



S A C O G

## Climate & Air Quality Committee

Item #09-3-2  
Information

February 25, 2009

### Amendment #6 to the 2009/12 Metropolitan Transportation Improvement Program and Air Quality Conformity Determination

**Issue:** Should SACOG approve Draft Amendment #6 to the 2009/12 Metropolitan Transportation Improvement Program (MTIP) and accompanying Air Quality Conformity Determination?

**Recommendation:** None; this item is for information only. It is being sent to the Transportation Committee for action.

**Discussion:** Last month, SACOG programmed \$40.3 million of American and Recovery and Reinvestment Act (ARRA) Regional Surface Transportation Funds (RSTP) funds to projects in the 6-county region. In the ARRA, there still remains approximately \$37.8 million in Transit funds, \$3.2 million more in RSTP funds, and as much as \$46 million more through the State Transportation and Improvement Program (STIP). Amendment #6 programs these funds to projects.

In a similar way to last month's amendment, SACOG faces the challenge of amending the MTIP without knowing exactly how much funding it will receive. SACOG is doing this to enable project sponsors to obligate within the short deadlines of the Act. SACOG staff hopes to receive STIP programming targets before the Board meeting. As better information becomes available, SACOG will adjust its programming accordingly. SACOG staff is working closely with local partners, Caltrans, the Federal Transit Administration, and the Federal Highway Administration to recommend a project list that matches anticipated ARRA funding. The final list will be ready for public review by March 9. In the meantime, SACOG is circulating the STIP Candidate List and Transit Candidate List for public review (Section 5 of attachment).

The Draft Amendment #6 may change how regionally significant projects are programmed. If so, the Air Quality Conformity Determination will rely on a previous Air Quality Conformity Analysis.

The proposed schedule would proceed as follows:

- March 5: Transportation Committee hosts public hearing and makes recommendation.
- March 10: Begin public comment period.
- March 18: Close public comment period (at least 7 days required).
- March 11: SACOG receives a STIP fund estimate (SACOG staff estimate)
- March 19: Board approval.
- April 24: Final federal approval (SACOG staff estimate).
- June 30: 120-day deadline for ARRA STIP funds to be obligated (SACOG staff estimate)
- August 25: 180-day deadline for ARRA Transit funds to be obligated (SACOG staff estimate).

Approved by:

Mike McKeever  
Executive Director

MM:JLC:gg  
Attachments

Key Staff: Olin Woods, Manager of Capital Programs, (916) 340-6220  
Jason Crow, Senior Planner, (916) 340-6219  
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## **Draft Amendment #6 to the 2009/12 MTIP**

### **Index of Sections**

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**Sacramento Area Council of Governments**  
**Amendment #6 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	\$22,262,190
	<b>Local Total</b>	<b>\$763,175,190</b>	<b>\$763,175,190</b>	<b>\$802,480,000</b>	<b>\$802,480,000</b>	<b>\$932,347,500</b>	<b>\$932,347,500</b>	<b>\$1,034,648,500</b>	<b>\$1,034,648,500</b>	<b>\$6,302,127,190</b>
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)	\$78,221,122	\$78,221,122	\$10,656,033	\$10,656,033	\$21,786,000	\$21,786,000	\$12,886,000	\$12,886,000	\$168,877,188
	-- STIP (Including Augmentation)	\$78,186,122	\$78,186,122	\$10,406,033	\$10,406,033	\$21,786,000	\$21,786,000	\$12,886,000	\$12,886,000	\$168,342,188
	-- STIP Prior	\$35,000	\$35,000	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$535,000
	Proposition 1 B <sup>4</sup>	\$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	\$158,230	\$158,230	\$150,000	\$150,000	\$0	\$0	\$0	\$0	\$458,230
	Regional Surface Transportation Program Exchange	\$1,095,353	\$1,095,353	\$376,356	\$376,356	\$322,756	\$322,756	\$0	\$0	\$2,493,577
	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
	<b>State Total</b>	<b>\$691,045,451</b>	<b>\$691,045,451</b>	<b>\$220,499,371</b>	<b>\$220,499,371</b>	<b>\$362,421,056</b>	<b>\$362,421,056</b>	<b>\$200,572,000</b>	<b>\$200,572,000</b>	<b>\$2,258,030,305</b>
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	\$4,310,420	\$4,310,420	\$1,580,040	\$1,580,040	\$0	\$0	\$0	\$0	\$7,470,500
	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 <sup>5</sup>	\$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
	5316 Job Access and Reverse Commute Program <sup>5</sup>	\$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)	\$41,000,000	\$37,826,124	\$0	\$0	\$0	\$0	\$0	\$0	\$37,826,124	
<b>Federal Transit Total</b>	<b>\$46,682,498</b>	<b>\$46,682,498</b>	<b>\$38,557,035</b>	<b>\$38,557,035</b>	<b>\$32,803,000</b>	<b>\$32,803,000</b>	<b>\$35,709,000</b>	<b>\$35,709,000</b>	<b>\$260,820,568</b>	

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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	\$0		\$0		\$0		\$0		
	-- 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
	<b>Economic Recovery (ECREC)</b>	\$303,500,000	\$303,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$303,500,000
	<b>Subtotal</b>	<b>\$357,785,505</b>	<b>\$357,785,505</b>	<b>\$54,627,624</b>	<b>\$54,627,624</b>	<b>\$53,325,028</b>	<b>\$53,325,028</b>	<b>\$51,282,500</b>	<b>\$51,282,500</b>	<b>\$676,255,809</b>
	Federal Highway Discretionary Programs	\$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)	\$13,837,830	\$13,837,830	\$0	\$0	\$0	\$0	\$0	\$0	\$13,837,830
	-- High Risk Rural Road (HRRR)	\$2,900,771	\$2,900,771	\$0	\$0	\$0	\$0	\$0	\$0	\$2,900,771
	-- 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	
<b>Subtotal</b>	<b>\$43,589,411</b>	<b>\$43,589,411</b>	<b>\$1,312,000</b>	<b>\$1,312,000</b>	<b>\$1,071,923</b>	<b>\$1,071,923</b>	<b>\$0</b>	<b>\$0</b>	<b>\$48,357,257</b>	
<b>Federal Highway Total</b>	<b>\$401,374,916</b>	<b>\$401,374,916</b>	<b>\$55,939,624</b>	<b>\$55,939,624</b>	<b>\$54,396,951</b>	<b>\$54,396,951</b>	<b>\$51,282,500</b>	<b>\$51,282,500</b>	<b>\$724,613,066</b>	
<b>FEDERAL TOTAL<sup>2</sup></b>	<b>\$448,057,414</b>	<b>\$448,057,414</b>	<b>\$94,496,659</b>	<b>\$94,496,659</b>	<b>\$87,199,951</b>	<b>\$87,199,951</b>	<b>\$86,991,500</b>	<b>\$86,991,500</b>	<b>\$985,433,634</b>	
INNOVATIVE FINANCE <sup>3</sup>	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
	<b>Innovative Financing Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>REVENUE TOTAL</b>	<b>\$1,902,278,055</b>	<b>\$1,902,278,055</b>	<b>\$1,117,476,030</b>	<b>\$1,117,476,030</b>	<b>\$1,381,968,507</b>	<b>\$1,381,968,507</b>	<b>\$1,322,212,000</b>	<b>\$1,322,212,000</b>	<b>\$9,545,591,129</b>	

**NOTES:**

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

<sup>2</sup>Federal Total: Is the sum of federal highway and federal transit programs.

