



Transportation Committee

January 28, 2009

Public Hearing: American Recovery and Reinvestment Act Special Amendment to the 2009/12 Metropolitan Transportation Improvement Program

Issue: Should SACOG approve the Draft Special Amendment (#5) to the 2009/12 Metropolitan Transportation Improvement Program (MTIP) and accompanying Air Quality Conformity Determination?

Recommendation: That the Transportation Committee first hold a public hearing on Amendment #5 and Air Quality Conformity Determination and next recommend that the Board consider and approve both, including technical edits, at the February Board meeting.

Discussion: Congress is drafting economic recovery legislation which will include significant new funding for transportation infrastructure. While the details and timing of the proposal are still being debated, the legislation could become law as early as mid-February, and it could require project sponsors to obligate in a short timeframe. SACOG is tasked with the difficult job of amending the MTIP in anticipation of the legislation in order to facilitate the flow of funds to local agencies.

Federal Highway Administration (FHWA) and Caltrans recommend that SACOG immediately amend the MTIP to add \$330 million in expected American Recovery and Reinvestment Act funds to the financial plan. The actual amount may change, and the Board may need to amend the item to change the amount. Also, staff requests the flexibility from the Board to make adjustments to the total funding, should the bill not pass until after the Board meets.

The Draft Amendment #5 to the MTIP may include federally funded and/or regionally significant projects needing changes in programming in order to receive funding. If regionally significant projects are amended, Amendment #5 will rely on a previous Air Quality Conformity Analysis.

The proposed schedule would proceed as follows:

- February 5: Transportation Committee hosts public hearing and makes recommendation.
- February 6: Begin public comment period.
- February 13: Close public comment period (at least 7 days required).
- February 16: President signs American Recovery & Reinvestment Act (SACOG staff estimate).
- February 19: Board approval.
- March 20: Final federal approval (SACOG staff estimate).
- July 15: The first deadline for funds to be obligated.

According to this schedule, agencies needing to meet the first deadline would have less than four months to obligate.

Approved by:

Mike McKeever
Executive Director

MM:JLC:gg
Attachments

Key Staff: Matt Carpenter, Director of Transportation Planning, (916) 340-6276
Olin Woods, Manager of Capital Programs, (916) 340-6220
Jason Crow, Senior Planner, (916) 340-6219
José Luis Cáceres, Associate Planner, (916) 340-6218

Sacramento Area Council of Governments
Amendment #5 to the 2009/12 MTIP
DRAFT

REVENUE SOURCES		REVENUE									
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL	
		Previous	Current	Previous	Current	Previous	Current	Previous	Current		
LOCAL	Sales Tax	\$209,176,000	\$209,176,000	\$220,762,000	\$220,762,000	\$233,005,000	\$233,005,000	\$314,649,000	\$314,649,000	\$1,746,008,000	
	-- City	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	-- County	\$117,816,000	\$117,816,000	\$124,022,000	\$124,022,000	\$130,555,000	\$130,555,000	\$206,149,000	\$206,149,000	\$1,039,268,000	
	-- Other (e.g., Transportation Development Act)	\$91,360,000	\$91,360,000	\$96,740,000	\$96,740,000	\$102,450,000	\$102,450,000	\$108,500,000	\$108,500,000	\$706,740,000	
	Gas Tax	\$126,982,000	\$126,982,000	\$145,603,000	\$145,603,000	\$152,460,000	\$152,460,000	\$155,844,000	\$155,844,000	\$1,034,796,000	
	-- 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	\$356,026,000	\$356,026,000	\$373,548,000	\$373,548,000	\$482,530,500	\$482,530,500	\$497,435,500	\$497,435,500	\$3,063,054,000	
	-- City General Funds	\$35,997,000	\$35,997,000	\$37,141,000	\$37,141,000	\$38,337,000	\$38,337,000	\$39,559,000	\$39,559,000	\$264,071,000	
	-- Street Taxes and Developer Fees	\$114,675,000	\$114,675,000	\$118,337,500	\$118,337,500	\$122,125,000	\$122,125,000	\$126,037,500	\$126,037,500	\$847,675,000	
	-- Private Developer In-Kind Projects	\$150,975,000	\$150,975,000	\$155,812,500	\$155,812,500	\$258,212,500	\$258,212,500	\$266,475,000	\$266,475,000	\$1,511,975,000	
	-- Special District Funds	\$16,341,000	\$16,341,000	\$16,861,000	\$16,861,000	\$17,394,000	\$17,394,000	\$17,953,000	\$17,953,000	\$120,757,000	
	-- Caltrans Discretionary to Local Agencies	\$38,038,000	\$38,038,000	\$45,396,000	\$45,396,000	\$46,462,000	\$46,462,000	\$47,411,000	\$47,411,000	\$316,576,000	
	-- Other (registration fees (AB434) and Prop 42)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Transit	\$48,729,000	\$48,729,000	\$62,567,000	\$62,567,000	\$64,352,000	\$64,352,000	\$66,720,000	\$66,720,000	\$436,007,000	
	-- Transit Fares	\$48,729,000	\$48,729,000	\$62,567,000	\$62,567,000	\$64,352,000	\$64,352,000	\$66,720,000	\$66,720,000	\$436,007,000	
	-- 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 (Carry-over and Reserve)	\$22,262,190	\$22,262,190	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,262,190
	Local Total	\$763,175,190	\$763,175,190	\$802,480,000	\$802,480,000	\$932,347,500	\$932,347,500	\$1,034,648,500	\$1,034,648,500	\$6,302,127,190	
STATE	State Highway Operations and Protection Program (SHOPP)	\$85,724,000	\$85,724,000	\$34,907,000	\$34,907,000	\$159,551,950	\$159,551,950	\$60,281,000	\$60,281,000	\$595,203,900	
	-- SHOPP (Including Augmentation)	\$85,724,000	\$85,724,000	\$34,907,000	\$34,907,000	\$159,551,950	\$159,551,950	\$60,281,000	\$60,281,000	\$595,203,900	
	-- SHOPP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	State Transportation Improvement Program (STIP)	\$78,226,244	\$78,226,244	\$10,656,033	\$10,656,033	\$22,050,000	\$22,050,000	\$12,886,000	\$12,886,000	\$169,410,310	
	-- STIP (Including Augmentation)	\$78,191,244	\$78,191,244	\$10,406,033	\$10,406,033	\$22,050,000	\$22,050,000	\$12,886,000	\$12,886,000	\$168,875,310	
	-- STIP Prior	\$35,000	\$35,000	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$35,000	
	Proposition 1 B ⁴	\$280,000,000	\$280,000,000	\$95,000,000	\$95,000,000	\$110,000,000	\$110,000,000	\$65,000,000	\$65,000,000	\$820,000,000	
	GARVEE Bonds	\$167,000,000	\$167,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$167,000,000	
	Traffic Congestion Relief Program	\$10,000,000	\$10,000,000	\$26,280,000	\$26,280,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$102,560,000	
	State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)	\$51,591,000	\$51,591,000	\$52,426,000	\$52,426,000	\$50,170,000	\$50,170,000	\$51,155,000	\$51,155,000	\$359,093,000	
	Bicycle Transportation Account	\$1,353,209	\$1,353,209	\$0	\$0	\$0	\$0	\$0	\$0	\$1,353,209	
	AB 2766	\$134,500	\$134,500	\$150,000	\$150,000	\$0	\$0	\$0	\$0	\$434,500	
	Regional Surface Transportation Program Exchange	\$996,880	\$996,880	\$376,356	\$376,356	\$322,756	\$322,756	\$0	\$0	\$2,395,104	
	State Transportation Enhancement Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Other State - State Cash	\$15,902,537	\$15,902,537	\$703,982	\$703,982	\$10,590,350	\$10,590,350	\$1,250,000	\$1,250,000	\$40,991,201	
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
State Total	\$690,928,370	\$690,928,370	\$220,499,371	\$220,499,371	\$362,685,056	\$362,685,056	\$200,572,000	\$200,572,000	\$2,258,441,224		
FEDERAL TRANSIT	5303 Metropolitan Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	5307 Urbanized Area Formula Program	\$25,836,000	\$25,836,000	\$25,404,000	\$25,404,000	\$26,674,000	\$26,674,000	\$29,081,000	\$29,081,000	\$188,154,000	
	5308 Clean Fuel Formula Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	5309a Fixed Guideway Modernization	\$4,827,778	\$4,827,778	\$5,551,945	\$5,551,945	\$0	\$0	\$0	\$0	\$15,931,668	
	5309b New and Small Starts (Capital Investment Grants)	\$5,053,720	\$5,053,720	\$0	\$0	\$0	\$0	\$0	\$0	\$5,053,720	
	5309c Bus and Bus Related Grants	\$6,810,420	\$6,810,420	\$1,580,040	\$1,580,040	\$0	\$0	\$0	\$0	\$9,970,500	
	5310 Elderly & Persons with Disabilities Formula Program	\$2,361,000	\$2,361,000	\$2,672,000	\$2,672,000	\$2,887,000	\$2,887,000	\$3,119,000	\$3,119,000	\$19,717,000	
	5311 Nonurbanized Area Formula Program ⁵	\$1,804,496	\$1,804,496	\$1,297,000	\$1,297,000	\$1,401,000	\$1,401,000	\$1,514,000	\$1,514,000	\$10,228,496	
	5311c Public Transportation on Indian Reservation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	5311f Intercity Bus	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	5314 Job Access and Reverse Commute Program ⁵	\$1,639,084	\$1,639,084	\$1,532,050	\$1,532,050	\$1,277,000	\$1,277,000	\$1,384,000	\$1,384,000	\$10,025,184	
	5317 New Freedom (SAFETEA-LU)	\$458,000	\$458,000	\$520,000	\$520,000	\$564,000	\$564,000	\$611,000	\$611,000	\$3,848,000	
	5320 Transit in the Parks	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	CMAQ Funds Transferred to FTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Rail Line Relocation and Improvement Program	\$392,000	\$392,000	\$0	\$0	\$0	\$0	\$0	\$0	\$392,000	
Economic Recovery (ECREC)	\$0	\$42,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$42,000,000		
Federal Transit Total	\$49,182,498	\$49,182,498	\$38,557,035	\$38,557,035	\$32,803,000	\$32,803,000	\$35,709,000	\$35,709,000	\$263,320,568		

