



Amendment #18 to the 2019-22 MTIP

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(with Detailed Back-up)
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Amendment #18 to the 2019-22 MTIP Summary of Changes

		Cost				Summary of Changes	Project Index
ID	Lead Agency	Title	Previous	Revised	Change	% Change	
CAL18815	Caltrans D3	SR 70 Passing Lanes - Segments 4 & 5	\$0	\$40,000,000	\$40,000,000		Per email from Doug Adams at CT D3 (3/12/19), add project from MTP to 2019 MTIP with \$4M RIP funds from BCAG. 1
CAL18838	Caltrans D3	US 50 HOV Lanes (I-5 to Watt Ave.)	\$118,400,000	\$118,400,000	\$0	0%	Revised project description with correct postmiles and updated completion year to match CAL20761/EA 0H080 (Sac 50 Rehab). - jd 4/17/19 2
CAL20795	Caltrans D3	SR 70 Passing Lanes - Segments 4 and 5	\$141,704,000	\$0	(\$141,704,000)	-100%	Delete per Doug Adams, CT D3, email received 3/12/19. Project scope and funding already included in CAL20679 and CAL18815. -JL 3/26/19 & JD @ CT D3 3
CAL21275	Caltrans D3	I-5 Managed Lanes – Sutterville Road to Yolo County Line	\$406,000,000	\$406,000,000	\$0	0%	Added \$2m CMAQ per 2019 Regional Funding Round. -DF Revise funding between fiscal years. -JL 11/7/19 4
ELD19185	City of Placerville	Placerville Dr Bridge Widening	\$4,935,800	\$10,423,800	\$5,488,000	111%	Update total project cost. -JL 10/10/19 Updated fiscal years per 11/1/19 list. -JL 11/5/19 5
ELD19468	Southeast Connector JPA	Capital SouthEast Connector - E1	\$3,450,000	\$4,450,000	\$1,000,000	29%	Add project to Draft Amendment #18. Revise funds between fiscal years and increase cost. -JL 10/22/19 6
PLA15270	Placer County	North Antelope Road	\$0	\$1,704,300	\$1,704,300		New project. Shown as PLA15270 in preferred scenario list. 7
PLA15390	Placer County	Sierra College Boulevard Widening A	\$0	\$15,400,000	\$15,400,000		New project. Included as PLA15390 on preferred scenario list. 8
PLA18390	Placer County	Dyer Lane Extension (Placer Creek Drive)	\$0	\$10,025,700	\$10,025,700		New project. Shown as PLA18390 on Preferred Scenario list. 9
PLA20700	Placer County	Watt Avenue Widening	\$0	\$14,582,700	\$14,582,700		New project. Shown as PLA20700 on preferred scenario list. 10
PLA25044	Placer County	Sunset Blvd. Widening	\$8,675,000	\$37,500,000	\$28,825,000	332%	Change scope from 2-4 lane widening to 2-6 lane widening. //updated project description, cost, and completion year. - AC 5/2/19 11
PLA25170	Placer County	Sunset Blvd Phase 2	\$6,365,000	\$6,365,000	\$0	0%	updated completion year. -AC 5/2/19 Completion year changing from 2020 to 2025. -JL 7/8/19 12
PLA25463	Placer County	Baseline Road Widening Phase 2 (West Portion)	\$29,000,000	\$29,000,000	\$0	0%	updated completion date. -AC 5/2/19 13
PLA25479	Placer County	16th Street / Placer Vineyards Road	\$0	\$7,118,300	\$7,118,300		New project. Shown as PLA25479 on preferred scenario list. 14
PLA25535	Placer County	Watt Ave. Bridge Replacement	\$19,892,750	\$19,892,750	\$0	0%	Per HBP list. Revise funds between fiscal years. -JL 10/10/19 15
PLA25576	PCTPA	I-80 Eastbound Auxiliary Lane and I-80 Westbound 5th Lane	\$29,391,205	\$29,391,205	\$0	0%	Program local funds in FFY 2022 per comments from PCTPA. - JL 10/23/19 16

		Cost					Project Index
ID	Lead Agency	Title	Previous	Revised	Change	% Change	
PLA25652	City of Lincoln	McBean Park Drive Widening Over Auburn Ravine	\$13,521,200	\$0	(\$13,521,200)	-100%	17
PLA25725	Placer County	Education Street	\$0	\$3,835,900	\$3,835,900		18
PLA25726	Placer County	Richardson Drive	\$0	\$6,243,200	\$6,243,200		19
REG18023	RT	Dos Rios Light Rail Station	\$23,000,000	\$21,732,000	(\$1,268,000)	-6%	20
SAC15170	Sacramento County	Elk Grove-Florin Rd. Widening	\$7,516,000	\$7,516,000	\$0	0%	21
SAC18170	City of Sacramento	I-5 at Richards Blvd. Interchange	\$39,598,000	\$39,598,000	\$0	0%	22
SAC19710	Sacramento County	Sunrise Blvd.	\$12,000,000	\$12,000,000	\$0	0%	23
SAC24094	City of Elk Grove	Kammerer Rd Extension (Connector Segment A)	\$55,673,492	\$55,673,492	\$0	0%	24
SAC24268	Sacramento County	Hazel Ave. Improvements	\$15,000,000	\$15,000,000	\$0	0%	25
SAC24662	Sacramento County	White Rock Road - Grant Line Rd. to Rancho Cordova City Limits	\$10,000,000	\$10,000,000	\$0	0%	26
SAC24683	City of Sacramento	I St. Bridge Replacement	\$164,856,800	\$223,000,000	\$58,143,200	35%	27
SAC25080	Southeast Connector JPA	Capital SouthEast Connector - D3	\$44,000,000	\$44,000,000	\$0	0%	28
SAC25186	Sacramento County	Madison Avenue Widening, Phase 1	\$644,000	\$29,047,000	\$28,403,000	4410%	29
VAR56199	Capitol Corridor JPA	Sacramento to Roseville Third Main Track - Phase 2	\$195,000,000	\$224,000,000	\$29,000,000	15%	30

		Cost					Summary of Changes	Project Index
ID	Lead Agency	Title	Previous	Revised	Change	% Change		
Group34		Grouped Projects for Bridge Rehabilitation and Reconstruction - SHOPP Program	\$1,014,870,400	\$1,028,340,400	\$13,470,000	1%	Add project to grouped listing.	31
CAL21356	Caltrans D3	Sub-Project of Group34 - SR 70 Bridge Rail Upgrade	\$0	\$13,470,000	\$13,470,000		New project. Please use CAL20950 from 2020 MTP	32
Group19		Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program	\$340,394,000	\$369,174,000	\$28,780,000	8%	Add projects to grouped listing.	33
CAL21227	Caltrans D3	Sub-Project of Group19 - SR 49 Safety Improvements	\$2,440,000	\$26,340,000	\$23,900,000	980%	New safety project programmed at the Aug CTC. - jd 8/15/19 Project is also in the MTP. -DF 9/17/19	34
CAL21355	Caltrans D3	Sub-Project of Group19 - SR 51 Marconi Curve Barrier	\$0	\$4,880,000	\$4,880,000		New project. Please use CAL21053 from 2020 MTP	35
Group06		Grouped Projects for Safety Improvements - SHOPP Mobility Program	\$156,192,000	\$179,222,000	\$23,030,000	15%	Add project to grouped listing.	36
CAL21349	Caltrans D3	Sub-Project of Group06 - SR 99 Auxiliary Lanes & Ramp Meters	\$0	\$23,030,000	\$23,030,000		New project	37
Group01		Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation Program	\$1,015,120,000	\$1,212,470,000	\$197,350,000	19%	Add projects to grouped listing.	38
CAL21352	Caltrans D3	Sub-Project of Group01 - Blue Canyon Truck Climbing Lane	\$0	\$113,500,000	\$113,500,000		New project. Please use CAL20844 from 2020 MTP	39
CAL21353	Caltrans D3	Sub-Project of Group01 - Monte Vista Truck Climbing Lane	\$0	\$76,860,000	\$76,860,000		New project. Please use CAL20845 from 2020 MTP	40
CAL21357	Caltrans D3	Sub-Project of Group01 - Wheatland HMA and ADA	\$0	\$6,990,000	\$6,990,000		New project. Please use CAL20960 from 2020 MTP	41
Group23		Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program	\$525,163,708	\$544,163,708	\$19,000,000	4%	Increase cost of grouped listing by more than \$10m.	42
PLA25505	Placer County	Sub-Project of Group23 - Yankee Jim's Rd Bridge at North Fork American River	\$25,651,000	\$44,651,000	\$19,000,000	74%	Per 11/1 HBP List, revise funding between fiscal years. -DF 11/6/19	43