<sup>3</sup>Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

<sup>4</sup>Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation

<sup>5</sup>S311 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 #6 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	
<b>LOCAL</b>	Local Total	\$789,531,653	\$789,531,653	\$766,323,025	\$766,323,025	\$591,890,466	\$591,890,466	\$677,294,883	\$677,294,883	\$5,650,080,054
<b>STATE</b>	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)	\$78,221,122	\$78,221,122	\$10,656,033	\$10,656,033	\$21,786,000	\$21,786,000	\$12,886,000	\$12,886,000	\$247,098,310
	-- STIP (Including Augmentation)	\$78,186,122	\$78,186,122	\$10,406,033	\$10,406,033	\$21,786,000	\$21,786,000	\$12,886,000	\$12,886,000	\$246,528,310
	-- STIP Prior	\$35,000	\$35,000	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$570,000
	Proposition 1 B <sup>4</sup>	\$212,077,260	\$212,077,260	\$7,125,762	\$7,125,762	\$67,980,350	\$67,980,350	\$1,250,000	\$1,250,000	\$576,866,744
	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)	\$8,325,660	\$8,325,660	\$7,824,400	\$7,824,400	\$70,000	\$70,000	\$80,000	\$80,000	\$32,600,120
	Bicycle Transportation Account	\$1,353,209	\$1,353,209	\$0	\$0	\$0	\$0	\$0	\$0	\$2,706,418
	AB 2766	\$158,230	\$158,230	\$150,000	\$150,000	\$0	\$0	\$0	\$0	\$616,460
	Regional Surface Transportation Program Exchange	\$1,095,353	\$1,095,353	\$376,356	\$376,356	\$322,756	\$322,756	\$0	\$0	\$3,588,930
	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
		<b>State Total</b>	<b>\$579,857,371</b>	<b>\$579,857,371</b>	<b>\$88,023,533</b>	<b>\$88,023,533</b>	<b>\$270,301,406</b>	<b>\$270,301,406</b>	<b>\$85,747,000</b>	<b>\$85,747,000</b>
<b>FEDERAL TRANSIT</b>	5303 Metropolitan Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5307 Urbanized Area Formula Program	\$26,110,461	\$26,110,461	\$24,295,255	\$24,295,255	\$20,265,364	\$20,265,364	\$1,850,000	\$1,850,000	\$145,042,160
	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	\$4,310,420	\$4,310,420	\$1,580,040	\$1,580,040	\$0	\$0	\$0	\$0	\$11,780,920
	5310 Elderly & Persons with Disabilities Formula Program	\$1,306,266	\$1,306,266	\$235,490	\$235,490	\$0	\$0	\$0	\$0	\$3,083,512
	5311 Nonurbanized Area Formula Program <sup>5</sup>	\$1,804,496	\$1,804,496	\$798,094	\$798,094	\$360,437	\$360,437	\$370,437	\$370,437	\$6,666,928
	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 <sup>6</sup>	\$1,629,084	\$1,629,084	\$1,452,050	\$1,452,050	\$72,000	\$72,000	\$74,000	\$74,000	\$6,454,268
	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	\$37,826,124	\$0	\$0	\$0	\$0	\$0	\$0	\$37,826,124
		<b>Federal Transit Total</b>	<b>\$45,891,172</b>	<b>\$83,717,296</b>	<b>\$34,426,482</b>	<b>\$34,426,482</b>	<b>\$20,697,801</b>	<b>\$20,697,801</b>	<b>\$2,294,437</b>	<b>\$2,294,437</b>

**Sacramento Area Council of Governments**  
**Amendment #6 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	\$0		\$0		\$0		\$0		
	-- Congestion Mitigation and Air Quality (CMAQ)	\$24,781,968	\$24,781,968	\$24,643,297	\$24,643,297	\$18,725,393	\$18,725,393	\$0	\$0	\$136,301,316
	-- Surface Transportation Program (Regional)	\$17,213,652	\$17,213,652	\$21,517,522	\$21,517,522	\$20,598,087	\$20,598,087	\$3,113,663	\$3,113,663	\$124,885,848
	-- 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
	<b>Economic Recovery (ECREC)</b>	\$42,144,967	\$125,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$125,800,000
	<b>Subtotal</b>	<b>\$91,708,092</b>	<b>\$175,363,125</b>	<b>\$53,229,443</b>	<b>\$53,229,443</b>	<b>\$44,232,508</b>	<b>\$44,232,508</b>	<b>\$5,109,163</b>	<b>\$5,109,163</b>	<b>\$472,213,445</b>
	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	\$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)	\$13,837,830	\$13,837,830	\$0	\$0	\$0	\$0	\$0	\$0	\$27,675,660
	-- High Risk Rural Road (HRRR)	\$2,900,771	\$2,900,771	\$0	\$0	\$0	\$0	\$0	\$0	\$5,801,542
	-- 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	
<b>Subtotal</b>	<b>\$43,589,411</b>	<b>\$43,589,411</b>	<b>\$1,312,000</b>	<b>\$1,312,000</b>	<b>\$1,071,923</b>	<b>\$1,071,923</b>	<b>\$0</b>	<b>\$0</b>	<b>\$91,946,668</b>	
<b>Federal Highway Total</b>	<b>\$135,297,503</b>	<b>\$218,952,536</b>	<b>\$54,541,443</b>	<b>\$54,541,443</b>	<b>\$45,304,431</b>	<b>\$45,304,431</b>	<b>\$5,109,163</b>	<b>\$5,109,163</b>	<b>\$564,160,113</b>	
<b>FEDERAL TOTAL<sup>2</sup></b>	<b>\$181,188,675</b>	<b>\$302,669,832</b>	<b>\$88,967,925</b>	<b>\$88,967,925</b>	<b>\$66,002,232</b>	<b>\$66,002,232</b>	<b>\$7,403,600</b>	<b>\$7,403,600</b>	<b>\$808,606,021</b>	
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
	<b>Innovative Financing Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>PROGRAMMED TOTAL</b>	<b>\$1,467,331,131</b>	<b>\$1,672,058,856</b>	<b>\$950,682,397</b>	<b>\$943,314,483</b>	<b>\$925,610,488</b>	<b>\$928,194,104</b>	<b>\$761,575,483</b>	<b>\$770,445,483</b>	<b>\$8,419,212,425</b>	
Total Carryover	\$220,100,000	\$250,809,000	\$220,100,000	\$250,809,000	\$386,893,633	\$424,970,547	\$843,515,652	\$878,744,950	\$3,475,942,782	
<b>Total Programmed after Carryover</b>	<b>\$1,687,431,131</b>	<b>\$1,922,867,856</b>	<b>\$1,170,782,397</b>	<b>\$1,194,123,483</b>	<b>\$1,312,504,121</b>	<b>\$1,353,164,651</b>	<b>\$1,605,091,135</b>	<b>\$1,649,190,433</b>	<b>\$11,895,155,207</b>	