Sacramento Area Council of Governments
Amendment #5 to the 2009/12 MTIP
DRAFT

REVENUE SOURCES		REVENUE								
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	
FEDERAL HIGHWAY	Federal Highway Non-Discretionary									
	-- Congestion Mitigation and Air Quality (CMAQ)	\$25,509,000	\$25,509,000	\$25,968,000	\$25,968,000	\$26,436,000	\$26,436,000	\$26,911,000	\$26,911,000	\$184,139,000
	-- Surface Transportation Program (Regional)	\$21,209,000	\$21,209,000	\$21,591,000	\$21,591,000	\$21,980,000	\$21,980,000	\$22,376,000	\$22,376,000	\$153,103,000
	-- Highway Bridge Program (HBP)	\$674,599	\$674,599	\$3,133,963	\$3,133,963	\$1,529,798	\$1,529,798	\$0	\$0	\$10,002,121
	-- Highway Safety Improvement Program (HSIP)	\$3,463,490	\$3,463,490	\$1,693,980	\$1,693,980	\$2,552,760	\$2,552,760	\$0	\$0	\$11,956,970
	-- Railway (Section 130)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	-- Safe Routes to School (SRTS) (SAFETEA-LU)	\$1,759,166	\$1,759,166	\$1,329,700	\$1,329,700	\$826,470	\$826,470	\$1,995,500	\$1,995,500	\$10,062,506
	-- Safe Routes to School (SR2S)	\$470,250	\$470,250	\$679,860	\$679,860	\$0	\$0	\$0	\$0	\$1,829,970
	-- Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	-- Federal Lands Highway	\$1,200,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,000
	-- Local Bridge Seismic Retrofit Account	\$0	\$0	\$231,121	\$231,121	\$0	\$0	\$0	\$0	\$462,242
	Economic Recovery (ECREC)	\$0	\$300,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000,000
	Subtotal	\$54,285,505	\$354,285,505	\$54,627,624	\$54,627,624	\$53,325,028	\$53,325,028	\$51,282,500	\$51,282,500	\$672,755,809
	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)	\$7,600,685	\$7,600,685	\$0	\$0	\$0	\$0	\$0	\$0	\$7,600,685
	-- 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)	\$12,237,830	\$12,237,830	\$0	\$0	\$0	\$0	\$0	\$0	\$12,237,830
	-- High Risk Rural Road (HRRR)	\$2,520,000	\$2,520,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,520,000
	-- National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	-- Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$1,350,000	\$1,350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,350,000
	-- Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	-- Recreational Trails	\$2,404,798	\$2,404,798	\$0	\$0	\$0	\$0	\$0	\$0	\$2,404,798
	-- Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	-- Federal Demonstration Funds	\$14,653,404	\$14,653,404	\$1,008,000	\$1,008,000	\$0	\$0	\$0	\$0	\$16,669,404
	-- Regional Transportation Enhancement Activities	\$180,000	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$180,000
	-- Demo - Annual Appropriations Act	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	-- Hazard Elimination and Safety Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	-- Office of Traffic Safety (OTS)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	-- Other Fed - Energy and Water Dvlp Appro Act	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	-- Surface Transportation Program-Rail Xing Improvement Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-- Intelligent Transportation System Funds	\$661,923	\$661,923	\$0	\$0	\$1,071,923	\$1,071,923	\$0	\$0	\$2,805,769	
-- Rural Safety Innovation Program	\$0	\$0	\$304,000	\$304,000	\$0	\$0	\$0	\$0	\$608,000	
-- Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Subtotal	\$41,608,640	\$41,608,640	\$1,312,000	\$1,312,000	\$1,071,923	\$1,071,923	\$0	\$0	\$46,376,486	
Federal Highway Total	\$95,894,145	\$395,894,145	\$55,939,624	\$55,939,624	\$54,396,951	\$54,396,951	\$51,282,500	\$51,282,500	\$719,132,295	
FEDERAL TOTAL²	\$145,076,643	\$445,076,643	\$94,496,659	\$94,496,659	\$87,199,951	\$87,199,951	\$86,991,500	\$86,991,500	\$982,452,863	
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
REVENUE TOTAL	\$1,599,180,203	\$1,899,180,203	\$1,117,476,030	\$1,117,476,030	\$1,382,232,507	\$1,382,232,507	\$1,322,212,000	\$1,322,212,000	\$9,543,021,277	