			Cost					
ID	Lead Agency	Title	Previous	Revised	Change	% Change	Summary of Changes	Project Index
Group30		Grouped Projects for Reconstruction or renovation of transit buildings and structures	\$67,766,260	\$74,146,260	\$6,380,000	9%	Add new SHOPP Mobility project.	44
CAL21354	Caltrans D3	Sub-Project of Group30 - TMC Rehab	\$0	\$6,380,000	\$6,380,000		Add new SHOPP Mobility project.	45
Group05		Grouped Projects for Engineering	\$17,703,121	\$17,059,121	(\$644,000)	-4%	Remove project.	46
YOL19328	City of West Sacramento	Broadway Bridge	\$254,500,000	\$254,500,000	\$0	0%	In anticipation of SAFE Vehicle Rule, revise funding between fiscal years. -JL 11/1/19	47
YUB15877	Yuba County	North Beale Road Improvements	\$2,000,000	\$2,000,000	\$0	0%	Change construction year to 2025	48
Total			\$2,755,641,898	\$2,772,447,549	\$16,805,651	<1%		

Section 2: Individually Listed Projects and Grouped Project Listings

SACOG ID	CAL18815	YUB	Lead Agency	Caltrans D3	Project 1 of 48																														
Project Title																																			
SR 70 Passing Lanes - Segments 4 & 5																																			
EA Number: 3F283	Last Revised	Completion Year																																	
PPNO: 9824	19-18	2023																																	
Project Description																																			
On SR 70 north of Marysville, from Laurellen Road to Butte County line [PM 16.2/25.8]: Construct a new continuous passing lane in both directions. [CTIPS ID 107-0000-1142]																																			
			<table><tr><th>Fed FY</th><th>Revenue Source</th><th>Engineering</th><th>Right of Way</th><th>Construction</th><th>Total Revenue</th></tr><tr><td>2020</td><td>RIP - STIP AC</td><td>\$4,000,000</td><td></td><td></td><td>\$4,000,000</td></tr><tr><td>2022</td><td>Local Agency Funds</td><td></td><td>\$1,000,000</td><td>\$1,000,000</td><td>\$2,000,000</td></tr><tr><td>>22</td><td></td><td>\$5,900,000</td><td>\$4,500,000</td><td>\$23,600,000</td><td>\$34,000,000</td></tr><tr><td></td><td></td><td>\$9,900,000</td><td>\$5,500,000</td><td>\$24,600,000</td><td>\$40,000,000</td></tr></table>			Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue	2020	RIP - STIP AC	\$4,000,000			\$4,000,000	2022	Local Agency Funds		\$1,000,000	\$1,000,000	\$2,000,000	>22		\$5,900,000	\$4,500,000	\$23,600,000	\$34,000,000			\$9,900,000	\$5,500,000	\$24,600,000	\$40,000,000
Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue																														
2020	RIP - STIP AC	\$4,000,000			\$4,000,000																														
2022	Local Agency Funds		\$1,000,000	\$1,000,000	\$2,000,000																														
>22		\$5,900,000	\$4,500,000	\$23,600,000	\$34,000,000																														
		\$9,900,000	\$5,500,000	\$24,600,000	\$40,000,000																														
Federal Project			Total Cost	\$40,000,000																															

SACOG ID		CAL18838		SAC		Lead Agency		Caltrans D3		Project 2 of 48																															
Project Title																																									
US 50 HOV Lanes (I-5 to Watt Ave.)																																									
EA Number: 3F360		Last Revised		Completion Year																																					
PPNO: 3301		19-18		2025																																					
Project Description																																									
In Sacramento County on US 50 from I-5 to 0.8 mile east of Watt Avenue (PM L0.2/R6.1): Construct High Occupancy Vehicle (HOV) lanes. (The US 50 Multimodal Corridor Enhancement project combines the US 50 HOV Lanes project (03-3F360/CAL18838) and the US 50 Rehab project (03-0H080/CAL20761).																																									
<table><tr><th>Fed FY</th><th>Revenue Source</th><th>Engineering</th><th>Right of Way</th><th>Construction</th><th>Total Revenue</th></tr><tr><td><19</td><td></td><td>\$17,400,000</td><td>\$8,000,000</td><td></td><td>\$25,400,000</td></tr><tr><td>2020</td><td>Road Repair and Accountability Act of 2017</td><td></td><td></td><td>\$90,000,000</td><td>\$90,000,000</td></tr><tr><td>2020</td><td>Sacramento County Measure A Sales Tax</td><td></td><td></td><td>\$3,000,000</td><td>\$3,000,000</td></tr><tr><td></td><td></td><td>\$17,400,000</td><td>\$8,000,000</td><td>\$93,000,000</td><td>\$118,400,000</td></tr></table>												Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue	<19		\$17,400,000	\$8,000,000		\$25,400,000	2020	Road Repair and Accountability Act of 2017			\$90,000,000	\$90,000,000	2020	Sacramento County Measure A Sales Tax			\$3,000,000	\$3,000,000			\$17,400,000	\$8,000,000	\$93,000,000	\$118,400,000
Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue																																				
<19		\$17,400,000	\$8,000,000		\$25,400,000																																				
2020	Road Repair and Accountability Act of 2017			\$90,000,000	\$90,000,000																																				
2020	Sacramento County Measure A Sales Tax			\$3,000,000	\$3,000,000																																				
		\$17,400,000	\$8,000,000	\$93,000,000	\$118,400,000																																				
		Total Cost		\$118,400,000																																					

Section 2: Individually Listed Projects and Grouped Project Listings

Previously Approved MTIP

SACOG ID **CAL18838**

SAC

Lead Agency **Caltrans D3**

Project Title

US 50 HOV Lanes (I-5 to Watt Ave.)

EA Number: 3F360

Last Revised

Completion Year

PPNO: 3301

19-00

2024

Project Description

US 50 HOV Lanes - Construct High Occupancy Vehicle (HOV) lanes on US 50 [project covers PE: from I-5 to 0.8 mile east of Watt Avenue (PM L0.2/R6.1) and CON: from I-5 to 0.8 mile east of Watt Avenue (PM L2.2/R6.1)] (The US 50 Multimodal Corridor Enhancement project combines the US 50 HOV Lanes project (03-3F360/CAL18838) and the US 50 Rehab project (03-0H080/CAL20761), the SacRT's Light Rail Expansion project from Sunrise Blvd to Downtown Folsom, and the City of Sacramento's Broadway Complete Streets - Phase II project.)