**NOTES:**

- <sup>1</sup>Regional: Not all MPOs may have regional fund sources. In these cases, data would be shown as "zero" or not applicable.
- <sup>2</sup>Federal Total: Is the sum of federal highway and federal transit programs.
- <sup>3</sup>Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.
- <sup>4</sup>Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation
- <sup>5</sup>5311 and 5316 JARC contains carryover and reserve funding in FFYs 2009 and 2010 in excess of \$1,700,000

**Sacramento Area Council of Governments**  
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REVENUE SOURCES		REVENUE VS PROGRAMMED								
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	
<b>LOCAL</b>	Local Total	(\$26,356,463)	(\$26,356,463)	\$36,156,975	\$36,156,975	\$340,457,034	\$340,457,034	\$357,353,617	\$357,353,617	\$1,441,578,789
<b>STATE</b>	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 <sup>4</sup>	\$67,922,740	\$67,922,740	\$87,874,238	\$87,874,238	\$42,019,650	\$42,019,650	\$63,750,000	\$63,750,000	\$455,210,516
	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)	\$43,265,340	\$43,265,340	\$44,601,600	\$44,601,600	\$50,100,000	\$50,100,000	\$51,075,000	\$51,075,000	\$334,818,540
	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
		<b>State Total</b>	<b>\$111,188,080</b>	<b>\$111,188,080</b>	<b>\$132,475,838</b>	<b>\$132,475,838</b>	<b>\$92,119,650</b>	<b>\$92,119,650</b>	<b>\$114,825,000</b>	<b>\$114,825,000</b>
<b>FEDERAL TRANSIT</b>	5303 Metropolitan Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5307 Urbanized Area Formula Program	(\$274,461)	(\$274,461)	\$1,108,745	\$1,108,745	\$6,408,636	\$6,408,636	\$27,231,000	\$27,231,000	\$69,222,301
	5308 Clean Fuel Formula Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5309a Fixed Guideway Modernization	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5309b New and Small Starts (Capital Investment Grants)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5309c Bus and Bus Related Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5310 Elderly & Persons with Disabilities Formula Program	\$1,054,734	\$1,054,734	\$2,436,510	\$2,436,510	\$2,887,000	\$2,887,000	\$3,119,000	\$3,119,000	\$17,939,754
	5311 Nonurbanized Area Formula Program <sup>5</sup>	\$0	\$0	\$498,906	\$498,906	\$1,040,563	\$1,040,563	\$1,143,563	\$1,143,563	\$5,366,064
	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 <sup>5</sup>	\$10,000	\$10,000	\$80,000	\$80,000	\$1,205,000	\$1,205,000	\$1,310,000	\$1,310,000	\$5,200,000
	5317 New Freedom (SAFETEA-LU)	\$1,053	\$1,053	\$6,392	\$6,392	\$564,000	\$564,000	\$611,000	\$611,000	\$2,363,837
	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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Economic Recovery (ECREC)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		<b>Federal Transit Total</b>	<b>\$791,326</b>	<b>\$791,326</b>	<b>\$4,130,553</b>	<b>\$4,130,553</b>	<b>\$12,105,199</b>	<b>\$12,105,199</b>	<b>\$33,414,563</b>	<b>\$33,414,563</b>
	Federal Highway Non-Discretionary									\$0
	-- Congestion Mitigation and Air Quality (CMAQ)		\$727,032		\$1,324,703		\$7,710,607		\$26,911,000	\$36,673,342
	-- Surface Transportation Program (Regional)		\$3,995,348		\$73,478		\$1,381,913		\$19,262,337	\$24,713,076
	-- 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)		\$177,700,000		\$0		\$0		\$0	\$177,700,000
		<b>Subtotal</b>		<b>\$182,422,380</b>		<b>\$1,398,181</b>		<b>\$9,092,520</b>		<b>\$46,173,337</b>

**Sacramento Area Council of Governments**  
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REVENUE SOURCES		REVENUE VS PROGRAMMED								
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	
<b>FEDERAL HIGHWAY</b>	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
	<b>Subtotal</b>		\$0		\$0		\$0		\$0	\$0
	<b>Federal Highway Total</b>		\$182,422,380		\$1,398,181		\$9,092,520		\$46,173,337	\$239,086,418
		<b>FEDERAL TOTAL<sup>2</sup></b>	\$183,213,706		\$5,528,734		\$21,197,719		\$79,587,900	\$289,528,059
	<b>INNOVATIVE FINANCE<sup>3</sup></b>	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	
<b>Innovative Financing Total</b>			\$0		\$0		\$0		\$0	\$0
<b>Total Revenue Vs. Programmed</b>			\$268,045,323		\$174,161,547		\$453,774,403		\$551,766,517	\$1,447,747,790
<b>Total Carryover</b>		(\$17,236,323)		\$250,809,000		\$424,970,547		\$878,744,950	\$1,537,288,174	
<b>Revenue Vs. Programmed after Carryover</b>		\$250,809,000		\$424,970,547		\$878,744,950		\$1,430,511,467	\$2,985,035,964	

**NOTES:**  
<sup>1</sup>Regional: Not all MPOs may have regional fund sources. In these cases, data would be shown as "zero" or not applicable.  
<sup>2</sup>Federal Total: Is the sum of federal highway and federal transit programs.  
<sup>3</sup>Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.  
<sup>4</sup>Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation  
<sup>5</sup>5311 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. X – 2009**

**APPROVING AMENDMENT #6 TO THE 2009/12 METROPOLITAN  
TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) AND FINDING THAT IT  
CONFORMS TO THE 2005 RATE-OF-PROGRESS STATE IMPLEMENTATION PLAN  
(ROP/SIP) UNDER THE EPA CONFORMITY RULE FOR THE SACRAMENTO  
OZONE (ROG AND NO<sub>x</sub>) 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 #6 to the 2009/12 MTIP on March 19, 2009; and

**WHEREAS**, the 2009/12 MTIP through Amendment #6 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 #6 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 #6 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 #6 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 #6 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 #6 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 (NO<sub>x</sub>), 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 #6 to the 2009/12 MTIP and makes the finding that the 2009/12 MTIP through Amendment #6, 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 19<sup>th</sup> day of March 2009, by the following vote of the Board of Directors:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

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Helen Thomson  
Chair

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Mike McKeever  
Executive Director

**Public Involvement Process  
Amendment #6 to the 2009/12 MTIP**

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**Milestones in Public Involvement**

February 27, 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> .
March 4	Interagency Review
March 5	Transportation Committee hosts public hearing and makes recommendation.
March 10	Post on SACOG Website. Public Review Begins.
March 18	Close Public Review
March 19	Board acts on Amendment #6

**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 March 5, 2009 Transportation Committee meeting to review Draft Amendment #6 to the 2009/12 Metropolitan Transportation Improvement Program (MTIP). The meeting will start at 10:00 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](http://www.sacog.org), or can be requested by e-mailing [jcaceres@sacog.org](mailto: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 March 10 and 5:00 pm February 18, 2009.