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

⁵S311 and S316 JARC contains carryover and reserve funding in FFY's 2009 and 2010 in excess of \$1,700,000

Sacramento Area Council of Governments
Amendment #5 to the 2009/12 MTIP
DRAFT

REVENUE SOURCES		PROGRAMMED								
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	
LOCAL	Local Total	\$752,799,321	\$752,799,321	\$774,541,429	\$774,541,429	\$588,374,530	\$588,374,530	\$670,638,883	\$670,638,883	\$5,572,708,326
STATE	State Highway Operations and Protection Program (SHOPP)	\$85,724,000	\$85,724,000	\$34,907,000	\$34,907,000	\$159,551,950	\$159,551,950	\$60,281,000	\$60,281,000	\$680,927,900
	-- SHOPP (Including Augmentation)	\$85,724,000	\$85,724,000	\$34,907,000	\$34,907,000	\$159,551,950	\$159,551,950	\$60,281,000	\$60,281,000	\$680,927,900
	-- SHOPP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Transportation Improvement Program (STIP)	\$78,226,244	\$78,226,244	\$10,656,033	\$10,656,033	\$22,050,000	\$22,050,000	\$12,886,000	\$12,886,000	\$247,636,554
	-- STIP (Including Augmentation)	\$78,191,244	\$78,191,244	\$10,406,033	\$10,406,033	\$22,050,000	\$22,050,000	\$12,886,000	\$12,886,000	\$247,066,554
	-- STIP Prior	\$35,000	\$35,000	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$570,000
	Proposition 1 B ⁴	\$209,722,513	\$209,722,513	\$7,125,762	\$7,125,762	\$67,980,350	\$67,980,350	\$1,250,000	\$1,250,000	\$572,157,250
	GARVEE Bonds	\$167,000,000	\$167,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$334,000,000
	Traffic Congestion Relief Program	\$10,000,000	\$10,000,000	\$26,280,000	\$26,280,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$112,560,000
	State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)	\$8,348,660	\$8,348,660	\$7,839,400	\$7,839,400	\$0	\$0	\$0	\$0	\$32,376,120
	Bicycle Transportation Account	\$1,353,209	\$1,353,209	\$0	\$0	\$0	\$0	\$0	\$0	\$2,706,418
	AB 2766	\$134,500	\$134,500	\$150,000	\$150,000	\$0	\$0	\$0	\$0	\$569,000
	Regional Surface Transportation Program Exchange	\$996,880	\$996,880	\$376,356	\$376,356	\$322,756	\$322,756	\$0	\$0	\$3,391,984
	State Transportation Enhancement Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other State - State Cash	\$15,902,537	\$15,902,537	\$703,982	\$703,982	\$10,590,350	\$10,590,350	\$1,250,000	\$1,250,000	\$56,893,738
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		State Total	\$577,408,543	\$577,408,543	\$88,038,533	\$88,038,533	\$270,495,406	\$270,495,406	\$85,667,000	\$85,667,000
FEDERAL TRANSIT	5303 Metropolitan Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5307 Urbanized Area Formula Program	\$25,261,961	\$25,261,961	\$23,395,255	\$23,395,255	\$18,415,364	\$18,415,364	\$0	\$0	\$134,145,160
	5308 Clean Fuel Formula Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5309a Fixed Guideway Modernization	\$4,827,778	\$4,827,778	\$5,551,945	\$5,551,945	\$0	\$0	\$0	\$0	\$20,759,446
	5309b New and Small Starts (Capital Investment Grants)	\$5,053,720	\$5,053,720	\$0	\$0	\$0	\$0	\$0	\$0	\$10,107,440
	5309c Bus and Bus Related Grants	\$6,810,420	\$6,810,420	\$1,580,040	\$1,580,040	\$0	\$0	\$0	\$0	\$16,780,920
	5310 Elderly & Persons with Disabilities Formula Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5311 Nonurbanized Area Formula Program ⁵	\$1,804,496	\$1,804,496	\$988,094	\$988,094	\$160,437	\$160,437	\$160,437	\$160,437	\$6,226,928
	5311c Public Transportation on Indian Reservation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5311f Intercity Bus	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5316 Job Access and Reverse Commute Program ⁵	\$1,639,084	\$1,639,084	\$1,532,050	\$1,532,050	\$0	\$0	\$0	\$0	\$6,342,268
	5317 New Freedom (SAFETEA-LU)	\$456,947	\$456,947	\$513,608	\$513,608	\$0	\$0	\$0	\$0	\$1,941,110
	5320 Transit in the Parks	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	CMAQ Funds Transferred to FTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Rail Line Relocation and Improvement Program	\$392,000	\$392,000	\$0	\$0	\$0	\$0	\$0	\$0	\$784,000
Economic Recovery (ECREC)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Federal Transit Total	\$46,246,406	\$46,246,406	\$33,560,992	\$33,560,992	\$18,575,801	\$18,575,801	\$160,437	\$160,437	\$197,087,272