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
<19		\$17,400,000	\$8,000,000		\$25,400,000
2020	Road Repair and Accountability Act of 2017			\$90,000,000	\$90,000,000
2020	Sacramento County Measure A Sales Tax			\$3,000,000	\$3,000,000
		\$17,400,000	\$8,000,000	\$93,000,000	\$118,400,000

Total Cost **\$118,400,000**

SACOG ID **CAL20795**

YUB

Lead Agency **Caltrans D3**

Project 3 of 48

Project Title

SR 70 Passing Lanes - Segments 4 and 5

EA Number: 3F283

Last Revised

Completion Year

PPNO: 9824

19-18

2023

Project Description

On SR 70, from Laurellen to Yuba/Butte county line (Segments 4 and 5) - Address safety concerns, improve highway segments and provide continuous passing lane opportunities (PM 16.2/25.8) (Toll Credits) [CTIPS ID 107-0000-1142] [Segments 1 (03-3F280), 2 (03-3F281) and 3 (03-3F282) are located in Butte County (BCAG's FTIP)] (\$4m STIP funds are from BCAG)

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
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DELETED

Total Cost **\$0**

Sacramento Area Council of Governments

Section 2: Individually Listed Projects and Grouped Project Listings

Previously Approved MTIP

SACOG ID **CAL20795**

YUB

Lead Agency **Caltrans D3**

Project Title

SR 70 Passing Lanes - Segments 4 and 5

EA Number: 3F283

Last Revised

Completion Year

PPNO: 9824

19-00

2023

Project Description

On SR 70, from Laurellen to Yuba/Butte county line (Segments 4 and 5) - Address safety concerns, improve highway segments and provide continuous passing lane opportunities (PM 16.2/25.8) (Toll Credits) [CTIPS ID 107-0000-1142] [Segments 1 (03-3F280), 2 (03-3F281) and 3 (03-3F282) are located in Butte County (BCAG's FTIP)] (\$4m STIP funds are from BCAG)

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
<19		\$3,906,000			\$3,906,000
2019	SHOPP - Collision Reduction (SHOPP AC)	\$4,884,000	\$16,085,000		\$20,969,000
2020	RIP - STIP AC	\$4,000,000			\$4,000,000
2021	SHOPP - Collision Reduction (SHOPP AC)			\$76,829,000	\$76,829,000
>22		\$5,900,000	\$5,500,000	\$24,600,000	\$36,000,000
		\$18,690,000	\$21,585,000	\$101,429,000	\$141,704,000

Federal Project

Total Cost

\$141,704,000

SACOG ID **CAL21275**

SAC

Lead Agency **Caltrans D3**

Project 4 of 48

Project Title

I-5 Managed Lanes – Sutterville Road to Yolo County Line

EA Number: 4H580

Last Revised

Completion Year

FED ID: 6203-061

19-18

2029

PPNO: 5860

Project Description

In Sacramento County on I-5 from just north of Sutterville Road to the Yolo County line: Construct improvements consisting of managed lanes in each direction, auxiliary lanes, and Intelligent Transportation System (ITS) elements.
. Toll Credits for ENG

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
<19		\$4,350,000			\$4,350,000
2022	Othr. State - State Cash	\$1,000,000	\$1,000,000	\$1,000,000	\$3,000,000
>22		\$20,650,000	\$5,000,000	\$373,000,000	\$398,650,000
		\$26,000,000	\$6,000,000	\$374,000,000	\$406,000,000

Federal Project

Total Cost

\$406,000,000

Sacramento Area Council of Governments

Previously Approved MTIP

SACOG ID

CAL21275

SAC

Lead Agency

Caltrans D3

Project Title

I-5 Managed Lanes – Sutterville Road to Yolo County Line

EA Number: 4H580

FED ID: 6203-061

PPNO: 5860

Project Description

In Sacramento County on I-5 from just north of Sutterville Road to the Yolo County line: Construct improvements consisting of managed lanes in each direction, auxiliary lanes, and Intelligent Transportation System (ITS) elements.
. Toll Credits for ENG

Last Revised

2019-11

Completion Year

2029

Removed From Lump Sum.

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
2019	Conquestion Mitigation and Air Quality	\$3,000,000			\$3,000,000
>22		\$23,000,000	\$6,000,000	\$374,000,000	\$403,000,000
		\$26,000,000	\$6,000,000	\$374,000,000	\$406,000,000

Federal Project

Total Cost

\$406,000,000

Section 2: Individually Listed Projects and Grouped Project Listings

Previously Approved MTIP

SACOG ID **ELD19185**

ELD

Lead Agency **City of Placerville**

Project Title

Placerville Dr Bridge Widening

EA Number: n/a

Last Revised

Completion Year

FED ID: 5015-024

19-12

2022

PPNO: n/a

Project Description

Hangtown Creek Bridge at Placerville Drive, 0.3 mi west of Cold Springs Rd: Replace existing functionally obsolete 2-lane bridge with a new 4-lane bridge.

Bridge Number: 25C0029

Federal Project

Total Cost

\$4,935,800

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
<19		\$641,750			\$641,750
2021	Highway Bridge Program	\$531,401	\$88,530		\$619,931
2021	Local Agency Funds	\$68,849	\$11,470		\$80,319
>22				\$3,593,800	\$3,593,800
		\$1,242,000	\$100,000	\$3,593,800	\$4,935,800

SACOG ID **ELD19468**

ELD

Lead Agency **Southeast Connector JPA**

Project 6 of 48

Project Title

Capital SouthEast Connector - E1

EA Number: n/a

Last Revised

Completion Year

19-18

2036

Project Description

In El Dorado Hills: White Rock Rd between Carson Crossing Dr and Latrobe Rd; widen from 2 to 4 lanes (Thoroughfare). (To be constructed with Capital SouthEast Connector – D3, SAC24250.)

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
<19		\$300,000			\$300,000
2022	Local Agency Funds			\$4,150,000	\$4,150,000
		\$300,000	\$0	\$4,150,000	\$4,450,000

Total Cost

\$4,450,000

Sacramento Area Council of Governments

Section 2: Individually Listed Projects and Grouped Project Listings

Previously Approved MTIP

SACOG ID **ELD19468**

ELD

Lead Agency **Southeast Connector JPA**

Project Title

Capital SouthEast Connector - E1

EA Number: n/a

Last Revised

19-00

Completion Year

2036

Project Description

In El Dorado Hills: White Rock Rd between Carson Crossing Dr and Latrobe Rd; widen from 2 to 4 lanes (Thoroughfare). (To be constructed with Capital SouthEast Connector – D3, SAC24250.)

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
<19		\$300,000			\$300,000
>22				\$3,150,000	\$3,150,000
		\$300,000	\$0	\$3,150,000	\$3,450,000

Listed for Information Only

Total Cost

\$3,450,000

SACOG ID **PLA15270**

PLA

Lead Agency **Placer County**

Project 7 of 48

Project Title

North Antelope Road

EA Number: n/a

Last Revised

19-18

Completion Year

2030

Project Description

North Antelope Road, from Sacramento County line to PFE Road: Widen from 2 lanes to 4 lanes.

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
2021	Local - Developer - Direct Cost	\$170,000			\$170,000
>22			\$659,300	\$875,000	\$1,534,300
		\$170,000	\$659,300	\$875,000	\$1,704,300

Total Cost

\$1,704,300

Sacramento Area Council of Governments

Section 2: Individually Listed Projects and Grouped Project Listings

SACOG ID	PLA15390	PLA	Lead Agency	Placer County	Project 8 of 48
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Project Title
Sierra College Boulevard Widening A
EA Number: n/a
Last Revised
19-18
Completion Year
2025

Project Description
Sierra College Boulevard, from SR 193 to Loomis town limits: Widen from 2 lanes to 4 lanes.

