



Government Relations and Public Affairs

January 27, 2010

Update on Potential New Economic Recovery Funding - Job for Main Street 2010 Act (ARRA II)

Issue: Congress is considering a second round of stimulus funding, the *New Jobs for Main Street Act of 2010* program. Caltrans and the Federal Highway Administration have requested that SACOG and other planning agencies program sufficient financial capacity in their Metropolitan Transportation Improvement Programs (MTIPs) to accommodate projects that meet the timelines and other requirements of whatever bill may ultimately pass.

Recommendation: None; this item is for information only.

Discussion: The Transportation Committee is lead committee on this item. The report to the Transportation Committee recommended that the Transportation Committee provide staff direction on the programming strategy and schedule that meets the needs of the Board, our state and federal funding partners, and our member jurisdictions and transit operators; direct staff to submit and process an amendment(s) to the MTIP at the February 18, 2010, meeting of the Board to provide programming capacity for any new bill that becomes law; and recommend that the Board hold, as necessary, a special Board meeting between the February and March regular meetings to approve a project list if new federal stimulus funds are authorized

In December, the U. S. House of Representatives (House) approved a jobs bill entitled, *Jobs for Main Street Act of 2010*. The U. S. Senate is currently drafting its own package. Caltrans has requested that SACOG program a total of \$290 million of “highway” funding capacity for the six-county SACOG region from the jobs bill. This would include funds that would be used by both the regional agencies and the state. Of these funds, SACOG’s four-county sub-region would decide how to program \$61 million. SACOG estimates that, in addition, the six-county region could expect \$35 million in transit funding. In order to be competitive for additional funds later, there are advantages for SACOG programming early in a manner that is consistent with the process SACOG used for last year’s American Recovery and Reinvestment Act (ARRA).

The bill passed by the House sets a very aggressive timeline for program implementation. The current proposal requires that projects be under contract within 90 days of the date the bill becomes law. In contrast, last year’s ARRA program required that a project be obligated within 120 days of the bill’s effective date. SACOG and Caltrans staff has estimated that the actual elapsed time for ARRA funds has been closer to 250 days for many projects.

Because of these tight timelines, Caltrans and FHWA have asked that regional planning agencies act to program the financial capacity necessary to allow projects to move forward as quickly as possible. Caltrans has requested that the regional agencies amend their MTIPs to include all of the funds that might be available for both local, regional and state programs and that these MTIP amendments be approved prior to March 1, 2010.

If the federal legislative process moves rapidly, the federal funding would be authorized by March 1, and the 90 day clock would begin. In order to be prepared for the rapid process scenario, staff recommends the Board authorize a “special meeting” if it appears that the legislation is moving forward rapidly and action by March 1 or shortly thereafter is necessary. The special meeting could be needed as early as February 28, but if the legislation slows down, it is possible that a special meeting could be later in March, or not be needed at all.

Staff has developed a strategy to meet the suggested Caltrans/FHWA deadline of March 1 for initial action while concurrently working with local agencies to identify and recommend projects for the Board to consider. To meet the Caltrans/FHWA deadline, SACOG would program additional MTIP financial capacity in February by programming “placeholder” lump sum projects through Amendments # 26 and #27 to the MTIP. These placeholder lump sums combined with projects already in the MTIP would provide both the financial capacity and list of eligible projects from which an ultimate project list would be developed.

Based on the target amounts provided by Caltrans, the recommended lump sums include approximately \$55 million for road rehabilitation projects, \$10 million for bicycle/pedestrian improvements, \$3.5 million for transportation enhancements, and \$35 million for transit. These target amounts are based on the types of projects submitted by our member jurisdictions and transit operators.

Attached is a copy of the project list submitted by our member jurisdictions and transit operators. It also includes projects from our Draft 2010 Delivery Plan that appear to be capable of being under contract within 90 days. This list, along with the MTIP, would provide the menu from which the proposed ARRA II project list would be selected. To the extent that ARRA II funds can be used to fund already programmed projects, those funds can be freed up for use in a subsequent programming round that will not be subject to the same time constraints or this ARRA II process.