**Comments on Amendment #5 to the 2009/12 MTIP**

SACOG staff will post comments and responses in this section.

### **Conformity Determination for Amendment #6 to SACOG's 2009/12 Metropolitan Transportation Improvement Program**

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Amendment #6 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<sub>x</sub> 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 #6 at its March 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 #6 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<sub>x</sub> 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<sub>x</sub> 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 #6, 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 #6 and the Conformity Determination will circulate March 10, 2009, for public review through March 18. After the public hearing at the March 5 Transportation Committee meeting, the Board is expected to approve Amendment #6 and the conformity determination at its March 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<sub>x</sub>, 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 #6 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**

	<b>2008</b>	<b>2013</b>	<b>2020</b>	<b>2025</b>	<b>2035</b>
<b>VMT</b>	59,405,000	67,219,000	77,861,000	83,827,000	93,440,000
<b>Trips</b>	12,216,889	13,735,364	15,932,926	17,103,637	18,941,503
<b>Vehicles</b>	1,827,476	2,090,565	2,484,265	2,711,735	3,107,262
<b>Population</b>	2,203,000	2,402,000	2,696,000	2,889,000	3,261,000
<b>Employment</b>	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
<b>Inventories</b>							
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
<b>TOTAL ROG</b>	<b>39.80</b>	<b>N/A</b>	<b>30.17</b>	<b>N/A</b>	<b>22.29</b>	<b>18.48</b>	<b>13.39</b>
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
<b>Pass Conformity Test</b>	Yes	N/A	Yes	N/A	Yes	Yes	Yes
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
<b>TOTAL NOx</b>	<b>73.50</b>	<b>N/A</b>	<b>50.48</b>	<b>N/A</b>	<b>29.82</b>	<b>22.08</b>	<b>15.00</b>
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
<b>Pass Conformity Test</b>	Yes	N/A	Yes	N/A	Yes	Yes	Yes
<b>TOTAL CO</b>	<b>231.06</b>	<b>156.25</b>	<b>N/A</b>	<b>99.06</b>	<b>N/A</b>	<b>74.66</b>	<b>51.90</b>
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
<b>Pass Conformity Test</b>	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)										
EMISSION CATEGORY	TONS PER DAY OF EMISSIONS									
	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>

## Amendment #6 to the 2009/12 MTIP: Transit Projects

County	Lead Agency	Project Title	Project Description	MTIP Prog Amt
El Dorado	El Dorado Transit	Preventative Maintenance	Preventative Maintenance for El Dorado County Transit Authority	\$200,000
El Dorado	El Dorado Transit	Repl One 45' Commuter Buses	Repl 1 Commuter Buses	\$519,000
El Dorado	El Dorado Transit	Universal Transit Fare Card (El Dorado Share)	El Dorado share of Uni. Fare Card	\$300,000
Placer	City of Auburn	Bus Replacement	Replace 2 Buses	\$185,000
Placer	City of Lincoln	Shelters, Benches, & Signage	Replace existing shelters, benches and signage and install additional shelters, benches and signage at bus stops.	\$76,000
Placer	City of Roseville	Sierra Gardens Transfer Point Repavement	Repave the transfer station's bus turnout and adjoining portion of Sierra Gardens	\$450,000
Placer	City of Roseville	Bus Repower	Repower/Rehab 5 Buses	\$650,000
Placer	City of Roseville	Bus Repower	Repower/Rehab 4 Buses	\$520,000
Placer	County of Placer	2 Commuter Buses	Acquisition of two 57 seat commuter buses for Placer County Transit.	\$1,100,000
Placer	County of Placer	Universal Transit Fare Card (Placer Share)	Placer County share of Uni. Fare Card	\$300,000
Sacramento	City of Elk Grove	Repl 10 CNG 40' Buses	Repl 10 CNG 40' Buses	\$4,000,000
Sacramento	City of Folsom	Repl 7 Demand Response Vans	Repl 7 Demand Response Vans	\$488,000
Sacramento	City of Galt	Bus Shelters	Install 6 new bus shelters	\$100,000
Sacramento	East County	Bus Replacement	2 Bus Replacement	\$252,000
Sacramento	Paratransit, Inc	Demand Response Minivan Acquisition	Purchase 15 demand response minivans for replacement and 5 for expansion.	\$970,000
Sacramento	Paratransit, Inc	Design & Construction for Facility Emergency Power Improvements	Provide emergency power for fueling	\$25,000
Sacramento	Paratransit, Inc	Engineering, Testing, & FCC License to Relocate Communications Tower	Improve coverage and balance of radio channels	\$20,000
Sacramento	Paratransit, Inc	Facility Telephone System Replacement	Add more phone lines for reservations and improve reporting and analysis capability	\$405,000
Sacramento	Paratransit, Inc	Mobile Data Computer Replacement (150 @ \$4,000)	Upgrade to Ranger style MDC to improve mapping of new areas for Magellan Navigation System and to improve operator ease of use	\$600,000