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
2022	Local - Developer - Direct Cost	\$1,500,000			\$1,500,000
2022	Local - Developer - Transportation Improvement Fee	\$1,700,000			\$1,700,000
>22			\$500,000	\$11,700,000	\$12,200,000
		\$3,200,000	\$500,000	\$11,700,000	\$15,400,000

Total Cost
\$15,400,000

SACOG ID	PLA18390	PLA	Lead Agency	Placer County	Project 9 of 48
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Project Title
Dyer Lane Extension (Placer Creek Drive)
EA Number: n/a
Last Revised
19-18
Completion Year
2025

Project Description
Dyer Lane from Baseline Road (near Brewer) to Baseline Road east of Watt Avenue: Construct 2-lane road. (Segment east of Watt has been renamed to Placer Creek Drive.)

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
2021	Local - Developer - Direct Cost	\$2,000,000			\$2,000,000
>22				\$8,025,700	\$8,025,700
		\$2,000,000	\$0	\$8,025,700	\$10,025,700

Total Cost
\$10,025,700

Section 2: Individually Listed Projects and Grouped Project Listings

SACOG ID	PLA20700	PLA	Lead Agency	Placer County	Project 10 of 48
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Project Title

Watt Avenue Widening

EA Number: n/a

Last Revised
19-18

Completion Year
2025

Project Description

Widen Watt Avenue: from Baseline Road to the Sacramento County line: Widen from 2 lanes to 4 lanes.

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
2021	Local - Developer - Direct Cost	\$2,916,540			\$2,916,540
>22				\$11,666,160	\$11,666,160
		\$2,916,540	\$0	\$11,666,160	\$14,582,700

Total Cost **\$14,582,700**

SACOG ID	PLA25044	PLA	Lead Agency	Placer County	Project 11 of 48
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Project Title

Sunset Blvd. Widening

EA Number: n/a

Last Revised
19-18

Completion Year
2025

Project Description

Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 6 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 6 lanes.

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
2021	Local - Developer - General Mitigation Fee	\$400,000	\$25,000		\$425,000
2022	Local - Developer - Direct Cost			\$7,250,000	\$7,250,000
2022	Local - Developer - Transportation Improvement Fee			\$28,825,000	\$28,825,000
2022	Redevelopment Funds			\$1,000,000	\$1,000,000
		\$400,000	\$25,000	\$37,075,000	\$37,500,000

Bridge Number: 19C-0047

Total Cost **\$37,500,000**

Section 2: Individually Listed Projects and Grouped Project Listings

Previously Approved MTIP

SACOG ID

PLA25044

PLA

Lead Agency

Placer County

Project Title

Sunset Blvd. Widening

EA Number: n/a

Last Revised

19-00

Completion Year

2024

Project Description

Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 4 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 4 lanes.

Bridge Number: 19C-0047

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
<19		\$400,000	\$25,000	\$8,250,000	\$8,675,000
		\$400,000	\$25,000	\$8,250,000	\$8,675,000

Total Cost

\$8,675,000

Listed for Information Only

SACOG ID

PLA25170

PLA

Lead Agency

Placer County

Project 12 of 48

Project Title

Sunset Blvd Phase 2

EA Number: n/a

Last Revised

19-18

Completion Year

2025

Project Description

Sunset Blvd, from Foothills Boulevard to Fiddymont Rd: Construct a 2-lane road extension [PLA15410 is Phase 1.]

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
2021	Local - Developer - Transportation Improvement Fe	\$85,000	\$5,000		\$90,000
2022	Local - Developer - Direct Cost	\$450,000	\$325,000	\$5,500,000	\$6,275,000
		\$535,000	\$330,000	\$5,500,000	\$6,365,000

Total Cost

\$6,365,000

Section 2: Individually Listed Projects and Grouped Project Listings

Previously Approved MTIP

SACOG ID **PLA25170**

PLA

Lead Agency **Placer County**

Project Title

Sunset Blvd Phase 2

EA Number: n/a

Last Revised
19-00

Completion Year
2020

Project Description

Sunset Blvd, from Foothills Boulevard to Fiddymment Rd: Construct a 2-lane road extension [PLA15410 is Phase 1.]

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
<19		\$535,000	\$330,000	\$5,500,000	\$6,365,000
		\$535,000	\$330,000	\$5,500,000	\$6,365,000

Listed for Information Only

Total Cost **\$6,365,000**

SACOG ID **PLA25463**

PLA

Lead Agency **Placer County**

Project 13 of 48

Project Title

Baseline Road Widening Phase 2 (West Portion)

EA Number: n/a

Last Revised
19-18

Completion Year
2020

Project Description

Baseline Road from Sutter County Line to Future 16th Street. Widen from 2 to 4 lanes.

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
<19		\$3,000,000	\$2,000,000		\$5,000,000
2019	Local - Developer - Direct Cost			\$12,000,000	\$12,000,000
2019	Local - Developer - Transportation Improvement Fee			\$12,000,000	\$12,000,000
		\$3,000,000	\$2,000,000	\$24,000,000	\$29,000,000

Total Cost **\$29,000,000**

Sacramento Area Council of Governments

Section 2: Individually Listed Projects and Grouped Project Listings

Previously Approved MTIP

SACOG ID **PLA25463**

PLA

Lead Agency **Placer County**

Project Title

Baseline Road Widening Phase 2 (West Portion)

EA Number: n/a

Last Revised

19-00

Completion Year

2025

Project Description

Baseline Road from Sutter County Line to Future
16th Street. Widen from 2 to 4 lanes.

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
<19		\$3,000,000	\$2,000,000		\$5,000,000
2019	Local - Developer - Direct Cost			\$12,000,000	\$12,000,000
2019	Local - Developer - Transportation Improvement Fee			\$12,000,000	\$12,000,000
		\$3,000,000	\$2,000,000	\$24,000,000	\$29,000,000

Total Cost

\$29,000,000

SACOG ID **PLA25479**

PLA

Lead Agency **Placer County**

Project 14 of 48

Project Title

16th Street / Placer Vineyards Road

EA Number: n/a

Last Revised

19-18

Completion Year

2025

Project Description

16th Street / Placer Vineyards Road, from
Sacramento/Placer County line to Baseline Road:
Construct new 2-lane road (renamed to Placer
Vineyards Road).

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
2021	Local - Developer - Direct Cost	\$1,500,000			\$1,500,000
>22				\$5,618,300	\$5,618,300
		\$1,500,000	\$0	\$5,618,300	\$7,118,300

Total Cost

\$7,118,300

Sacramento Area Council of Governments

Section 2: Individually Listed Projects and Grouped Project Listings

SACOG ID	PLA25535	PLA	Lead Agency	Placer County	Project 15 of 48
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Project Title

Watt Ave. Bridge Replacement

EA Number: n/a

Last Revised

19-18

Completion Year

2025

Project Description

Watt Ave./Center Joint Ave., over Dry Creek, 0.4 mi north of P.F.E. Rd.: Replace existing 2 lane bridge with a 4 lane bridge.

Bridge Number: 19c0084

Federal Project

Total Cost

\$19,892,750

Previously Approved MTIP

SACOG ID	PLA25535	PLA	Lead Agency	Placer County
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Project Title

Watt Ave. Bridge Replacement

EA Number: n/a

Last Revised

19-11

Completion Year

2025

Project Description

Watt Ave./Center Joint Ave., over Dry Creek, 0.4 mi north of P.F.E. Rd.: Replace existing 2 lane bridge with a 4 lane bridge.