Staff plans to evaluate this list and prepare recommendations that would be reviewed in a workshop with our member jurisdictions and transit operators before any special or regular Board meeting. The workshop with member jurisdictions would provide an additional opportunity to get feedback on both the process and any proposed project list.

The El Dorado County Transportation Commission and Placer County Transportation Planning Agency are similarly programming funds for road rehabilitation, either as individual projects or for lump sums, and have asked SACOG to process those amendments at its February 18, 2010, meeting. A brief survey of other planning agencies across the state indicates that most of the agencies are doing everything possible to meet Caltrans recommended March 1, 2010, deadline.

Approved by:

Mike McKeever
Executive Director

MM:JLC:sb
Attachment

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Draft Candidate Project List Jobs for Main Street Act of 2010

Project Location		Project Information			Funding Information		
Line #	County	Lead Agency	Project Description	Project Type	Days to Contract Approval	Jobs Act Request	Total Project Cost
1	Sacramento	City of Citrus Heights	Complete road resurfacing, pedestrian and transit upgrades	Local Street	120	\$ 2,700,000	\$ 2,700,000
2	Sacramento	City of Citrus Heights	Intersection Improvements emphasizing on transit and ADA accessibility. Sidewalk, curb, gutter and ADA improvements, transit upgrades, signal modifications and pedestrian upgrades, road resurfacing.	Bicycle/Pedestrian	90	\$ 1,500,000	\$ 1,500,000
3	Sacramento	City of Citrus Heights	Intersection Improvements emphasizing on transit and ADA accessibility. Sidewalk, curb, gutter and ADA improvements, transit upgrades, signal modifications and pedestrian upgrades, road resurfacing.	Bicycle/Pedestrian	120	\$ 2,200,000	\$ 2,200,000
4	Sacramento	City of Citrus Heights	Pedestrian access improvements including ADA compliant infrastructure improvements, transit upgrades, LED street light installation as well as road resurfacing.	Bicycle/Pedestrian	120	\$ 1,800,000	\$ 1,800,000
5	Sacramento	City of Citrus Heights	Reconstruct existing sidewalks, curbs, gutters and curb access ramps to meet ADA compliance. Construct sidewalk infill along arterials where necessary.	Bicycle/Pedestrian	90	\$ 1,600,000	\$ 1,600,000
6	Sacramento	City of Citrus Heights	Street resurfacing project, including traffic and pedestrian improvements.	Local Street	120	\$ 500,000	\$ 500,000
7	Sacramento	City of Citrus Heights	Widen road to safely accommodate Class II bike lane, resurface existing pavement.	Bicycle/Pedestrian	120	\$ 1,000,000	\$ 1,000,000
8	Sacramento	City of Elk Grove	ADA Ops.	Other	90	\$ 300,000	\$ 300,000