Sacramento Area Council of Governments
Amendment #5 to the 2009/12 MTIP
DRAFT

REVENUE SOURCES	PROGRAMMED								
	2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL
	Previous	Current	Previous	Current	Previous	Current	Previous	Current	
FEDERAL HIGHWAY									
Federal Highway Non-Discretionary									
-- Congestion Mitigation and Air Quality (CMAQ)	\$24,577,064	\$24,577,064	\$24,643,297	\$24,643,297	\$21,713,970	\$21,713,970	\$0	\$0	\$141,868,662
-- Surface Transportation Program (Regional)	\$17,123,652	\$17,123,652	\$21,517,522	\$21,517,522	\$20,469,830	\$20,469,830	\$3,113,663	\$3,113,663	\$124,449,334
-- Highway Bridge Program (HBP)	\$674,599	\$674,599	\$3,133,963	\$3,133,963	\$1,529,798	\$1,529,798	\$0	\$0	\$10,676,720
-- Highway Safety Improvement Program (HSIP)	\$3,463,490	\$3,463,490	\$1,693,980	\$1,693,980	\$2,552,760	\$2,552,760	\$0	\$0	\$15,420,460
-- Railway (Section 130)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-- Safe Routes to School (SRTS) (SAFETEA-LU)	\$1,759,166	\$1,759,166	\$1,329,700	\$1,329,700	\$826,470	\$826,470	\$1,995,500	\$1,995,500	\$11,821,672
-- Safe Routes to School (SR2S)	\$470,250	\$470,250	\$679,860	\$679,860	\$0	\$0	\$0	\$0	\$2,300,220
-- Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-- Federal Lands Highway	\$1,200,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400,000
-- Local Bridge Seismic Retrofit Account	\$0	\$0	\$231,121	\$231,121	\$0	\$0	\$0	\$0	\$462,242
Economic Recovery (ECREC)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$49,268,221	\$49,268,221	\$53,229,443	\$53,229,443	\$47,092,828	\$47,092,828	\$5,109,163	\$5,109,163	\$309,399,310
Federal Highway Discretionary Programs									
-- Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-- Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$7,600,685	\$7,600,685	\$0	\$0	\$0	\$0	\$0	\$0	\$15,201,370
-- 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)	\$12,237,830	\$12,237,830	\$0	\$0	\$0	\$0	\$0	\$0	\$24,475,660
-- High Risk Rural Road (HRRR)	\$2,520,000	\$2,520,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,040,000
-- National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-- Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$1,350,000	\$1,350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,700,000
-- Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-- Recreational Trails	\$2,404,798	\$2,404,798	\$0	\$0	\$0	\$0	\$0	\$0	\$4,809,596
-- Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-- Federal Demonstration Funds	\$14,653,404	\$14,653,404	\$1,008,000	\$1,008,000	\$0	\$0	\$0	\$0	\$31,322,808
-- Regional Transportation Enhancement Activities	\$180,000	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$360,000
-- Demo - Annual Appropriations Act	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-- Hazard Elimination and Safety Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-- Office of Traffic Safety (OTS)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-- Other Fed - Energy and Water Dvlp Appro Act	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-- Surface Transportation Program-Rail Xing Improvement Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-- Intelligent Transportation System Funds	\$661,923	\$661,923	\$0	\$0	\$1,071,923	\$1,071,923	\$0	\$0	\$3,467,692
-- Rural Safety Innovation Program	\$0	\$0	\$304,000	\$304,000	\$0	\$0	\$0	\$0	\$608,000
Subtotal	\$41,608,640	\$41,608,640	\$1,312,000	\$1,312,000	\$1,071,923	\$1,071,923	\$0	\$0	\$87,985,126
Federal Highway Total	\$90,876,861	\$90,876,861	\$54,541,443	\$54,541,443	\$48,164,751	\$48,164,751	\$5,109,163	\$5,109,163	\$397,384,436
FEDERAL TOTAL¹	\$137,123,267	\$137,123,267	\$88,102,435	\$88,102,435	\$66,740,552	\$66,740,552	\$5,269,600	\$5,269,600	\$594,471,708
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	\$1,467,331,131	\$1,467,331,131	\$950,682,397	\$950,682,397	\$925,610,488	\$925,610,488	\$761,575,483	\$761,575,483	\$8,210,398,998
Total Carryover	\$220,100,000	\$220,100,000	\$220,100,000	\$220,100,000	\$386,893,633	\$386,893,633	\$843,515,652	\$843,515,652	\$3,341,218,570
Total Programmed after Carryover	\$1,687,431,131	\$1,687,431,131	\$1,170,782,397	\$1,170,782,397	\$1,312,504,121	\$1,312,504,121	\$1,605,091,135	\$1,605,091,135	\$11,551,617,568

NOTES:

- ¹Regional: Not all MPOs may 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
- ⁵5311 and 5316 JARC contains carryover and reserve funding in FFYs 2009 and 2010 in excess of \$1,700,000