Bridge Number: 19c0084

Federal Project

Total Cost

\$19,892,750

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
<19		\$2,983,750			\$2,983,750
2022	Highway Bridge Program		\$177,060		\$177,060
2022	Local Agency Funds		\$22,940	\$1,916,522	\$1,939,462
>22				\$14,792,478	\$14,792,478
		\$2,983,750	\$200,000	\$16,709,000	\$19,892,750

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
<19		\$2,983,750			\$2,983,750
2022	Highway Bridge Program		\$177,060		\$177,060
2022	Local Agency Funds		\$22,940		\$22,940
>22				\$16,709,000	\$16,709,000
		\$2,983,750	\$200,000	\$16,709,000	\$19,892,750

Section 2: Individually Listed Projects and Grouped Project Listings

SACOG ID			PLA25576		PLA		Lead Agency		PCTPA		Proiect 16 of 48							
Project Title																		
I-80 Eastbound Auxiliary Lane and I-80 Westbound 5th Lane																		
EA Number: n/a		Last Revised		Completion Year		Fed FY		Revenue Source		Engineering		Right of Way		Construction		Total Revenue		
FED ID: 6158-083		19-18		2023		<19				\$1,654,908						\$1,654,908		
PPNO: n/a Project Description In Roseville and Rocklin: Between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80; Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane.. Toll Credits for ENG, ROW, CON						2019		Other Fed - Highway Infrastructure Program		\$386,297						\$386,297		
						2020		Demo HPP - Demonstration - SAFETEA-LU				\$150,000				\$150,000		
						2020		Other Fed - Highway Infrastructure Program				\$200,000				\$200,000		
						2022		Local Agency Funds						\$3,000,000		\$3,000,000		
						>22										\$24,000,000		\$24,000,000
										\$2,041,205		\$350,000		\$27,000,000		\$29,391,205		
Federal Project		Total Cost		\$29,391,205														
Previously Approved MTIP																		
SACOG ID			PLA25576		PLA		Lead Agency		PCTPA									
Project Title																		
I-80 Eastbound Auxiliary Lane and I-80 Westbound 5th Lane																		
EA Number: n/a		Last Revised		Completion Year		Fed FY		Revenue Source		Engineering		Right of Way		Construction		Total Revenue		
FED ID: 6158-083		19-11		2023		<19				\$1,654,908						\$1,654,908		
PPNO: n/a Project Description In Roseville and Rocklin: Between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80; Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane.. Toll Credits for ENG, ROW, CON						2019		Other Fed - Highway Infrastructure Program		\$386,297						\$386,297		
						2020		Demo HPP - Demonstration - SAFETEA-LU				\$150,000				\$150,000		
						2020		Other Fed - Highway Infrastructure Program				\$200,000				\$200,000		
						>22								\$27,000,000		\$27,000,000		
												\$2,041,205		\$350,000		\$27,000,000		\$29,391,205
Federal Project		Total Cost		\$29,391,205														

Section 2: Individually Listed Projects and Grouped Project Listings

SACOG ID	PLA25652	PLA	Lead Agency	City of Lincoln	Project 17 of 48
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Project Title
McBean Park Drive Widening Over Auburn Ravine
EA Number: n/a
Last Revised
19-18
Completion Year
2024

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
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Project Description
From East Ave. to Ferrari Ranch Rd.: Replace
2-lane bridge with a 3-lane bridge, including the
McBean Park Bridge at Auburn Ravine.

DELETED

Total Cost
\$0

Previously Approved MTIP					
SACOG ID	PLA25652	PLA	Lead Agency	City of Lincoln	
Project Title					
McBean Park Drive Widening Over Auburn Ravine					
EA Number: n/a					
Last Revised					
19-03					
Completion Year					
2024					
Project Description					
From East Ave. to Ferrari Ranch Rd.: Replace					
2-lane bridge with a 3-lane bridge, including the					
McBean Park Bridge at Auburn Ravine.					
Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
<19		\$1,261,938			\$1,261,938
2019	Local Transportation Fund	\$478.062			\$478.062
2020	Local Transportation Fund		\$150.000		\$150.000
>22				\$11.631,200	\$11.631,200
		\$1,740,000	\$150,000	\$11,631,200	\$13,521,200
Total Cost					
\$13,521,200					

Section 2: Individually Listed Projects and Grouped Project Listings

SACOG ID	PLA25725	PLA	Lead Agency	Placer County	Project 18 of 48
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Project Title

Education Street

EA Number: n/a

Last Revised

19-18

Completion Year

2024

Project Description

Education Street, from east of SR 49 to Quartz

Drive: Construct 2-lane roadway and signal modifications.

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
2020	Local - Developer - Direct Cost	\$750,000			\$750,000
2022	Local - Developer - Direct Cost			\$1,385,900	\$1,385,900
2022	Local - Developer - Transportation Improvement Fee			\$1,700,000	\$1,700,000
		\$750,000	\$0	\$3,085,900	\$3,835,900

Total Cost

\$3,835,900

SACOG ID	PLA25726	PLA	Lead Agency	Placer County	Project 19 of 48
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Project Title

Richardson Drive

EA Number: n/a

Last Revised

19-18

Completion Year

2025

Project Description

Richardson Drive, from Dry Creek Road to Bell

Road: Construct new 2-lane road.

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
2022	Local - Developer - Direct Cost	\$650,000			\$650,000
>22				\$5,593,200	\$5,593,200
		\$650,000	\$0	\$5,593,200	\$6,243,200

Total Cost

\$6,243,200

Section 2: Individually Listed Projects and Grouped Project Listings

SACOG ID	REG18023	SAC	Lead Agency	RT	Project 20 of 48
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Project Title

Dos Rios Light Rail Station

EA Number: n/a

Last Revised

Completion Year

FED ID: 6005-046, 6005-053

19-18

2023

PPNO: n/a

Project Description

On Blue Line light rail, on the east side of 12th St., south of Richards Blvd.: build new light rail station.

The station is part of the redevelopment of Twin Rivers public housing development. (Emission Benefits in kg/day: 1.02 ROG, 0.97 NOx, 0.58 PM10)

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
<19		\$900,000			\$900,000
2019	CMAQ Funds Transferred to FTA	\$500,000			\$500,000
2019	Sacramento Housing and Redevelopment Authority	\$300,000			\$300,000
2020	State Transit Assistance Fund		\$32,000		\$32,000
2021	State Transit Assistance Fund			\$20,000,000	\$20,000,000
		\$1,700,000	\$32,000	\$20,000,000	\$21,732,000

Federal Project

Total Cost

\$21,732,000

Previously Approved MTIP

SACOG ID	REG18023	SAC	Lead Agency	RT
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Project Title

Dos Rios Light Rail Station

EA Number: n/a

Last Revised

Completion Year

FED ID: 6005-046, 6005-053

19-01

2023

PPNO: n/a

Project Description

On Blue Line light rail, on the east side of 12th St., south of Richards Blvd.: build new light rail station.