9	Sacramento	City of Elk Grove	Fiber optic system, cameras, traffic signal coordination	Other	90	\$ 7,000,000	\$ 7,000,000
10	Sacramento	City of Elk Grove	Four 40' CNG replacement buses	Transit Bus	90	\$ 2,000,000	\$ 2,000,000
11	Sacramento	City of Elk Grove	Preventative Maintenance	Other	90	\$ 250,000	\$ 250,000
12	Sacramento	City of Elk Grove	Provide A/C overlays for federal-aid eligible roadways in the City of Elk Grove	Local Street	90	\$ 7,000,000	\$ 7,000,000
13	Sacramento	City of Folsom	Folsom Historic District Bike/Pedestrian Enhancement	Bicycle/Pedestrian	120	\$ 625,000	\$ 625,000
14	Sacramento	City of Folsom	Historic Powerhouse/Folsom Lake Regional Trail Project	Bicycle/Pedestrian	120	\$ 895,000	\$ 895,000
15	Sacramento	City of Folsom	Natoma Corridor Pavement Rehabilitation	Local Street	120	\$ 2,200,000	\$ 2,200,000
16	Sacramento	City of Folsom	Natoma Station Bike/Ped Improvement Project Phase II; We currently have Phase I under construction (Blue Ravine to Folsom Blvd). Phase II would extend the project limits from Turnpike to Folsom Blvd.	Bicycle/Pedestrian	120	\$ 650,000	\$ 650,000
17	Sacramento	City of Folsom	replacement of the (7) Demand Response Vans		90	\$ 488,000	\$ 488,000
18	Sacramento	City of Folsom	Road Rehabilitation	Local Street	120	\$ 658,000	\$ 658,000
19	Sacramento	City of Folsom	Road Rehabilitation	Local Street	120	\$ 429,000	\$ 429,000
20	Sacramento	City of Folsom	Road Rehabilitation	Local Street	120	\$ 423,000	\$ 423,000
21	Sacramento	City of Galt	Central Galt Interchange - construction	Local Street	120	\$ 5,000,000	\$ 5,000,000
22	Sacramento	City of Galt	Northeeast Bike Lane Improvements	Bicycle/Pedestrian	90	\$ 80,000	\$ 80,000
23	Sacramento	City of Galt	Ped safety UPRR crossing	Bicycle/Pedestrian	90	\$ 100,000	\$ 100,000
24	Sacramento	City of Galt	Road Rehabilitieion	Local Street	90	\$ 1,200,000	\$ 1,200,000
25	Sacramento	City of Galt	Street light LED retrofit	Other	90	\$ 500,000	\$ 500,000
26	Sacramento	Paratransit, Inc.	Facility Security Upgrade	Other	90	\$ 100,000	\$ 100,000
27	Sacramento	Paratransit, Inc.	Improve coverage and balance of radio channels	Other	90	\$ 20,000	\$ 20,000
28	Sacramento	Paratransit, Inc.	Provide Emergency power for fueling	Transit Bus	120	\$ 25,000	\$ 25,000
29	Sacramento	Paratransit, Inc.	Purchase 10 demand response vehicles for replacement	Transit Bus	120	\$ 262,000	\$ 750,000
30	Sacramento	Paratransit, Inc.	Upgrade to Ranger style MDC to improve mapping of new areas for Magellan Navigation System and to improve operator ease of use	Other	90	\$ 600,000	\$ 600,000
31	Sacramento	City of Rancho Cordova	Douglas Road Bike Trail Connection to Folsom South Canal	Bicycle/Pedestrian	90	\$ 204,000	\$ 204,000