Sacramento Area Council of Governments
Amendment #5 to the 2009/12 MTIP
DRAFT

REVENUE SOURCES		REVENUE VS PROGRAMMED									
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL	
		Previous	Current	Previous	Current	Previous	Current	Previous	Current		
LOCAL	Local Total	\$10,375,869	\$10,375,869	\$27,938,571	\$27,938,571	\$343,972,970	\$343,972,970	\$364,009,617	\$364,009,617	\$1,482,218,185	
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 ⁴	\$70,277,487	\$70,277,487	\$87,874,238	\$87,874,238	\$42,019,650	\$42,019,650	\$63,750,000	\$63,750,000	\$457,565,263	
	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)	\$43,242,340	\$43,242,340	\$44,586,600	\$44,586,600	\$50,170,000	\$50,170,000	\$51,155,000	\$51,155,000	\$335,065,540	
	Bicycle Transportation Account	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	AB 2766	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Regional Surface Transportation Program Exchange	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	State Transportation Enhancement Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Other State - State Cash	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	State Total		\$113,519,827	\$113,519,827	\$132,460,838	\$132,460,838	\$92,189,650	\$92,189,650	\$114,905,000	\$114,905,000	\$792,630,803
FEDERAL TRANSIT	§303 Metropolitan Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	§307 Urbanized Area Formula Program	\$574,039	\$574,039	\$2,008,745	\$2,008,745	\$8,258,636	\$8,258,636	\$29,081,000	\$29,081,000	\$79,270,801	
	§308 Clean Fuel Formula Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	§309a Fixed Guideway Modernization	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	§309b New and Small Starts (Capital Investment Grants)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	§309c Bus and Bus Related Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	§310 Elderly & Persons with Disabilities Formula Program	\$2,361,000	\$2,361,000	\$2,672,000	\$2,672,000	\$2,887,000	\$2,887,000	\$3,119,000	\$3,119,000	\$19,717,000	
	§311 Nonurbanized Area Formula Program ⁵	\$0	\$0	\$308,906	\$308,906	\$1,240,563	\$1,240,563	\$1,353,563	\$1,353,563	\$5,806,064	
	§311c Public Transportation on Indian Reservation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	§311f Intercity Bus	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	§316 Job Access and Reverse Commute Program ⁵	\$0	\$0	\$0	\$0	\$1,277,000	\$1,277,000	\$1,384,000	\$1,384,000	\$5,322,000	
	§317 New Freedom (SAFETEA-LU)	\$1,053	\$1,053	\$6,392	\$6,392	\$564,000	\$564,000	\$611,000	\$611,000	\$2,363,837	
	§320 Transit in the Parks	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	CMAQ Funds Transferred to FTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Rail Line Relocation and Improvement Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Economic Recovery (ECREC)		\$42,000,000		\$0		\$0		\$0	\$0	\$42,000,000
	Federal Transit Total		\$2,936,092	\$2,936,092	\$4,996,043	\$4,996,043	\$14,227,199	\$14,227,199	\$35,548,563	\$35,548,563	\$112,479,702
FEDERAL HIGHWAY	Federal Highway Non-Discretionary									\$0	
	-- Congestion Mitigation and Air Quality (CMAQ)		\$931,936		\$1,324,703		\$4,722,030		\$26,911,000	\$33,889,669	
	-- Surface Transportation Program (Regional)		\$4,085,348		\$73,478		\$1,510,170		\$19,262,337	\$24,931,333	
	-- Highway Bridge Program (HBP)		\$0		\$0		\$0		\$0	\$0	
	-- Highway Safety Improvement Program (HSIP)		\$0		\$0		\$0		\$0	\$0	
	-- Railway (Section 130)		\$0		\$0		\$0		\$0	\$0	
	-- Safe Routes to School (SRTS) (SAFETEA-LU)		\$0		\$0		\$0		\$0	\$0	
	-- Safe Routes to School (SR2S)		\$0		\$0		\$0		\$0	\$0	
	-- Transportation Improvements (TI)		\$0		\$0		\$0		\$0	\$0	
	-- Federal Lands Highway		\$0		\$0		\$0		\$0	\$0	
	-- Local Bridge Seismic Retrofit Account		\$0		\$0		\$0		\$0	\$0	
	Economic Recovery (ECREC)		\$300,000,000		\$0		\$0		\$0	\$0	\$300,000,000
Subtotal			\$305,017,284		\$1,398,181		\$6,232,200		\$46,173,337	\$358,821,002	

Sacramento Area Council of Governments
Amendment #5 to the 2009/12 MTIP
DRAFT

REVENUE SOURCES		REVENUE VS PROGRAMMED									
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL	
		Previous	Current	Previous	Current	Previous	Current	Previous	Current		
FEDERAL HIGHWAY	Federal Highway Discretionary Programs									\$0	
	-- Bridge Discretionary Program		\$0		\$0		\$0		\$0	\$0	
	-- Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)		\$0		\$0		\$0		\$0	\$0	
	-- Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)		\$0		\$0		\$0		\$0	\$0	
	-- Ferry Boat Discretionary		\$0		\$0		\$0		\$0	\$0	
	-- High Priority Projects (HPP)		\$0		\$0		\$0		\$0	\$0	
	-- High Risk Rural Road (HRRR)		\$0		\$0		\$0		\$0	\$0	
	-- National Scenic Byways Program		\$0		\$0		\$0		\$0	\$0	
	-- Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)		\$0		\$0		\$0		\$0	\$0	
	-- Public Lands Highway Discretionary		\$0		\$0		\$0		\$0	\$0	
	-- Recreational Trails		\$0		\$0		\$0		\$0	\$0	
	-- Transportation and Community and System Preservation Program		\$0		\$0		\$0		\$0	\$0	
	-- Federal Demonstration Funds		\$0		\$0		\$0		\$0	\$0	
	-- Regional Transportation Enhancement Activities		\$0		\$0		\$0		\$0	\$0	
	-- Demo - Annual Appropriations Act		\$0		\$0		\$0		\$0	\$0	
	-- Hazard Elimination and Safety Program		\$0		\$0		\$0		\$0	\$0	
	-- Office of Traffic Safety (OTS)		\$0		\$0		\$0		\$0	\$0	
	-- Other Fed - Energy and Water Dvlp Appro Act		\$0		\$0		\$0		\$0	\$0	
	-- Surface Transportation Program-Rail Xing Improvement Fund		\$0		\$0		\$0		\$0	\$0	
	-- Intelligent Transportation System Funds		\$0		\$0		\$0		\$0	\$0	
	-- Rural Safety Innovation Program		\$0		\$0		\$0		\$0	\$0	
	Subtotal		\$0		\$0		\$0		\$0	\$0	
	Federal Highway Total		\$305,017,284		\$1,398,181		\$6,232,200		\$46,173,337	\$358,821,002	
		FEDERAL TOTAL⁴		\$307,953,376		\$6,394,224		\$20,459,399		\$81,721,900	\$416,528,899
	INNOVATIVE FINANCE ⁵	TIFIA (Transportation Infrastructure Finance and Innovation Act)		\$0		\$0		\$0		\$0	\$0
		State Infrastructure Bank		\$0		\$0		\$0		\$0	\$0
		Section 129 Loans		\$0		\$0		\$0		\$0	\$0
Rail Rehab & Improvement Financing			\$0		\$0		\$0		\$0	\$0	
Private Activity Bonds			\$0		\$0		\$0		\$0	\$0	
Private Concession Fees			\$0		\$0		\$0		\$0	\$0	
Private Donations			\$0		\$0		\$0		\$0	\$0	
Program Income (from a federal project)			\$0		\$0		\$0		\$0	\$0	
Other (Please specify)			\$0		\$0		\$0		\$0	\$0	
Innovative Financing Total			\$0		\$0		\$0		\$0	\$0	
Total Revenue Vs. Programmed			\$431,849,072		\$166,793,633		\$456,622,019		\$560,636,517	\$1,615,901,241	
Total Carryover		(\$211,749,072)		\$220,100,000		\$386,893,633		\$843,515,652	\$1,238,760,213		
Revenue Vs. Programmed after Carryover		\$220,100,000		\$386,893,633		\$843,515,652		\$1,404,152,169	\$2,854,661,454		