## Amendment #6 to the 2009/12 MTIP: Transit Projects

County	Lead Agency	Project Title	Project Description	MTIP Prog Amt
Sacramento	Sacramento State	Sac State Tram	The Sac State Tram will provide a convenient, reliable and safe connection between the Sacramento State campus and the 65th Street Light Rail Station, offering students, faculty and staff a viable alternative form of mass transit.	\$1,500,000
Sacramento	SCTLink	Preventative Maintenance	Preventative Maintenance	\$200,000
Sacramento	SCTLink	Repl 2 Buses	Repl 2 Buses	\$135,000
Sacramento	SRTD	Automated Vehicle Location System for Buses & Digital Signs (2)	Comm. w/vehicles - signs at some stops, next bus software, real-time vehicle location online	\$1,225,000
Sacramento	SRTD	BMF2 Project Phase I - Civil and Building (4)	(4) Bus wash, paving & lighting, structural upgrade to building, Storm water/electric/plumbing etc., access road improvements, public art.	\$6,200,000
Sacramento	SRTD	Non-Revenue and Specialty Vehicles	Non-revenue vehicles are critical need. Alternative fuel would provide significant environmental benefit	\$1,767,497
Sacramento	SRTD	Preventative Maintenance	Preventative Maintenance	\$5,500,000
Sacramento	SRTD	UTDC Retrofits (5)	(5) UTDC Retrofits indicated to be "top of the list" for the next Prop. I-B	\$8,240,000
Various	SACOG	Universal Transit Fare Card	Universal Transit Fare Card Procurement & Implementation: Implement a Universal Transit Fare Card System (UTFS) in the SACOG region, including hiring a consultant. [This project has \$537k STIP in 2010, but will implement AB3090 in order to use State Bond Transit in 2008]	\$5,500,000
Yolo	Unitrans	Repl 15 CNG 40' Buses (15 @ \$504K each)	Replace 15 1995/96 Orion CNG buses with new 40' CNG buses	\$5,626,730
Yolo	YCTD	Bus stop amenities	Acquire 35 Odyssey farebox systems with remote keypad	\$179,556
Yolo	YCTD	Bus stop amenities	Acquire 35 Odyssey farebox systems with remote keypad	\$327,946
Yolo	YCTD	Bus stop amenities	Bus stop amenities, including, but not limited to: real time electronic information display systems, solar lighting, shelters	\$93,404
Yolo	YCTD	Bus stop amenities	Bus stop amenities, including, but not limited to: real time electronic information display systems, solar lighting, shelters	\$170,597
Yolo	YCTD	Maintenance/Operations Facility Improvements	Enclose bus washer, steamer, water recovery areas	\$212,280

## Amendment #6 to the 2009/12 MTIP: Transit Projects

County	Lead Agency	Project Title	Project Description	MTIP Prog Amt
Yolo	YCTD	Maintenance/Operations Facility Improvements	Enclose bus washer, steamer, water recovery areas	\$387,720
Yolo	YCTD	Maintenance/Operations Facility Improvements	Replace fencing around facility and natural gas inlet, and add two automatic gates	\$70,760
Yolo	YCTD	Maintenance/Operations Facility Improvements	Replace fencing around facility and natural gas inlet, and add two automatic gates	\$129,240
Yuba-Sutter	Yuba-Sutter Transit	3 Commuter Buses	Acquire 3 commuter buses	\$323,000
Yuba-Sutter	Yuba-Sutter Transit	3 Commuter Buses	Acquire 3 commuter buses	\$173,270
Yuba-Sutter	Yuba-Sutter Transit	Preventative Maintenance	Preventative Maintenance	\$300,000
Total				\$49,422,000

## Amendment #6: STIP and STIP TEA Projects

## Transportation Enhancements

County	Lead Agency	Project Title	Project Description	Total Project Cost	Project Funding Need
Sacramento	CA State Parks	Repave Lake Natoma Bike Path	Repave 16 miles of existing paved bike path.	\$ 1,400,000	\$ 1,400,000
Sacramento	City of Citrus Heights	Sunrise Blvd. Pedestrian Safety	Antelope Road to Twin Oaks - Construct infill sidewalk along Sunrise Blvd to increase pedestrian safety and promote walkability	\$ 1,180,000	\$ 1,180,000
Sacramento	City of Citrus Heights	Pedestrian Safety Project - Greenback Lane from Mariposa Ave to west of Birdcage Lane	Reconstruct center medians and landscape, install permanent safety barriers to eliminate illegal foot traffic across Greenback Lane.	\$ 1,500,000	\$ 1,500,000
Sacramento	City of Citrus Heights	Carbon Footprint Reduction Program - Safety Lights	Replace Mercury Vapor street lighting - replace with induction lighting	\$ 1,000,000	\$ 1,000,000
Sacramento	City of Elk Grove	Route 99 Bike/Pedestrian Overcrossing at Laguna Springs	Construct a bike/pedestrian bridge over Highway 99 at Elk Grove Creek, in the vicinity of Laguna Springs Dr	\$ 5,000,000	\$ 3,000,000
Sacramento	City of Folsom	East Bidwell Bike/Ped Overcrossing	Construct Bike/Ped Bridge over E. Bidwell St. at HBWC	\$ 2,350,000	\$ 850,000
Sacramento	City of Folsom	Humbug-Willow Creek Trail Morrison Home Segment	Construct 3,000 linear feet Class I bike/ped trail along Willow Creek between E. Bidwell Street & Chaffin Ct.	\$ 510,000	\$ 250,000
Sacramento	City of Folsom	Folsom Placerville Rail Trail	Construct Class I Bike trail parallel to inactive rail line from HBWC Trail to City/Cty line	\$ 950,000	\$ 950,000
Sacramento	City of Folsom	Lake Natoma Trail Gap Closure Project	Construct last segment of the Lake Natoma Trail, including an undercrossing at the Rainbow Bridge	\$ 3,300,000	\$ 3,250,000
Sacramento	City of Folsom	HBWC Trail	Construct Class I trail along remaining segments of 16-mile trail corridor	\$ 1,200,000	\$ 1,200,000
Sacramento	City of Folsom	Bike/Boulevard	Construct a bike boulevard along School St, Dean Ave and Coloma St	\$ 900,000	\$ 850,000
Sacramento	City of Folsom Sac County	Folsom Parkway Rail Trail (w/ Sac County)	Construct bike/ped undercrossing at HW50 & bike/ped bridge across Alder Creek and trail connection to Aerojet Road	\$ 3,200,000	\$ 3,200,000
Sacramento	City of Folsom, Sac County, El Dorado County	Folsom Placerville Rail Trail (Regional Segment)	Construct a 26 mile Class I Bike Trail parallel to the SPTC-JPA rail corridor from Hwy 50 to City of Placerville	\$ 18,950,000	\$ 18,950,000
Sacramento	City of Rancho Cordova	White Rock Neighborhood Pedestrian Safety Improvement Project	Pedestrian improvements and pavement rehabilitation along Mills Station Road, White Rock Road, and Mills Park Drive. Improvements include installing ADA accessible ramps, sidewalk repairs, traffic calming measures, and restriping the existing roadway to provide bike lanes where possible.	\$ 1,100,000	\$ 800,000
Sacramento	City of Rancho Cordova	International Drive Extension & Folsom South Canal Bridge	Extend International Drive as a six lane roadway from Kilgore to Sunrise. Includes bicycle and pedestrian facilities and a bridge over Folsom South Canal.	\$ 17,000,000	\$ 8,600,000
Sacramento	City of Rancho Cordova	Folsom Boulevard Complete Streets Project, Phase II	Improvements include installing Construction of pedestrian and bicycle facilities on the south side of Folsom Boulevard, between Kilgore Road and Sunrise Boulevard. This is part of a larger Community Design Project that will add the same amenities to the north side of Folsom Boulevard.	\$ 500,000	\$ 400,000
Sacramento	City of Sacramento	Guy West Bridge	Repaint bridge	\$ 4,100,000	\$ 4,100,000
Sacramento	City of Sacramento	Interchange landscaping	99/Mack Rd & 99/Cosumnes	\$ 2,000,000	\$ 2,000,000
Sacramento	City of Sacramento	Safe Routes to School	Ethel Phillips School, construct infill sidewalk	\$ 1,000,000	\$ 1,000,000
Sacramento	City of Sacramento	Ninos Bike Trail Ph. 2	West El Camino to San Juan	\$ 750,000	\$ 750,000
Sacramento	City of Sacramento	Freeport Bl sidewalks	Florin Rd to 35th Ave	\$ 2,000,000	\$ 2,000,000
Sacramento	City of Sacramento	Northgate Bl streetscape	along Garden Hwy	\$ 3,000,000	\$ 3,000,000
Sacramento	City of Sacramento	Meadowview Rd sidewalk	Replace sidewalk	\$ 1,900,000	\$ 400,000