Draft Candidate Project List Jobs for Main Street Act of 2010

Project Location			Project Information		Funding Information		
Line #	County	Lead Agency	Project Description	Project Type	Days to Contract Approval	Jobs Act Request	Total Project Cost
32	Sacramento	City of Rancho Cordova	Extend International Drive as a six lane roadway from Kilgore to Sunrise. Includes bicycle and pedestrian facilities and a bridge over Folsom South Canal.	Local Street	90	\$ 1,050,000	\$ 1,050,000
33	Sacramento	City of Rancho Cordova	Extend International Drive as a six lane roadway from Kilgore to Sunrise. Includes bicycle and pedestrian facilities and a bridge over Folsom South Canal.	Local Street	90	\$ 7,550,000	\$ 7,550,000
34	Sacramento	City of Rancho Cordova	Folsom Blvd Streetscape Improvements Phase 2A	Local Street	90	\$ 3,800,000	\$ 3,800,000
35	Sacramento	City of Rancho Cordova	Folsom Blvd Streetscape Improvements Phase 2A	Local Street	120	\$ 3,800,000	\$ 3,800,000
36	Sacramento	City of Rancho Cordova	Street Rehabilitation Funding	Local Street	90	\$ 2,000,000	\$ 2,000,000
37	Sacramento	City of Rancho Cordova	Street rehabilitation projects to include asphalt overlay to enhance the pavement life and increase driving comfort and safety. Project includes Coloma Road, McGregor Drive, Laurelhurst Drive, Old Placerville Road, Routier Road, South White Rock, International Drive, Olsen Drive, and Zinfandel Drive.	Local Street	90	\$ 560,680	\$ 560,680
38	Sacramento	City of Rancho Cordova	Street rehabilitation projects to include asphalt overlay to enhance the pavement life and increase driving comfort and safety. Project includes Coloma Road, McGregor Drive, Laurelhurst Drive, Old Placerville Road, Routier Road, South White Rock, International Drive, Olsen Drive, and Zinfandel Drive.	Local Street	90	\$ 18,317,960	\$ 18,317,960
39	Sacramento	Sacramento Regional Transit District	Bus wash, paving and Lighting, Structural upgrade to building, storm/water/plumbing etc.. Access road improvements, public art.	Other	90	\$ 6,200,000	\$ 25,216,000
40	Sacramento	City of Sacramento	I-80 Bike/Ped Bridge	Bicycle/Pedestrian	90	\$ 5,600,000	\$ 5,600,000
41	Sacramento	City of Sacramento	In Sacramento, Broadway at Martin Luther King Jr. Blvd.: construct improved curb, gutters and sidewalk, higher visibility crosswalks, accessibility ramps, upgrade signals and implement traffic calming measures.	Bicycle/Pedestrian	90	\$ 490,268	
42	Sacramento	City of Sacramento	ITS Project	Other	90	\$ 4,600,000	\$ 4,600,000
43	Sacramento	Sacramento Regional Transit District	Non-revenue and specialty vehicles that are critical need. This procurement will bring RT into compliance with CARB requirements.	Other	90	\$ 995,000	\$ 995,000
44	Sacramento	City of Sacramento	Project will evaluate and implement on major corridors, ITS elements and infrastructure necessary to provide traffic responsive/coordinated signal timing and communications to the traffic operation center.	Other	90	\$ 346,649	
45	Sacramento	City of Sacramento	Provide 3 access improvements in North Central Business District: 1) at I-5/Richards Blvd. Interchange, construct ramp and signal modifications. 2) Jibboom St., from Richards to Railyards Blvd. make frontage improvements and turn pockets. 3) Bercut Drive, from Bannon St. south to Railyards Blvd., extend as a two-lane road.	Local Street	90	\$ 4,700,000	
46	Sacramento	City of Sacramento	R Street Improvements - 10th to 13th Streets	Local Street	90	\$ 7,600,000	\$ 7,600,000
47	Sacramento	City of Sacramento	Railyards West Tunnel	Other	90	\$ 5,000,000	\$ 5,000,000
48	Sacramento	City of Sacramento	Redding Avenue Bike/Ped Improvements	Bicycle/Pedestrian	90	\$ 2,800,000	\$ 2,800,000
49	Sacramento	City of Sacramento	Track Relocation tracks and switches for California Rail Museum	Other	90	\$ 5,000,000	\$ 5,000,000
50	Sacramento	Sacramento Regional Transit District	UTDC Retrofits: Sum requested would allow completion of the project and include ramp work needed at some stations for these Rail Cars.	Transit Rail	90	\$ 3,700,000	\$ 13,000,000
51	Sacramento	Sacramento County DOT	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.	Bicycle/Pedestrian	90	\$ 5,000,000	\$ 5,500,000