The station is part of the redevelopment of Twin Rivers public housing development. (Emission Benefits in kg/day: 1.02 ROG, 0.97 NOx, 0.58 PM10)

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
<19		\$900,000			\$900,000
2019	CMAQ Funds Transferred to FTA	\$500,000			\$500,000
2019	Sacramento Housing and Redevelopment Authority	\$300,000			\$300,000
>22			\$3,500,000	\$17,800,000	\$21,300,000
		\$1,700,000	\$3,500,000	\$17,800,000	\$23,000,000

Federal Project

Total Cost

\$23,000,000

Section 2: Individually Listed Projects and Grouped Project Listings

SACOG ID		SAC15170		SAC		Lead Agency		Sacramento County		Project 21 of 48	
Project Title											
Elk Grove-Florin Rd. Widening											
EA Number: n/a		Last Revised		Completion Year							
		19-18		2021							
Project Description											
In Sacramento County, Elk Grove-Florin Road from North of Elder Creek to Florin Road: widen from 2 to 4 lanes. (Existing Elder Creek bridge is being replaced and widened to 6 lanes SAC24380)											

Section 2: Individually Listed Projects and Grouped Project Listings

SACOG ID		SAC18170		SAC		Lead Agency		City of Sacramento		Project 22 of 48	
Project Title											
I-5 at Richards Blvd. Interchange											
EA Number: n/a		Last Revised		Completion Year							
FED ID: 5002-195		19-18		2025							
PPNO: n/a											
Project Description											
Sacramento, Richards Blvd. and I-5; reconstruct interchange (ult). (HPP #3784)(T15165100)											
Fed FY		Revenue Source			Engineering		Right of Way		Construction		Total Revenue
<19					\$4,598,000						\$4,598,000
2020		Sacramento County Measure A Sales Tax					\$10,000,000				\$10,000,000
2022		Sacramento County Measure A Sales Tax							\$1,000,000		\$1,000,000
>22									\$24,000,000		\$24,000,000
					\$4,598,000		\$10,000,000		\$25,000,000		\$39,598,000

Federal Project

Total Cost **\$39,598,000**

Previously Approved MTIP

SACOG ID		SAC18170		SAC		Lead Agency		City of Sacramento	
Project Title									
I-5 at Richards Blvd. Interchange									
EA Number: n/a		Last Revised		Completion Year					
FED ID: 5002-195		19-00		2025					
PPNO: n/a									
Project Description									
Sacramento, Richards Blvd. and I-5; reconstruct interchange (ult). (HPP #3784)(T15165100)									

Federal Project

Total Cost **\$39,598,000**

Section 2: Individually Listed Projects and Grouped Project Listings

SACOG ID	SAC19710	SAC	Lead Agency	Sacramento County	Project 23 of 48
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Project Title

Sunrise Blvd.

EA Number: n/a

Last Revised

Completion Year

PPNO: n/a

19-18

2025

Project Description

In Sacramento County, Sunrise Blvd., from Jackson Highway to Grant Line Road: Widen from 2 to 4 lanes.

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
2020	Sacramento County Measure A Sales Tax	\$1,800,000			\$1,800,000
2021	Sacramento County Measure A Sales Tax		\$2,400,000		\$2,400,000
>22				\$7,800,000	\$7,800,000
		\$1,800,000	\$2,400,000	\$7,800,000	\$12,000,000

Total Cost **\$12,000,000**

Previously Approved MTIP

SACOG ID	SAC19710	SAC	Lead Agency	Sacramento County
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Project Title

Sunrise Blvd.

EA Number: n/a

Last Revised

Completion Year

PPNO: n/a

19-00

2025

Project Description

In Sacramento County: Sunrise Blvd. between Jackson Highway and Grant Line Road; Widen from 2 to 4 lanes

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
<19		\$1,800,000			\$1,800,000
2020	Sacramento County Measure A Sales Tax		\$2,400,000		\$2,400,000
>22				\$7,800,000	\$7,800,000
		\$1,800,000	\$2,400,000	\$7,800,000	\$12,000,000

Total Cost **\$12,000,000**

Section 2: Individually Listed Projects and Grouped Project Listings

SACOG ID	SAC24094	SAC	Lead Agency	City of Elk Grove	Project 24 of 48
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Project Title

Kammerer Rd Extension (Connector Segment A)

EA Number: 4F240

Last Revised

Completion Year

FED ID: 5479-037

19-18

2026

PPNO: 5844

Project Description

In Elk Grove, Kammerer Rd. from existing Kammerer Road, from Bruceville Rd. to Big Horn Boulevard: Reconstruct road at 2 lanes with shoulders, and Kammerer Rd., from Bruceville Rd. to Interstate 5/Hood Franklin Interchange: Extend road. Modify the I-5/Hood Franklin interchange (signalization and turn lanes at the ramps), construct a grade separation at the UPRR tracks, Class 2 bike lanes, and signalized intersections at major road crossings. Environmental phase (CEQA and NEPA) covers full project scope, to be built in phases: Kammerer Road: In Elk Grove, from Lent Ranch Parkway to I-5/Hood Franklin Interchange: Widen and extend from 2 to 4 lanes (see MTP/SCS project SAC24114).. Toll Credits for ROW

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
<19		\$7,064,000			\$7,064,000
2021	Local - Developer - Transportation Improvement Fe		\$8,891,000		\$8,891,000
2022	Local - Developer - Transportation Improvement Fe			\$13,135,200	\$13,135,200
>22				\$26,583,292	\$26,583,292
		\$7,064,000	\$8,891,000	\$39,718,492	\$55,673,492

Federal Project

Total Cost

\$55,673,492

Section 2: Individually Listed Projects and Grouped Project Listings

Previously Approved MTIP

SACOG ID

SAC24094

SAC

Lead Agency

City of Elk Grove

Project Title

Kammerer Rd Extension (Connector Segment A)

EA Number: 4F240

Last Revised

Completion Year

FED ID: 5479-037

19-11

2026

PPNO: 5844

Project Description

In Elk Grove, Kammerer Rd. from existing Kammerer Road, from Bruceville Rd. to Big Horn Boulevard: Reconstruct road at 2 lanes with shoulders, and Kammerer Rd., from Bruceville Rd. to Interstate 5/Hood Franklin Interchange: Extend road. Modify the I-5/Hood Franklin interchange (signalization and turn lanes at the ramps), construct a grade separation at the UPRR tracks, Class 2 bike lanes, and signalized intersections at major road crossings. Environmental phase (CEQA and NEPA) covers full project scope, to be built in phases: Kammerer Road: In Elk Grove, from Lent Ranch Parkway to I-5/Hood Franklin Interchange: Widen and extend from 2 to 4 lanes (see MTP/SCS project SAC24114).. Toll Credits for ROW

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
<19		\$7,064,000			\$7,064,000
2021	Local - Developer - Transportation Improvement Fee		\$8,891,000		\$8,891,000
>22				\$39,718,492	\$39,718,492
		\$7,064,000	\$8,891,000	\$39,718,492	\$55,673,492

SACOG ID	SAC24268	SAC	Lead Agency	Sacramento County			Project 25 of 48
Project Title							
Hazel Ave. Improvements							
EA Number: n/a	Last Revised	Completion Year					
	19-18	2025					
Project Description							
In Sacramento County and City of Rancho Cordova: Between Easton Valley Parkway and Folsom Boulevard; joint project with the City of Rancho Cordova to construct a new 6-lane expressway with special treatment.							
		Total Cost	\$15,000,000				

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
2020	Benefit Assessment District	\$1,125,000			\$1,125,000
2020	Local - Developer - Direct Cost	\$1,125,000			\$1,125,000
2022	Benefit Assessment District		\$1,500,000		\$1,500,000
2022	Local - Developer - Direct Cost		\$1,500,000		\$1,500,000
>22				\$9,750,000	\$9,750,000
		\$2,250,000	\$3,000,000	\$9,750,000	\$15,000,000

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
2020	Benefit Assessment District	\$1,125,000			\$1,125,000
2020	Local - Developer - Direct Cost	\$1,125,000			\$1,125,000
2022	Benefit Assessment District		\$1,500,000		\$1,500,000
2022	Local - Developer - Direct Cost		\$1,500,000		\$1,500,000
>22				\$9,750,000	\$9,750,000
		\$2,250,000	\$3,000,000	\$9,750,000	\$15,000,000

Sacramento Area Council of Governments

Previously Approved MTIP																	
SACOG ID		SAC		Lead Agency		Sacramento County											
Project Title																	
Hazel Ave. Improvements																	
EA Number: n/a		Last Revised		Completion Year													
		19-00		2022													
Project Description																	
In Sacramento County and City of Rancho Cordova: Between Easton Valley Parkway and Folsom Boulevard; joint project with the City of Rancho Cordova to construct a new 6-lane expressway with special treatment.																	