NOTES:
¹Regional: Not all MPOs may 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
⁵5311 and 5316 JARC contains carryover and reserve funding in FFYs 2009 and 2010 in excess of \$1,700,000



SACRAMENTO AREA COUNCIL OF GOVERNMENTS

RESOLUTION NO. # – 2009

**APPROVING AMENDMENT #5 TO THE 2009/12 METROPOLITAN
TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) AND FINDING THAT
THEY CONFORM TO THE 2005 RATE-OF-PROGRESS STATE IMPLEMENTATION
PLAN (ROP/SIP) UNDER THE EPA CONFORMITY RULE FOR THE SACRAMENTO
OZONE (ROG AND NO_x) NONATTAINMENT AREA, CARBON MONOXIDE (CO)
MAINTENANCE AREA, PARTICULATE MATTER (PM-10) MODERATE
NONATTAINMENT AREA, AND THE SUTTER BUTTES OZONE
NONATTAINMENT AREA**

WHEREAS, SACOG, as the designated Metropolitan Planning Organization (MPO) for the Sacramento Metropolitan Planning Area as defined by Section 134(c) of the Federal Highway Act, as well as for the Yuba City-Marysville urbanized area; and

WHEREAS, SACOG and the Secretary of Business, Transportation and Housing have executed memoranda of understanding (MOUs) with both the Placer County Transportation Planning Agency (PCTPA) and the El Dorado County Transportation Commission (EDCTC) which establish a framework of representation for how SACOG will carry out its federal MPO responsibilities in both El Dorado and Placer counties in cooperation and coordination with the agencies and jurisdictions in those areas within the ozone nonattainment area; and

WHEREAS, the SACOG Board of Directors is scheduled to approve Amendment #5 to the 2009/12 MTIP on February 19, 2009; and

WHEREAS, the 2009/12 MTIP through Amendment #5 is fiscally constrained consistent with 23 CFR 450 and 40 CFR 93.108 and includes a financial plan that demonstrates which projects can be implemented using committed funds; and

WHEREAS, the 2009/12 MTIP through Amendment #5 is consistent with the transportation system and financial plan described in the MTP 2035 through Amendment #1; and

WHEREAS, the projects contained in the 2009/12 MTIP through Amendment #5 do not interfere with the timely implementation of any transportation control measures (TCMs) in the approved SIP; and

WHEREAS, the assurance of conformity to an implementation plan is the affirmative responsibility of the Executive Director of SACOG; and

WHEREAS, the 2009/12 MTIP through Amendment #5 promotes travel and development patterns that facilitate attainment of established air quality standards contained in the 2005 ROP/SIP; and

WHEREAS, the 2009/12 MTIP through Amendment #5 fulfills interagency and public consultation requirements of 40 CFR 93.105 and 23 CFR 450; and

WHEREAS, the emissions estimates developed for this conformity determination were based on the latest population and employment projections that were adopted by the SACOG Board of Directors on September 20, 2007; and

WHEREAS, the projects contained in the 2009/12 MTIP through Amendment #5 do not contradict in a negative manner any specific requirements or commitments contained in the 2005 ROP/SIP; and

WHEREAS, the EPA Conformity Rule requires that transportation programs contribute to reductions in reactive organic gases (ROG), nitrogen oxides (NOx), and carbon monoxide (CO) emissions in future years when compared against an emissions budget; and

WHEREAS, no new emissions modeling was required for this conformity determination because the projects were found to conform as part of the previous regional emissions analysis on which a conformity determination was made on March 20, 2008, and was subsequently approved by the Federal Highway Administration on May 16, 2008.

NOW, THEREFORE, BE IT RESOLVED, that the SACOG Board of Directors hereby approves Amendment #5 to the 2009/12 MTIP and makes the finding that the 2009/12 MTIP through Amendment #5, including the Sutter Buttes Ozone Nonattainment Area, conforms with the 2005 ROP/SIP and CO Maintenance Plans based upon the Transportation Conformity Rule for the Sacramento nonattainment areas, as published in Title 40 Code of Federal Regulations, Part 93.

BE IT FURTHER RESOLVED, that SACOG staff is hereby directed and authorized to work with the California Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, and the Environmental Protection Agency to make whatever technical changes or corrections are needed to the content, format and organization of the document to obtain its approval by these agencies.

PASSED AND ADOPTED this 19th day of February 2009, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Helen Thompson
Chair

Mike McKeever
Executive Director

**Public Involvement Process
Amendment #5 to the 2009/12 MTIP**

Milestones in Public Involvement

January 30, 2009	E-mail, and mail notice to interested agencies. Post notice (see below) in the following newspapers: <i>The Davis Enterprise</i> , <i>The Sacramento Bee</i> , <i>The Mountain Democrat</i> , and <i>The Appeal Democrat</i> .
February 4, 2009	Interagency Review
February 5, 2009	Transportation Committee hosts public hearing and makes recommendation.
February 6, 2009	Post on SACOG Website. Public Review Begins.
February 19, 2009	Second public hearing and Board acts on Amendment #5

Public Hearing Notice

**NOTICE OF PUBLIC HEARING
REQUEST FOR COMMENT ON AMENDMENT TO THE
SACOG MTIP**

The Sacramento Area Council of Governments (SACOG) will hold a public hearing at its February 5, 2009 Transportation Committee meeting and a second public hearing February 19, 2009 at the Board meeting to review Draft Amendment #5 to the 2009/12 Metropolitan Transportation Improvement Program (MTIP). The first meeting will start at 10:00 a.m. and the second at 9:00 a.m. at SACOG's office located at 1415 L Street, Suite 300, Sacramento, CA 95814. The MTIP is the short-range transportation program for the SACOG region, which includes the counties of Sacramento, Sutter, Yolo, Yuba, and portions of El Dorado and Placer County.

Please comment in writing or offer testimony in person during the public hearing. Electronic copies are available on SACOG's web site at www.sacog.org, or can be requested by e-mailing jcaceres@sacog.org or by calling (916) 340-6218. In addition, copies are available at the SACOG office at the above address. Please direct your written comments to José Luis Cáceres at the above address. Written comments are welcome between February 6 and 5:00 pm February 13, 2009.