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Line #	County	Lead Agency	Project Description	Project Type	Days to Contract Approval	Jobs Act Request	Total Project Cost
52	Sacramento	Sacramento County DOT	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.	Local Street	120	\$ 8,000,000	\$ 8,800,000
53	Sacramento	Sacramento County DOT	In Sacramento County, Freedom Park Drive, from 32nd St. to Watt Ave and Watt Ave, from Don Julio Blvd to Karl Dr. on the west side of the roadway in the community of North Highlands. Construct pedestrian and streetscape improvements to serve as a gateway into adjacent McClellan Park	Bicycle/Pedestrian	90	\$ 2,301,780	
54	Sacramento	Sacramento County DOT	Marconi Avenue Bicycle/Pedestrian Improvement Project Phase I, Walnut Ave to Garfield Ave	Bicycle/Pedestrian	120	\$ 1,000,000	\$ 1,800,000
55	Sacramento	Sacramento County DOT	Roadway Rehabilitation, 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.	Local Street	90	\$ 15,000,000	\$ 16,000,000
56	Sacramento	Sacramento County DOT	Roadway Rehabilitation, 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.	Local Street	120	\$ 20,000,000	\$ 21,500,000
57	Sacramento	City of Elk Grove	Preventative Maintenance	Other	90	\$ 250,000	\$ 250,000
58	Sutter	Sutter County Dept of Public Works	Provide Road Rehabilitation on county roadways consistent with PMS priorities	Local Street	90	\$ 214,380	\$ 214,380
59	Sutter	Sutter County Dept of Public Works	Provide Road Rehabilitation on county roadways consistent with PMS priorities	Local Street	90	\$ 3,135,000	\$ 21,257,000
60	Sutter	City of Yuba City	Road Rehabilitation of Arterials-Collectors throughout Yuba City	Local Street	90	\$ 10,000,000	\$ 10,000,000
61	Yolo	UC Davis	Hutchison Corridor Complete Streets	Bicycle/Pedestrian	120	\$ 480,000	\$ 1,498,000
62	Yolo	City of Davis	Improvements to at-grade crossing of railroad tracks @ Fourth and E Eighth Streets. Improve surface for bicycle safety and motor vehicles	Other	120	\$ 180,000	\$ 180,000
63	Yolo	UC Davis	Pavement rehabilitation on Old Davis Road and Hutchison Drive	Local Street	120	\$ 729,000	\$ 729,000
64	Yolo	City of Davis	Provide A/C overlays for city roadways consistent with PMS priorities; Montgomery: Rosario to Mace; Chiles w/La Vida to Ensenada; Covell: John Jones to Risling; Covell: Monarch to Mace; Fifth: Pole Line to L; First: E to B; Alvarado: Sycamore to Anderson	Local Street	120	\$ 1,000,000	\$ 1,000,000
65	Yolo	City of Davis	Provide A/C overlays for city roadways consistent with PMS priorities; Third: L to RR; Arlington; Calaveras to Shasta; B: First to Fifth; Cowell: Lillard to N/Research Park;Cowell: Lillard to Drew	Local Street	120	\$ 280,000	\$ 280,000
66	Yolo	UC Davis	UC Davis West Entry Bicycle and Pedestrian Improvement Project	Bicycle/Pedestrian	120	\$ 854,000	\$ 854,000
67	Yolo	Yolo County Transit District	2 Year Mobility Training	Other	90	\$ 100,000	\$ 100,000
68	Yolo	Yolo County Transit District	YOLOBUS Maintenance Facility Improvements & Equipment*	Other	90	\$ 650,000	\$ 650,000
69	Yolo	Yolo County Dept of Public Works	Overlay CR 22 from the West Sacramento city limits to 1 mile South of CR 124	Local Street	120	\$ 6,500,000	\$ 6,500,000
70	Yolo	Yolo County Dept of Public Works	Overlay CR 31 from the Davis city limits to CR 93A	Local Street	90	\$ 6,000,000	\$ 6,000,000
71	Yolo	City of West Sacramento	I Street Bridge-Replace railing and provide other ADA access improvements on historic bridge structure to enhance accessibility and safety for bicycles, pedestrians, and the disabled.	Bicycle/Pedestrian	120	\$ 1,200,000	\$ 1,200,000