	Total Cost	\$10,000,000
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Section 2: Individually Listed Projects and Grouped Project Listings

Previously Approved MTIP

SACOG ID

SAC24662

SAC

Lead Agency

Sacramento County

Project Title

White Rock Road - Grant Line Rd. to Rancho Cordova City Limits

EA Number: n/a

Last Revised

19-00

Completion Year

2023

Project Description

White Rock Road, from Grant Line Road to Rancho Cordova easterly City limits: Widen from 2 to 4 lanes. Environmental to be cleared as part of SAC24470.

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
2019	Local - Developer - Transportation Improvement Fe	\$600,000			\$600,000
2019	Local Transportation Fund	\$900,000			\$900,000
2021	Local Transportation Fund		\$1,000,000		\$1,000,000
>22				\$7,500,000	\$7,500,000
		\$1,500,000	\$1,000,000	\$7,500,000	\$10,000,000

Total Cost

\$10,000,000

SACOG ID	SAC24683	SAC	Lead Agency	City of Sacramento	Project 27 of 48
Project Title					
I St. Bridge Replacement					
EA Number: n/a	Last Revised	Completion Year			
FED ID: 5002-164	19-18	2020			
PPNO: n/a					
Project Description					
I Street Bridge, over Sacramento River and complex of bridge approach structures. Replace existing 2 lane bridge with a 2 lane bridge on a new alignment. Project includes bridge approaches 22C0154, 24C0006, 24C0364L, 24C0364R, 24C0351J.. Toll Credits for CON					
Bridge Number: 22C0153					
Federal Project		Total Cost	\$223,000,000	Exempt Category:	Widening narrow pavements or reconstructing bridges (no additional travel lanes)

Section 2: Individually Listed Projects and Grouped Project Listings

Previously Approved MTIP

SACOG ID **SAC24683**

SAC

Lead Agency **City of Sacramento**

Project Title

I St. Bridge Replacement

EA Number: n/a

Last Revised

Completion Year

FED ID: 5002-164

19-12

2020

PPNO: n/a

Project Description

I Street Bridge, over Sacramento River and complex of bridge approach structures. Replace existing 2 lane bridge with a 2 lane bridge on a new alignment. Project includes bridge approaches 22C0154, 24C0006, 24C0364L, 24C0364R, 24C0351J.

Bridge Number: 22C0153

Federal Project

Total Cost

\$164,856,800

Exempt Category:

Widening narrow pavements or reconstructing bridges (no additional travel lanes)

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
<19		\$7,664,001			\$7,664,001
2020	Highway Bridge Program	\$6,494,560	\$7,082,400		\$13,576,960
2020	Local Agency Funds	\$841,439	\$917,600		\$1,759,039
2022	Loc Funds - Local Agency Funds (AC)			\$134,856,800	\$134,856,800
>22				\$7,000,000	\$7,000,000
		\$15,000,000	\$8,000,000	\$141,856,800	\$164,856,800

SACOG ID **SAC25080**

SAC

Lead Agency **Southeast Connector JPA**

Project 28 of 48

Project Title

Capital SouthEast Connector - D3

EA Number: n/a

Last Revised

Completion Year

19-18

2026

Project Description

In Folsom: Between Prairie City Rd and Carson Crossing Rd; Construct 4 lane (Expressway). (To be constructed with Capital SouthEast Connector E1, ELD19468).

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
2020	Sacramento County Measure A Sales Tax		\$4,000,000		\$4,000,000
2022	Local Agency Funds			\$40,000,000	\$40,000,000
		\$0	\$4,000,000	\$40,000,000	\$44,000,000

Total Cost

\$44,000,000

Sacramento Area Council of Governments

Previously Approved MTIP

SACOG ID **SAC25080**

SAC

Lead Agency **Southeast Connector JPA**

Project Title

Capital SouthEast Connector - D3

EA Number: n/a

Last Revised
19-00

Completion Year
2026

Project Description

In Folsom: Between Prairie City Rd and Carson Crossing Rd; Construct 4 lane (Expressway). (To be constructed with Capital SouthEast Connector E1, ELD19468).

Total Cost
\$44,000,000

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
2020	Sacramento County Measure A Sales Tax		\$4,000,000		\$4,000,000
>22				\$40,000,000	\$40,000,000
		\$0	\$4,000,000	\$40,000,000	\$44,000,000

Federal Project	Total Cost	\$29,047,000
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Section 2: Individually Listed Projects and Grouped Project Listings

Previously Approved MTIP

SACOG ID **SAC25186**

SAC

Lead Agency **Sacramento County**

Project Title

Sub-Project of Group05 - Madison Avenue Widening, Phase 1

EA Number: n/a

Last Revised

19-04

Completion Year

2024

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
2019	Congestion Mitigation and Air Quality	\$200,000			\$200,000
2019	Sacramento County Measure A Sales Tax	\$444,000			\$444,000
		\$644,000	\$0	\$0	\$644,000

Project Description

In Sacramento County: Madison Avenue from Sunrise Boulevard to Hazel Avenue; Widen from 4 to 5 lanes between Fair Oaks Boulevard to 150' east of Kenneth Avenue. Add bifurcated sidewalks, continuous bike lanes, drainage facilities, landscaped median, rubberized asphalt overlay, traffic signal modifications, and new signal interconnect on Madison Avenue between Sunrise Boulevard and Hazel Avenue. (PE only, CMAQ funds for new sidewalks and new bike lanes only. Total Project Cost = \$29,047,000.)

Federal Project

Total Cost

\$644,000

Exempt Category:

Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.

SACOG ID **VAR56199**

SAC

Lead Agency **Capitol Corridor JPA**

Project 30 of 48

Project Title

Sacramento to Roseville Third Main Track - Phase 2

EA Number: n/a

Last Revised

19-18

Completion Year

2025

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
>22		\$29,000,000		\$195,000,000	\$224,000,000
		\$29,000,000	\$0	\$195,000,000	\$224,000,000

Project Description

On the UP mainline, from Sacramento Valley Station approximately 9.8 miles toward the Placer County line: Construct third mainline track including all bridges and required signaling. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to seven additional round trips added to Phase 1-CAL18320 (for a total of ten round trips) between Sacramento to Roseville including track and station improvements.

Listed for Information Only

Total Cost

\$224,000,000

Sacramento Area Council of Governments

Section 2: Individually Listed Projects and Grouped Project Listings

Previously Approved MTIP

SACOG ID **VAR56199**

SAC

Lead Agency **Capitol Corridor JPA**

Project Title

Sacramento to Roseville Third Main Track - Phase 2

EA Number: n/a

Last Revised

19-00

Completion Year

2025

Project Description

On the UP mainline, from Sacramento Valley Station approximately 9.8 miles toward the Placer County line: Construct third mainline track including all bridges and required signaling. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to seven additional round trips added to Phase 1-CAL18320 (for a total of ten round trips) between Sacramento to Roseville including track and station improvements.