County	Lead Agency	Project Title	Project Description	Total Project Cost	Project Funding Need
Sacramento	City of Sacramento	Ninos Bike Trail Ph. 3	San Juan Rd to B Canal	\$ 1,000,000	\$ 1,000,000
Sacramento	City of Sacramento	River Plaza Dr bridge	Bike-ped connection over NEMDC	\$ 3,000,000	\$ 3,000,000
Sacramento	Sacramento County	ADA Transition Plan Implementation - Various Locations	Install new ADA sidewalk ramps, upgrade existing ramps, upgrade existing pedestrian signals, and construct other related street and sidewalk access improvements to ensure that accessibility is provided to all users of sidewalks and walkways within the unincorporated County public right-of-way.	\$ 2,500,000	\$ 2,500,000
Sacramento	Sacramento County	Folsom Blvd and Watt Avenue Regional Transit Light Rail Grade Separation, Phase 2	Construct median and other landscaping enhancements to complete approved improvements in support of the Watt/Folsom LRT Grade Separation Project.	\$ 500,000	\$ 500,000
Sacramento	Sacramento Regional Transit District	Folsom Corridor Soundwall Enhancements	Response to many public requests along Folsom line. This project is to landscape soundwalls along the Folsom Line.	\$ 535,700	\$ 550,000
Sacramento	Sacramento Regional Transit District	K Street Transit Mall Improvement and RT Headquarters (10)	(10) Project would allow RT to do TOD/Joint Development at 29th & N.	\$ 15,000,000	\$ 15,000,000
Sutter	City of Live Oak	Live Oak Community Trail Phase 1	Construct Segment 1 of a new Class 1 bicycle/pedestrian facility	\$ 600,000	\$ 600,000
Sutter	City of Yuba City	Bridge Street Reconstruction	Construct traffic signals, street reconstruction, pedestrian scale street lighting, sidewalks as part of the City's downtown revitalization strategy.	\$ 3,000,000	\$ 2,300,000
Yolo	Caltrans District 3	I-5 Tree Planting, Yolo	Tree Planting on I-5, from Woodland to the Colusa County Line	\$ 710,000	\$ 500,000
Yolo	City of Davis	Second Street Ped/Transit Improvements	Construct "bulb-outs" at intersection corners from C to F Streets to shorten pedestrian crossings and provide ADA accessible Bus Stop waiting areas. Incorporate decorative pavers and landscaping consistent with Downtown Business District master plan.	\$ 900,000	\$ 650,000
Yolo	City of Davis	Bikeway Rehabilitation	Rehab. Bikeways in City greenbelt system and provide ramp improvements for ADA and wayfinding signage/stripping.	\$ 950,000	\$ 600,000
Yolo	City of Davis (Woodland and Yolo County also)	Woodland-Davis Bikeway	Construct alternative transportation corridor between Davis and Woodland	\$ 10,000,000	\$ 500,000
Yolo	City of West Sacramento	West Capital Avenue Extension (former US-40):	construction of streetscape improvements and reservation of streetcar right of way	\$ 20,250,000	\$ 16,750,000
Yuba	City of Marysville	Highway 20 and 70 Beautification Project	Install historic lighting and landscaping on Hwy 70/E Street from 3rd Street to 9th Street and install historic lighting on Hwy 20/10th Street from E Street to I Street.	\$ 1,400,000	\$ 1,400,000
Yuba	City of Wheatland	School Routes Sidewalk Improvements	Installation of sidewalks, ped ramps and related improvements at 9 locations on school routes.	\$ 380,522	\$ 380,522
Yuba	City of Wheatland	Wheatland Pedestrian Accessibility and ADA Improvements Project.	Construct pedestrian ramps and sidewalks in the City where none exist.	\$ 437,208	\$ 437,208
Yuba	Yuba County	Powerline Road Bike Lanes	Construct Class 2 Bicycle Lanes & Drainage System	\$ 1,500,000	\$ 1,500,000
<b>Transportation Enhancements Total</b>				<b>\$</b>	<b>108,797,730</b>

**STIP/State**

Sacramento	Caltrans District 3	I-80 HOV Lanes and Pavement Rehabilitation, Sacramento County	I-80 HOV Lanes/Rehab from RT Station (Longview Dr.) to the Sacramento River, construct high occupancy vehicle lanes and pavement rehabilitation	\$ 240,000,000	\$ 100,000,000
Sacramento	Caltrans District 3	SR 99, Operational Improvements, Sacramento County	SR 99, from Mack Rd to Calvine Rd, Construct auxiliary lanes and operational improvements	\$ 8,500,000	\$ 6,560,000