Comments on Amendment #5 to the 2009/12 MTIP

SACOG staff will post comments and its response in this section.

Conformity Determination for Amendment #5 to SACOG's 2009/12 Metropolitan Transportation Improvement Program

Amendment #5 to the 2009/12 MTIP is relying on a previous regional emission analysis for its approval by Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The following documentation has been prepared in accordance with FHWA's checklist for reliance on a previous regional emission analysis, dated January 31, 2006.

The applicable pollutants for the 2009/12 MTIP include ROG and NO_x for the Sacramento Ozone Nonattainment Area, Carbon Monoxide (CO) for the CO Maintenance Area, and Particulate Matter (PM-10) for the PM-10 Moderate Nonattainment Area (§ 93.102).

The SACOG Board of Directors adopted Amendment # at its February 19, 2009 meeting (copy of resolution attached). The date of the previous conformity finding being relied upon was approved by the SACOG Board of Directors at its March 20, 2008, meeting (§ 93.104 (b, c)).

The 2009/12 MTIP is fiscally constrained consistent with 40 CFR 450 (§ 93.108).

The conformity determination that Amendment #5 relies upon was prepared in accordance with the conformity requirements as published in Title 40 Code of Federal Regulations, Part 93 (§ 93.109).

The conformity tests for the Sacramento region vary by pollutant. The emissions budget test for ROG and NO_x must be equal to or less than the budgets established in the Sacramento Regional Nonattainment Area 8-Hour Ozone Rate-Of-Progress State Implementation Plan (ROP/SIP) for the Sacramento ozone nonattainment area. The test for Carbon Monoxide (CO) must show that CO emissions are less than the CO maintenance budgets established in the 2004 Revision to the California State Implementation Plan for Carbon Monoxide, dated January 30, 2006. The conformity test for Particulate Matter (PM-10) is a Build vs. No-build test for PM-10 emissions. Under this test, PM-10 emissions must be less in the "Action" scenario than the "Baseline" scenario in order to pass the PM-10 conformity test. Table 2 (attached) shows the ROG, NO_x and CO emissions budgets tests and Tables 3 and 4 show the PM-10 emission budget tests that were used to conform the March 20, 2008 conformity submittal that this MTIP relies upon (§ 93.109 (c-k)).

The emission estimates developed for this conformity determination were based on the latest population and employment projections for the Sacramento and Yuba/Sutter areas that were adopted by the SACOG Board of Directors on September 20, 2007 (§ 93.110).

One of the critical inputs into determining emissions associated with Amendment #5, which this conformity determination relies upon, is the selection of which emissions factors to use. For purposes of this conformity determination, EMFAC 2002 was used, as provided to SACOG by the California Air Resources Board (CARB). A list of the assumptions used in developing this conformity determination can be found in Table 4. On February 1, 2007, the Federal Highway Administration (FHWA) sent a letter to all of the Metropolitan Planning Organizations in California and Caltrans Districts indicating that, after August 1, 2007, they would not be able to start any new transportation conformity determinations that require a new regional emissions analysis, unless the analysis incorporates more recent vehicle data consistent with the latest planning assumptions requirements in the conformity rule (40 CFR 93.110). The letter indicated that updated vehicle data was available in EMFAC2007, which was released to the public in November 2006. The letter indicated that FHWA, the Federal Transit Administration (FTA), and EPA were providing agencies with a 6-month transition period, beginning on February 1, 2007, before the new vehicle fleet data was required in conformity determinations. Consistent with the Transportation Conformity requirements found in the Federal Clean Air Act, Section 176(c) [42 U.S.C. 7506(c)], and Title 40, Code of Federal Regulations, Part 93, Subpart A, new vehicle registration data must be used when it is available at the start of new conformity analyses. Since newer vehicle data was available but was not included in the older version of EMFAC, EMFAC2002 has not been used in any new regional emissions analyses that were started since August 1, 2007 (Federal Register, January 18, 2008, Volume 73, #13, pp.3464-3467). The vehicle

registration data used in this conformity determination is from EMFAC 2002. The initial modeling performed for the previous regional emissions analysis performed for the MTP for 2035 conformity determination that this conformity determination relies upon began on June 4, 2007 (§ 93.111).

Public review of this document is part of the conformity consultation process as required under section 93.105 (a) (2), 93.105 (c) (1), and 93.105 (e) and is consistent with the public involvement procedures under 23 CFR 450 (§ 93.112) and the SACOG Public Participation Plan.

This air quality conformity determination includes interagency consultation and a public review period to give all affected parties an opportunity to comment. SACOG will initiate interagency consultation by discussing the conformity approach with jurisdictional agencies and provide an opportunity for review and comment on the draft conformity determination prior to releasing the draft analysis for public review. Following that step, the Draft Amendment #5 and the Conformity Determination will circulate February 6, 2009, for public review through February 13. After the public hearing at the February 5 Transportation Committee meeting, the Board will vote whether to approve Amendment #5 and the conformity determination at its February 19 meeting.

In previous conformity determinations, SACOG had documented that all TCMs have been implemented; nevertheless, staff is in the process of updating the status report to assure federal agencies that SACOG is in compliance with this requirement. Pursuant to 40 CFR 93.113, SACOG has made a commitment to conduct an ongoing monitoring process to document the timely implementation of all transportation control measures (TCMs) in approved state implementation plans (SIPs). In its 1987 report, the EPA noted that “in general, most of the agencies that committed to carrying out measures under the 1982 Air Quality Plan (AQP) have fulfilled those commitments and, in many cases, have taken actions which go beyond their 1982 Plan commitments.” No additional TCMs have been added to SIPs in the region since the 1982 Plan. If any TCMs are found to be still ongoing or not fully implemented, those will be documented and addressed. SACOG is currently in the process of updating the status of TCMs from the 1982 SIP, and is working closely with FHWA and EPA to compile this documentation. (§ 93.113).

As documented in Tables 1, 2 and 3 (attached) the conformity analysis performed on Amendment #15 to the 2007/10 MTIP and the Metropolitan Transportation Plan for 2035 (MTP) is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324 (f) (2) (§ 93.114), § 93.118 (a-e) and § 93.119 for areas with SIP budgets and § 93.119 (g) dealing with areas without applicable SIP budgets.