Draft Candidate Project List Jobs for Main Street Act of 2010

Project Location		Project Information			Funding Information		
Line #	County	Lead Agency	Project Description	Project Type	Days to Contract Approval	Jobs Act Request	Total Project Cost
72	Yolo	City of West Sacramento	Pave 1.65 miles of Class 1 Bicycle Pathway along the Clarksburg Branch Line Trail south of the Phase 1 project. (at a total cost of \$1,025,000).	Bicycle/Pedestrian	120	\$ 395,000	\$ 395,000
73	Yolo	City of West Sacramento	South River Road Barge Canal Crossing and Village Parkway Extension Project: This project is needed to improve traffic safety, travel times and to help alleviate traffic congestion on Jefferson Boulevard, a major arterial street in the community. The project includes a new four-lane bridge over the Yolo Barge Canal, approximately 525 feet in length, extension of the four lane Village Parkway from the present northerly terminus to the proposed bridge and widening South River Road to three lanes north of the Barge Canal to the Business 80 off-ramp. Additionally, the project will include a two-way left-turn lane, median islands, bike lanes, traffic signals, curb, gutter, sidewalk, storm drainage, water main and landscaping. This project will also accommodate the installation of a future streetcar. The project can be ready to begin initial work within 120 days and creates 642 jobs	Other	120	\$ 28,000,000	\$ 32,100,000
74	Yolo	City of West Sacramento	Tower Bridge Gateway- Reconstruction of former grade-separated freeway into front door arterial roadway.	Bicycle/Pedestrian	120	\$ 4,000,000	\$ 8,789,000
75	Yolo	City of West Sacramento	West Capitol Avenue Extension (former US-40) Phase 2: This project consists of construction of streetscape improvements and reservation of streetcar right of way in a one mile stretch of West Capitol Avenue between Jefferson Boulevard and Sycamore Avenue. This project would be a continuation of the improvements currently underway between Garden Street and Jefferson Boulevard. The project has final construction drawings and certified CEQA and NEPA reviews, and is ready for bidding. The project can be ready to begin initial work within 120 days and creates over 400 new construction related jobs	Local Street	120	\$ 16,750,000	\$ 20,250,000
76	Yolo	City of Winters	project will realign Walnut Lane at Grant Ave. to provide a right-angle tee intersection to improve vehicular safety movements. It includes pavement widening, overlay, storm drainage pipe, pavement striping and sidewalk, and at&t pole relocation.	Local Street	120	\$ 144,000	\$ 144,000
77	Yolo	City of Winters	The project will rehabilitate Railroad Avenue between generally between Anderson and Niemann Streets and may include sidewalk improvements south of Anderson Ave. It includes pavement overlay, curb, gutter, and sidewalk repairs, new curb, gutter, and sidewalk, and accessibility improvements. Grant Avenue at Walnut Lane	Local Street	120	\$ 300,000	\$ 300,000
78	Yolo	City of Woodland	ADA Improvements	Other	90	\$ 500,000	\$ 500,000
79	Yolo	City of Woodland	ADA Improvements	Other	120	\$ 500,000	\$ 500,000
80	Yolo	City of Woodland	I5/County Road 102 Interchange	Highway	90	\$ 9,500,000	\$ 9,500,000
81	Yolo	City of Woodland	Main Street Pedestrian Accessibility	Bicycle/Pedestrian	120	\$ 1,250,000	\$ 1,250,000
82	Yolo	City of Woodland	Road Rehabilitation	Local Street	90	\$ 1,000,000	\$ 1,000,000
83	Yolo	City of Woodland	Road Rehabilitation	Local Street	120	\$ 1,000,000	\$ 1,000,000
84	Yuba	City of Marysville Dept of Public Works	Fully reconstruct 1st Street from B to D Streets and B Street from 1st to 3rd Streets	Local Street	90	\$ 400,000	\$ 400,000
85	Yuba	City of Marysville Dept of Public Works	Fully reconstruct G Street from 10th to 14th Streets and H Street from 3rd to 14th Streets	Local Street	90	\$ 1,400,000	\$ 1,400,000
86	Yuba	City of Marysville Dept of Public Works	Fully reconstruct Sampson Street from 14th to 24th Streets	Local Street	90	\$ 800,000	\$ 800,000
87	Yuba	Yuba County Dept of Public Works	Roadway rehabilitation at various locations on Marysville Road and Hammonton Smartville Road	Local Street	90	\$ 4,000,000	\$ 4,000,000
88	Yuba	City of Wheatland	Pavement repairs and HMAC overlay on Main Street from Hwy-65 to westerly City Limit	Local Street	120	\$ 195,000	\$ 195,000