County	Lead Agency	Project Title	Project Description	Total Project Cost	Project Funding Need
Sacramento	City of Citrus Heights	Auburn Blvd Enhancement Project	Underground all overhead utilities along Auburn Blvd corridor from Sylvan Corners to Rusch Park; widen roadway to include bicycle lanes, eliminate large portion of center left turn lane and construct new median enhancements and landscape, construct new vertical curbing and widened sidewalks along Auburn Blvd for pedestrian safety and to promote walkability.	\$ 22,000,000	\$ 20,000,000
Sacramento	City of Citrus Heights	Sidewalk and ADA Improvements	Reconstruct sidewalks and ADA access ramps to eliminate barriers and promote walkability - Citywide project - multiple project locations	\$ 7,000,000	\$ 7,000,000
Sacramento	City of Citrus Heights	Laupe Lane Drainage Reconstruction	Replace insitu lining of existing corrugated pipe	\$ 1,000,000	\$ 1,000,000
Sacramento	City of Elk Grove	I-5/Elk Grove Blvd Northbound Onramp	Restriping and other work related to moving the HOV lane to the inside left-most lane.	\$ 200,000	\$ 200,000
Sacramento	City of Elk Grove	Intelligent Transportation System	Fiber optic system, cameras, traffic signal coordination	\$ 5,000,000	\$ 5,000,000
Sacramento	City of Elk Grove	Grant Line Road Widening	Widening of Grant Line Road from East Stockton Blvd to Waterman Road from 2 to 4 lanes, includes 4 lane overcrossing.	\$ 30,000,000	\$ 24,000,000
Sacramento	City of Elk Grove	Route 99/Elk Grove Boulevard	Interchange Improvements.	\$ 9,000,000	\$ 9,000,000
Sacramento	City of Elk Grove	At-Grade Crossing Improvements at Dwight and Sims Road	At grade railroad crossing improvements and local road circulation improvements.	\$ 500,000	\$ 500,000
Sacramento	City of Folsom	Bridge below Folsom Dam, Phase I	Complete construction of Folsom Lake Crossing	\$ 138,000,000	\$ 2,500,000
Sacramento	City of Folsom	Bridge below Folsom Dam, Phase II	Widen easterly approach to Folsom Dam to full four lane section and construct bike/ped bridge over New Folsom Crossing Road and construct Class I bike trail to the Historic Truss Bridge	\$ 7,150,000	\$ 5,250,000
Sacramento	City of Folsom	Empire Ranch Road Interchange	Construct Interchange at US 50/Empire Ranch Road	\$ 39,000,000	\$ 37,000,000
Sacramento	City of Folsom	Riley Street Corridor Improvements	Traffic enhancements to Riley Street to improve traffic flow and access to the Historic District.	\$ 4,100,000	\$ 2,000,000
Sacramento	City of Folsom	Blue Ravine Rd./ Folsom Blvd. Roadway and Bike/Ped Improvements	Widening of intersection at Blue Ravine Rd./Folsom Blvd. to add dual left turn lanes at all approaches and bike/ped overcrossing at Folsom Blvd. and Willow Creek.	\$ 5,850,000	\$ 5,350,000
Sacramento	City of Folsom	Iron Point Light Rail Park & Ride Lot Expansion	Expand Iron Point Light Rail Park & Ride Lot to accommodate increase in Gold Line Ridership	\$ 1,140,000	\$ 1,000,000
Sacramento	City of Folsom	Blue Ravine Rd. Widening	Widening of ROW from 2 lanes to four lanes including bike lanes	\$ 1,500,000	\$ 1,250,000
Sacramento	City of Folsom	Intelligent Transportation System	Install ITS components on recently completed Citywide Fiber Optic Network linking City to Sac County Traffic Control Center and Caltrans	\$ 4,300,000	\$ 1,800,000
Sacramento	City of Folsom	Light Rail Park and Ride Lot Expansion	Expand Iron Point Light Rail Park and Ride Lot to accommodate increase in Gold Line Ridership	\$ 1,140,000	\$ 1,000,000
Sacramento	City of Galt	Carillion Blvd @ SR104 Traffic signal Improvments	Carillion Blvd @ SR104 Traffic signal Improvments	\$ 400,000	\$ 350,000
Sacramento	City of Galt	Central Galt Interchange Tree Removal	Central Galt Interchange Tree Removal	\$ 1,000,000	\$ 875,000
Sacramento	City of Galt	SR 99 Central Galt Interchange	Replace existing C St. I/C at SR 99 at C St. and Boessow Rd, new bridge at A St.	\$ 49,000,000	\$ 11,500,000
Sacramento	City of Galt	ADA sidewalk Improvements	Repair sidewalks at various locations within City	\$ 300,000	\$ 300,000
Sacramento	City of Galt	UPRR Pedestrian At-grade crossing Safety Improvemts	UPRR Pedestrian At-grade crossing Safety Improvemts	\$ 900,000	\$ 400,000
Sacramento	City of Galt	Safe Routes to School Signage and Striping	Safe Routes to School Signage and Striping	\$ 390,000	\$ 120,000
Sacramento	City of Galt	NE Area Bike lane connection Improvments	NE Area Bike lane connection Improvments	\$ 460,000	\$ 100,000
Sacramento	City of Galt	Carillion Blvd Median landscape Renovation	Carillion Blvd Median landscape Renovation	\$ 30,000	\$ 30,000

County	Lead Agency	Project Title	Project Description	Total Project Cost	Project Funding Need
Sacramento	City of Rancho Cordova	White Rock Road Improvements, Sunrise to City Limits	This project will construct improvements to the existing 6-lane road from Sunrise Boulevard to Luyung, widen and reconstruct White Rock Road from Luyung to the City Limits and construct a new 4-lane roadway from Rancho Cordova Parkway to the City Limits.	\$ 11,886,000	\$ 8,000,000
Sacramento	City of Rancho Cordova	Sunrise Boulevard Improvements	The project proposes to widen Sunrise Boulevard to four-lanes from Kiefer Boulevard to State Route 16 (Jackson Highway) and improve the intersection at Sunrise and State Route 16 to a six lane by six lane intersection. Included in the project is replacing the bridge on Sunrise boulevard that crosses Laguna Creek South of State Route 16.	\$ 13,431,000	\$ 11,000,000
Sacramento	City of Rancho Cordova	Douglas Road Improvements	The project will widen Douglas Road to five-lanes from Rancho Cordova Parkway to Americanos Boulevard and construct intersection improvements at Rancho Cordova Parkway and Americanos Boulevard.	\$ 15,000,000	\$ 12,000,000
Sacramento	City of Sacramento	Track Relocation	Relocate UPRR mainline tracks, passenger facilities and tunnel, and service tunnel at Intermodal	\$ 67,638,848	\$ 42,000,000
Sacramento	Sacramento County	Hazel Avenue Phase 1 - U.S. 50 to Curragh Downs Drive	Widen Hazel Avenue to six lanes including the American River Bridge; construct sidewalks and bike lanes and separate bicycle/pedestrian facilities on bridge; construct new connection between Hazel Avenue and the American River Bike Trail; construct corridor landscape/streetscape enhancements.	\$ 35,100,000	\$ 10,000,000
Sacramento	Sacramento County	Traffic Signal System Upgrade - Various Locations	Replace existing traffic signal controllers and cabinets with new state-of-the-practice equipment to improve signal operating efficiency (including energy usage), traffic flow and safety.	\$ 5,000,000	\$ 5,000,000
Sacramento	Sacramento County	Roadway Pavement Rehabilitation (AC Overlay) Various Locations	Construct rubberized asphalt concrete overlay including related pavement and curb/gutter/sidewalk repairs and traffic signal modifications; install or upgrade ADA sidewalk ramps; install or upgrade bike lanes.	\$ 11,000,000	\$ 11,000,000
Sacramento	Sacramento County	Watt Avenue @ US 50 Interchange - La Riviera Drive to Kiefer Boulevard	Upgrade existing interchange to L-9 configuration; construct separated bicycle/pedestrian pathways through the interchange; install facilities to support Bus Rapid Transit deployment in the Watt Avenue corridor.	\$ 52,500,000	\$ 13,000,000
Sacramento	Sacramento County	Freedom Park Drive and North Watt Avenue Complete Streets Project	Install sidewalks, bike lanes, landscaping and streetscape enhancements along Freedom Park Drive (Watt Avenue to 32nd Street) and North Watt Avenue (Karl Drive to Don Julio Boulevard) to support infill redevelopment efforts in the North Highlands Town Center. The project includes the installation of "green street" features including storm water quality facilities.	\$ 9,100,000	\$ 3,000,000
Sacramento	Sacramento Regional Transit District	South Sacramento Light Rail - Phase 2	In Sacramento, extend light rail from the terminus of South Line Phase 1 at Meadowview Station further south to Cosumnes River College(CRC). Includes 4.2 miles of track, 4 new stations, and 3 park & ride facilities.	\$ 270,000,000	\$ 63,000,000
Sacramento	Sacramento Regional Transit District	Northeast Corridor Enhancements	This project is for various enhancements to implement express rail service in the I-80 corridor from Downtown Sacramento to the Watt/I-80 light rail station	\$ 34,500,000	\$ 4,000,000
Sacramento	Sacramento Regional Transit District	Major Light Rail Station enhancements and Facilities Improvements (1)	3 stations & lot lighting, safety work at various buildings	\$ 48,584,282	\$ 1,000,000
Sacramento	Sacramento Regional Transit District	Acquire MOS-1-Vehicles	MOS-1 vehicles can be acquired from an existing order - i.e., funds expended in calendar year 2009	\$ 16,000,000	\$ 16,000,000