Once the conformity analysis years for each pollutant (ROG, NO_x, CO and PM-10) have been selected, SACOG uses its SACMET travel demand model to generate daily vehicle miles traveled (VMT) and total trips for each analysis year in question using population and employment assumptions, as shown in Table 1 attached. The outputs from the transportation model are then inputted into a PC-based version of EMFAC2002, which is used to generate emissions. The list of projects for each analysis year is defined by the Metropolitan Transportation Plan (MTP) and Metropolitan Transportation Improvement Program (MTIP) for the first years of the Plan and by the MTP for all future conformity analysis years (§ 93.119 (h, i)).

As stated previously, Amendment #5 relies on a previous emissions analysis that was prepared for the MTP that was approved by the SACOG Board of Directors on March 20, 2008 and was approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on May 16, 2008 (§ 93.122 (g)).

TABLE 1

**Population and Employment Assumptions and VMT Estimates
that were used to develop the MTP 2035
Conformity Determination**

Sacramento Area

	2008	2013	2020	2025	2035
VMT	59,405,000	67,219,000	77,861,000	83,827,000	93,440,000
Trips	12,216,889	13,735,364	15,932,926	17,103,637	18,941,503
Vehicles	1,827,476	2,090,565	2,484,265	2,711,735	3,107,262
Population	2,203,000	2,402,000	2,696,000	2,889,000	3,261,000
Employment	1,080,000	1,154,000	1,262,000	1,326,000	1,516,000

Table 2
ROG, NOx and CO Emissions Budget Tests
for the 2035 Metropolitan Transportation Plan (MTP)
for the Sacramento Ozone Nonattainment and Carbon Monoxide Maintenance Areas

TONS PER DAY OF EMISSIONS							
2035 MTP	2008 OZONE YEAR	2010 CO BUDGET YEAR	2013 OZONE ATTAINMENT YEAR	2018 CO BUDGET YEAR	2020 OZONE MILESTONE YEAR	2025 OZONE HORIZON YEAR	2035 LAST YEAR OF PLAN
Inventories							
ROG Inventory	39.93	N/A	30.17	N/A	22.29	18.48	13.39
Local Adjustments	0.13	N/A	0.00	N/A	0.00	0.00	0.00
TOTAL ROG	39.80	N/A	30.17	N/A	22.29	18.48	13.39
ROG BUDGET	41.00	N/A	41.00	N/A	41.00	41.00	41.00
Surplus/(Deficit)	1.20	N/A	10.83	N/A	18.71	22.52	27.61
Pass Conformity Test	Yes	N/A	Yes	N/A	Yes	Yes	Yes
NOx							
Nox Inventory	74.50	N/A	50.48	N/A	29.82	22.08	15.00
Local Adjustments	1.00	N/A	0.00	N/A	0.00	0.00	0.00
TOTAL NOx	73.50	N/A	50.48	N/A	29.82	22.08	15.00
NOx BUDGET	75.00	N/A	75.00	N/A	75.00	75.00	75.00
Surplus/(Deficit)	1.50	N/A	24.52	N/A	45.18	52.92	60.00
Pass Conformity Test	Yes	N/A	Yes	N/A	Yes	Yes	Yes
CO							
TOTAL CO	231.06	156.25	N/A	99.06	N/A	74.66	51.90
CO Budget	420.00	420.00	N/A	420.00	N/A	420.00	420.00
Surplus/(Deficit)	188.94	263.75	N/A	320.94	N/A	345.34	368.10
Pass Conformity Test	Yes	Yes	N/A	Yes	N/A	Yes	Yes

1) MTIP Inventories include emission forecasts for northern Solano County.

2) Local adjustments for 2008 include state and local measures (SECAT) that were not included in the baseline modeling (see Appendix D of the 2005 ROP/SIP for additional information).

TABLE 3										
PM-10 BUILD VS NO-BUILD CONFORMITY TEST FOR THE 2035 METROPOLITAN TRANSPORTATION PLAN (MTP)										
TONS PER DAY OF EMISSIONS										
EMISSION CATEGORY	2008		2013		2020		2025		2035	
	NO MTP	MTP	NO MTP	MTP	NO MTP	MTP	NO MTP	MTP	NO MTP	MTP
PM-10	7.7643	7.7632	8.37	8.29	9.57	9.40	10.29	10.02	11.10	10.66

Nonattainment area for PM-10 is Sacramento County only. The Build vs No-Build Test is used for PM-10 conformity findings because ARB has not established any PM-10 budgets for Sacramento County.

The 2008 emissions are carried out to the 4th decimal because the difference in VMT between build and no-build was only 5,335 miles.

TABLE 4

**Summary of Latest Planning Assumptions
that were used to develop the MTP 2035
Conformity Determination**

<p>On May 24, 2007, SACOG's RPP approved a list of assumptions to use in developing the air quality conformity determinations associated with the MTP 2035, Amendment #15 to the 2007/10 MTIP and the new 2009/12 MTIP.</p>	
Assumption 1	<p>The SACOG Board of Directors adopted a new set of population, housing, and employment projections for the years 2013, 2018 and 2035 at its March 17, 2007 meeting to be used for all future conformity determinations. The SACOG Board previously adopted population and employment numbers for the year 2035 at its December 14, 2006 meeting, replacing earlier projections dating from December 16, 2004. Projections for all other milestone years will be interpolated using the 2013, 2018 and 2035 numbers, plus the base year (2005) datasets.</p>
Assumption 2	<p>EMFAC 2002 will be used to develop emission estimates for the conformity determinations associated with the adoption of the MTP 2035 and amendment of the 2007/10 MTIP. The modeling required for this regional emissions analysis will begin prior to August 1, 2007 (it began on June 4, 2007). The emission budgets used in the conformity determinations are from the ROP SIP.</p>
Assumption 3	<p>SACOG will use the most recent emission control factors supplied by the California Air Resources Board (CARB) for use in any future conformity determinations.</p>
Assumption 4	<p>SACOG will claim emission reduction credits from the implementation of Congestion Mitigation and Air Quality (CMAQ) projects upon proper documentation.</p>
Assumption 5	<p>SACOG will continue to incorporate emissions estimates for that part of Solano County within the Sacramento federal ozone nonattainment area in all future conformity determinations as agreed to under SACOG's existing Memorandum of Understanding (MOU) with the Metropolitan Transportation Commission (MTC).</p>
Assumption 6	<p>SACOG will claim emission reduction credits from the implementation of the Sacramento Emergency Clean Air and Transportation (SECAT) program upon proper documentation.</p>