 | \$0 | \$200,000 | \$0 | \$300,000 | \$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 | \$250,000 | \$0 | \$250,000 | \$0 | \$250,000 | \$0 | \$250,000 | \$0 | \$0 | |
| Transportation and Community and System Preservation Program | \$258,000 | \$0 | \$0 | \$0 | \$200,000 | \$0 | \$300,000 | \$0 | \$0 | |
| Other (Please Specify) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Subtotal | \$1,792,000 | \$0 | \$3,274,000 | \$0 | \$650,000 | \$0 | \$850,000 | \$0 | \$0 | |
| Federal Highway Total | \$26,537,360 | \$0 | \$7,135,000 | \$49,250,000 | \$1,318,000 | \$0 | \$1,112,000 | \$0 | \$49,250,000 | |
| FEDERAL TOTAL ² | \$33,230,360 | \$0 | \$8,170,000 | \$49,250,000 | \$1,318,000 | \$0 | \$1,112,000 | \$0 | \$49,250,000 | |
| INNOVATIVE FINANCE | 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 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Program Income (from a federal project) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other (Please specify) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Innovative Financing Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PROGRAMMED TOTAL | \$114,554,360 | \$0 | \$160,622,000 | \$49,250,000 | \$5,710,000 | \$0 | \$96,844,000 | (\$49,250,000) | \$0 | |

NOTES:

- ¹Regional: Some MPOs may not have regional fund sources. In these cases, data would be shown as "zero" or not applicable.
- ²Federal Total: Is the sum of federal highway and federal transit programs.
- ³Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.
- ⁴Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation

State of California

2008/09-2011/12 Federal Transportation Improvement Program

MPO: DRAFT

AMENDMENT #: 09-10 (Administrative #5)

| REVENUE VS. PROGRAMMED | | (Dollars X 1,000) | | | | | | | | |
|---|---|--------------------|------------|------------|------------|------------|------------|------------|------------|---------------|
| | | 2008/09 | | 2009/10 | | 2010/11 | | 2011/12 | | CURRENT TOTAL |
| | | Previous | Current | Previous | Current | Previous | Current | Previous | Current | |
| LOCAL | Local Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | | | | | | |
| 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) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | SHOPP (Including Augmentation) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | SHOPP Prior | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | State Transportation Improvement Program (STIP) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | STIP (Including Augmentation) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | STIP Prior | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Proposition 1 B ² | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | GARVEE Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 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 (Please specify) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| State Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 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) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Fixed Guideway Modernization (5309a) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Intercity Bus (5311f) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 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) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | ARRA - FTA 5307 | \$242,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | ARRA - FTA 5309 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | ARRA - FTA 5311 | \$111,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Other (Please specify) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Federal Transit Total | \$353,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 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) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Highway Safety Improvement Program (HSIP) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Railway (Section 130) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Safe Routes to School (SRTS) (SAFETEA-LU) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 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 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | ARRA - SHOPP | \$1,285,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | ARRA - Highway Maintenance (HM) | \$1,500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | ARRA - TE | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | ARRA - RSTP | \$713,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | ARRA - Federal Lands Highway | \$1,721,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other (Please specify) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Subtotal | \$5,219,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 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) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| High Risk Rural Road (HRRR) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 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 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Federal Highway Total | \$5,219,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| FEDERAL TOTAL² | \$5,572,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 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 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Program Income (from a federal project) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other (Please specify) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Innovative Financing Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

NOTES:

- ¹Regional: Some MPOs may not have regional fund sources. In these cases, data would be shown as "zero" or not applicable.
- ²Federal Total: Is the sum of federal highway and federal transit programs.
- ³Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.
- ⁴Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation

PROJECT TITLE: Price Canyon Road Widening RTIP: 08-12 - ADMIN

PROJECT DESCRIPTION - GUIDELINES: Widening Price Canyon Road from Hwy 227 to approximately 1000 feet south of its intersection with Corral de Piedra Road. The roadway will provide for 40 feet of pavement width to accommodate and additional 5-foot bike lane in each direction. The

SYSTEM: Local ROUTE: LOCAL STREET NAME: PROJECT LOCATION / AREA: Regional - TBD, Regional - Various Communities, Central Cty - Avila Beach, Central Cty - Rural - Central Cty

MULTIPLE LOCATIONS: FROM: TO:

CAPACITY INCREASING: No ELEMENT: CONGRESSIONAL DISTRICT: Congressional District 22, Congressional District 23

PROGRAMMING INFORMATION

OTHER FTIP: SHOPP: STIP: RSTP: EST TOTAL PROJECT COST: \$0 PROJECT COMPLETION DATE: MONTH: DEC YEAR: 2025

| FISCAL YEAR | FUND TYPE (PROGRAMMED REVENUE SOURCE) - FUND HELP | PID / OTHER | PA&ED / PS&E | ROW / SUP | CON / SUP | TOTAL |
|-------------|---|-------------|--------------|-----------|-------------|-------------|
| FY 2000 | Demo - Demonstration - TEA21 | \$0 | \$100,000 | \$0 | \$0 | \$100,000 |
| COMMENTS: | | \$0 | \$0 | \$0 | \$0 | |
| FY 2002 | Local HBRR - Bridge-Local (HBRR) | \$0 | \$30,000 | \$0 | \$0 | \$198,000 |
| COMMENTS: | | \$0 | \$168,000 | \$0 | \$0 | |
| FY 2002 | Demo - Demonstration - TEA21 | \$0 | \$0 | \$170,000 | \$0 | \$436,409 |
| COMMENTS: | | \$0 | \$225,000 | \$9,000 | \$32,409 | |
| FY 2002 | Loc Funds - County Funds | \$0 | \$8,000 | \$10,000 | \$0 | \$76,000 |
| COMMENTS: | | \$0 | \$22,000 | \$36,000 | \$0 | |
| FY 2004 | Local HBRR - Bridge-Local (HBRR) | \$0 | \$0 | \$100,000 | \$40,000 | \$140,000 |
| COMMENTS: | | \$0 | \$0 | \$0 | \$0 | |
| FY 2010 | RIP - State Cash | \$0 | \$0 | \$0 | \$3,414,000 | \$3,414,000 |
| COMMENTS: | | \$0 | \$0 | \$0 | \$0 | |
| FY 2010 | Demo - Demonstration - TEA21 | \$0 | \$0 | \$100,000 | \$0 | \$483,591 |
| COMMENTS: | | \$0 | \$383,591 | \$0 | \$0 | |
| | | | | | | \$0 |
| COMMENTS: | | | | | | |
| | | | | | | \$0 |
| COMMENTS: | | | | | | |
| | | | | | | \$0 |
| COMMENTS: | | | | | | |
| | | | | | | \$0 |
| COMMENTS: | | | | | | |
| | | | | | | \$0 |
| COMMENTS: | | | | | | |
| TOTALS - | | \$0 | \$936,591 | \$425,000 | \$3,486,409 | \$4,848,000 |

OBLIGATION COSTS INFORMATION - SHOW

CHANGE REASON

[HISTORICAL COMMENTS](#)

- COMPLETE PROJECT
- DELAY PROJECT
- DELETE PROJECT
- SCHEDULE / FUNDING / SCOPE (CHOOSE ALL THAT APPLY)

- Lump Sum List Revision - No Change To Programming
- Revise Funding - Add New Funding Source
- Revise Funding - Delete Fund Source
- Revise Funding - Increase Funding
- Revise Funding - Reduce Funding
- Revise Funding - Revise Between Fiscal Years
- Revise Funding - Revise Between Phases
- Other

OTHER CHANGE REASON