**Draft Candidate Project List
Jobs for Main Street Act of 2010**

Project Location		Project Information			Funding Information		
Line #	County	Lead Agency	Project Description	Project Type	Days to Contract Approval	Jobs Act Request	Total Project Cost
89	Yuba	City of Wheatland	Pavement repairs and HMA overlay from E Street to Olive Street	Local Street	90	\$ 690,000	\$ 690,000
90	Yuba	City of Wheatland	Pavement repairs and HMA overlay of 5.5-miles of streets.	Local Street	90	\$ 1,000,000	\$ 1,000,000
91	Yuba	City of Marysville Dept of Public Works	24th, Sampson, 25th, and 26th Streets from 24th and Sampson intersection to north city limits; Ramirez Street from East 10th to E 12th Streets. Rehabilitate roads.	Local Street	90	\$ 227,215	\$ 227,215
92	Yuba	City of Marysville Dept of Public Works	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.	Other	90	\$ 1,400,000	\$ 1,400,000
93	Yuba	City of Marysville Dept of Public Works	Replace four old traffic signals in the City of Marysville with new installations.	Other	90	\$ 1,500,000	\$ 1,500,000
94	Yuba-Sutter	Yuba-Sutter Transit	Acquire 3 Commuter buses	Transit Bus	90	\$ 1,650,000	\$ 1,650,000
95	Yuba-Sutter	Yuba-Sutter Transit	Acquire 7 Demand Response/Rural Route Buses	Transit Bus	90	\$ 560,000	\$ 560,000
96	Yuba-Sutter	Yuba-Sutter Transit	Miscellaneous Capital for Facility Remodel & Expansion Project	Other	90	\$ 151,704	\$ 151,704

FEB - 1 2010



909 12th Street Ste 116 Sacramento CA 95814 (916) 444-6600 www.sacbike.org

January 29, 2010

Sacramento Area Council of Governments (SACOG) Board
1415 L Street, Suite 300
Sacramento, CA 95814

RE: Jobs for Main Street Act for 2010 projects

Advisory Board

Jane Hagedorn
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Streng Brothers Rentals

Dear SACOG Board Members:

As SACOG sets priorities for spending "Jobs Act" funds quickly, we urge you to apply the following principles:

Maximize job creation. The League of American Bicyclists have found that for every \$1 million invested in an FHWA-approved paved bicycle or multi-use trail, the local economy gains 65 jobs. A recently released study from Smart Growth America, "What We Learned from the Stimulus," reports that ARRA funds spent on public transportation more effectively created jobs than stimulus funds spent on highway projects—Dollar for dollar, transit projects funded by the stimulus created twice as many jobs per dollar as investing in roads.

Maximize cost effectiveness. For each trip made there are no more cost-effective modes than bicycling and walking. Not only is bicycle and pedestrian infrastructure relatively inexpensive compared to other transportation projects, there are far lower operations and maintenance costs versus transit and highway projects. In addition to lower costs for government, making trips by bike and foot provides cost savings for individuals. That means people have more money to spend on goods and services other than transportation and especially on gasoline. Since most oil is imported money spent for fuel winds up enriching others instead of recirculating in the U.S. economy.

Use the funds the funds for modes that have been historically underfunded and are less safe. While 10 percent of trips in the U.S. are by bike or foot, 13 percent of traffic fatalities are bicyclists and pedestrians. Biking and walking receive little more than one percent of federal transportation dollars.

Maximize other benefits. Bicycle and pedestrian projects have extraordinary benefits that other transportation projects do not. They improve public health and increase roadway safety. They generate little or no air pollution and greenhouse gas emissions. They reduce traffic congestion. They support smart growth and Blueprint implementation.

For example, according to the just released "Bicycling and Walking in the United States:2010 Benchmarking Report," in general, states with the highest levels of bicycling and walking have the lowest levels of obesity, hypertension (high blood pressure), and diabetes and have the greatest percentage of adults who meet the recommended 30-plus minutes a day of physical activity.

Thank you for your consideration of these principles. We strongly believe that "active transportation"—biking and walking—are the best and most sustainable ways to use the "Jobs Act" funds. We welcome your questions and would be happy to discuss all or any of these with you.

SABA is an award-winning nonprofit organization with more than 1400 members. We represent bicyclists. Our aim is more and safer trips by bike. We are working for a future in which bicycling for everyday transportation is common because it is safe, convenient, and desirable. Bicycling is the healthiest, cleanest, cheapest, quietest, most energy efficient, and least congesting form of transportation.

Yours truly,



Walt Seifert
Executive Director