County	Lead Agency	Project Title	Project Description	Total Project Cost	Project Funding Need
Sacramento	Sacramento Regional Transit District	Light Rail Station at Horn Road	Build a light rail station near Horn Road and Folsom Boulevard, to provide additional access for RT riders, and it will bridge the distance between Butterfield and Mather Field LR Stations.	\$ 3,350,000	\$ 3,350,000
Sacramento	Sacramento Regional Transit District	Northeast Corridor Enhancements (Phase 2)	To provide additional facilities at the Swanston Light Rail station for passenger transfer between bus and light rail, to provide increased regional connectivity across modes	\$ 3,250,000	\$ 3,250,000
Sacramento	Sacramento Regional Transit District	Watt Ave. Rapid Bus - ITS Infrastructure, Next Bus (9)	(9) Signal priority, ITS infrastructure, bus stops w/ off-vehicle ticketing, etc	\$ 322,000,000	\$ 15,000,000
Sutter	Caltrans District 3	Sutter Route 99 Corridor Widening	Near Yuba City, Route 99, from Nicholals Ave/ Garden Hwy to Sacramento Avenue: widen from 2 to 4 lanes, with a median left-turn lane, new bridge.	\$ 88,728,000	\$ 67,000,000
Sutter	Caltrans District 3	Bogue Rd. Park & Ride Expansion, Sutter County	Expand existing Caltrans park & ride lot at Bogue Rd and Hwy 99 in Yuba City from 88 spaces to approximately 150 spaces including the purchase of additional right of way to expand in the future.	\$ 1,843,673	\$ 1,032,204
Sutter	City of Live Oak	Road Rehab	Rehabilitate various roadways in Live Oak	\$ 30,498	\$ 30,498
Sutter	City of Live Oak	Road Rehab	Rehabilitate various roadways in Live Oak	\$ 30,730	\$ 30,730
Sutter	Sutter County	Butte House Road Shoulder Widening	Widen shoulders and add rumble strip to Butte House between Humphrey Road and a point 3,500 ft east of East Butte House Road	\$ 882,200	\$ 882,200
Various	Caltrans District 3	TMS Installation, Various Routes in the Sacramento Region	In El Dorado, Placer, Sacramento, and Yolo Counties, Install Traffic Monitoring Station (TMS) units at 35 locations along Routes 5, 50, 65, 80, 99 & 160 for monitoring congestion/ delay.	\$ 4,102,000	\$ 2,085,000
Yolo	Caltrans (submitted by Woodland)	5/113 interchange	Construct NB I-5/SB SR 113 Connector	\$ 60,000,000	\$ 48,000,000
Yolo	Caltrans District 3	US 50 Harbor Blvd Interchange, Yolo	West Sacramento, US50/Harbor Blvd Interchange: widen to 6 lanes, revise ramps and add auxiliary lanes	\$ 46,375,000	\$ 27,000,000
Yolo	Caltrans District 3	SR 16, Intersection Safety Improvement, Yolo	SR 16 / Kentucky Ave Intersection: Install new traffic signals and modify intersection	\$ 3,104,000	\$ 1,300,000
Yolo	City of West Sacramento	Reconstruction of Tower Bridge Gateway	reconstruct an old grade-separated freeway into a front door arterial roadway	\$ 8,000,000	\$ 4,000,000
Yolo	City of West Sacramento	Cemex Rail Access	construct a rail line from the Port of Sacramento to a regional concrete import facility	\$ 1,400,000	\$ 600,000
Yolo	City of West Sacramento	South River Road Barge Canal Crossing and Village Parkway Extension	traffic & public safety travel time improvements, alleviation of traffic congestion on Jefferson Boulevard	\$ 32,100,000	\$ 28,000,000
Yolo	City of Woodland	5/102 interchange	Construct interchange modifications	\$ 15,000,000	\$ 8,000,000
Yuba	City of Marysville	Marysville Traffic Signal Upgrade Project	Replace four old traffic signals in the City of Marysville with new installations.	\$ 1,500,000	\$ 1,500,000
Yuba	City of Marysville	ADA Modifications throughout Marysville	Replace noncompliant corners with compliant handicap ramps and replace damaged sidewalks that obstruct movements by impaired pedestrians.	\$ 1,000,000	\$ 1,000,000
Yuba	Yuba County	Feather River Blvd/SR 70 Interchange	New interchange at Feather River Blvd/SR 70	\$ 14,250,000	\$ 14,250,000
Yuba	Yuba County	Honcut Creek Bridge Replacement	Replace Bridge on Honcut/Loma Rica Road across Honcut Creek	\$ 2,600,000	\$ 2,600,000
Yuba	Yuba County	Marysville Road Turn Pocket Project Phase 1	Construct turn pockets on Marysville Rd. at Fruitland Rd. and Spring Valley Rd	\$ 1,100,000	\$ 1,100,000
<b>STIP/State Total</b>				<b>\$</b>	<b>673,095,632</b>