Listed for Information Only

Total Cost

\$195,000,000

SACOG ID **YOL19328**

YOL

Lead Agency **City of West Sacramento**

Project 31 of 48

Project Title

Broadway Bridge

EA Number: n/a

Last Revised

19-18

Completion Year

2030

FED ID: 5447-036, 5447-043

PPNO: n/a

Project Description

From West Sacramento to Sacramento, across the Sacramento River, construct the Broadway Bridge, a new southern crossing of the Sacramento River. Project includes: Auto, transit, bicycle and pedestrian facilities. (Local funding is split between the Cities of Sacramento and West Sacramento)

Federal Project

Total Cost

\$254,500,000

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
>22		\$9,000,000	\$33,000,000	\$153,000,000	\$195,000,000
		\$9,000,000	\$33,000,000	\$153,000,000	\$195,000,000

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
<19		\$3,500,000			\$3,500,000
2022	Local Agency Funds		\$500,000		\$500,000
>22			\$9,500,000	\$241,000,000	\$250,500,000
		\$3,500,000	\$10,000,000	\$241,000,000	\$254,500,000

Sacramento Area Council of Governments

Section 2: Individually Listed Projects and Grouped Project Listings

Previously Approved MTIP

SACOG IDYOL19328

YOL

Lead AgencyCity of West Sacramento

Project Title

Broadway Bridge

EA Number: n/a

Last Revised

Completion Year

FED ID: 5447-036, 5447-043

19-00

2030

PPNO: n/a

Project Description

From West Sacramento to Sacramento, across the Sacramento River, construct the Broadway Bridge, a new southern crossing of the Sacramento River. Project includes: Auto, transit, bicycle and pedestrian facilities. (Local funding is split between the Cities of Sacramento and West Sacramento)

Fed FY

Revenue Source

Engineering

Right of Way

Construction

Total Revenue

<19

>22

\$3,500,000

\$10,000,000

\$241,000,000

\$251,000,000

\$3,500,000

\$10,000,000

\$241,000,000

\$254,500,000

Listed for Information Only

Federal Project

Total Cost

\$254,500,000

SACOG ID	YUB15877	YUB	Lead Agency	Yuba County	Project 32 of 48			
Project Title								
North Beale Road Improvements								
EA Number: n/a	Last Revised	Completion Year						
	19-18	2026						
Project Description								
Widen Roadway from 2-lanes to 4-lanes and install curb gutter and sidewalk from Linda Ave to Griffith Rd.								
			Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
			<19		\$30,000	\$100,000		\$130,000
			>22				\$1,870,000	\$1,870,000
					\$30,000	\$100,000	\$1,870,000	\$2,000,000
Listed for Information Only								
		Total Cost	\$2,000,000					

Previously Approved MTIP

SACOG ID YUB15877

YUB

Lead Agency Yuba County

Project Title

North Beale Road Improvements

EA Number: n/a

Last Revised 19-00

Completion Year 2020

Project Description

Widen Roadway from 2-lanes to 4-lanes and install curb gutter and sidewalk from Linda Ave to Griffith Rd.

Total Cost

\$2,000,000

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
<19		\$30,000	\$100,000		\$130,000
2020	Local - Developer - Transportation Improvement Fe			\$1,870,000	\$1,870,000
		\$30,000	\$100,000	\$1,870,000	\$2,000,000

SACOG ID			Group34			Lead Agency			Project 33 of 48								
Project Title																	
Grouped Projects for Bridge Rehabilitation and Reconstruction - SHOPP Program																	
EA Number:		Last Revised		Completion Year		Fed FY		Revenue Source		Engineering		Right of Way		Construction		Total Revenue	
		n/a		n/a		<19				\$54,241,000		\$2,842,000		\$73,766,400		\$130,849,400	
Project Description		Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).				2019		SHOPP - Bridge Preservation (SHOPP AC)		\$11,730,000		\$4,360,000		\$73,700,000		\$89,790,000	
						2020		SHOPP - Bridge Preservation (SHOPP AC)		\$15,400,000		\$7,720,000		\$115,171,000		\$138,291,000	
						2021		SHOPP - Bridge Preservation (SHOPP AC)				\$20,000		\$19,710,000		\$19,730,000	
						2022		SHOPP - Bridge Preservation (SHOPP AC)				\$2,100,000		\$19,520,000		\$21,620,000	
						>22				\$30,135,000		\$8,937,000		\$588,988,000		\$628,060,000	
										\$111,506,000		\$25,979,000		\$890,855,400		\$1,028,340,400	
Includes 21 Projects		Total Cost		\$1,028,340,400		Exempt Category:		Widening narrow pavements or reconstructing bridges (no additional travel lanes)									

Section 2: Individually Listed Projects and Grouped Project Listings

Previously Approved MTIP						
SACOG ID Group34			Lead Agency			
Project Title						
Grouped Projects for Bridge Rehabilitation and Reconstruction - SHOPP Program						
EA Number:	Last Revised	Completion Year	Fed FY	Revenue Source	Engineering	Right of Way
	n/a	n/a	<19		\$54,241,000	\$2,842,000
Project Description			2019	SHOPP - Bridge Preservation (SHOPP AC)	\$11,730,000	\$4,360,000
			2020	SHOPP - Bridge Preservation (SHOPP AC)	\$15,400,000	\$7,720,000
			2021	SHOPP - Bridge Preservation (SHOPP AC)		\$20,000
			2022	SHOPP - Bridge Preservation (SHOPP AC)		\$2,100,000
			>22		\$27,695,000	\$8,897,000
					\$109,066,000	\$25,939,000
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					\$109,066,000	\$25,939,000
						\$73,766,400
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						\$89,790,000
						\$138,291,000</

SACOG ID		CAL21356		YUB		Lead Agency		Caltrans D3		Project 34 of 48	
Project Title											
Sub-Project of Group34 - SR 70 Bridge Rail Upgrade											
EA Number: 1H270		Last Revised		Completion Year							
PPNO: 9822		19-18		2024							
Project Description											
On SR 70 in Yuba County near Marysville at the Feather River Blvd UC and at the South Marysville UC (PM R11.2/13.5): Upgrade bridge railing, close median and replace thrie beam with concrete median barrier. (MTP ID CAL20950)											
Bridge Number: 16-0033, 16-0035											
Federal Project		Total Cost		\$13,470,000		Exempt Category:		Widening narrow pavements or reconstructing bridges (no additional travel lanes)			
Listed for Information Only											

Listed for Information Only

Section 2: Individually Listed Projects and Grouped Project Listings

SACOG ID Group19			Lead Agency			Project 35 of 48			
Project Title									
Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program									
EA Number:	Last Revised	Completion Year	Fed FY		Revenue Source	Engineering	Right of Way	Construction	Total Revenue
	n/a	n/a	<19			\$26,658,000	\$15,365,000	\$53,123,000	\$95,146,000
Project Description			2019	SHOPP - Collision Reduction (SHOPP AC)		\$8,728,000	\$10,726,000	\$79,111,000	\$98,565,000
			2020	SHOPP - Collision Reduction (SHOPP AC)		\$3,521,000	\$17,078,000	\$98,799,000	\$119,398,000
			2021	SHOPP - Collision Reduction (SHOPP AC)		\$2,230,000	\$3,235,000	\$16,080,000	\$21,545,000
			2022	SHOPP - Collision Reduction (SHOPP AC)			\$20,000	\$29,620,000	\$29,640,000
			>22			\$1,150,000	\$100,000	\$3,630,000	\$4,880,000
						\$42,287,000	\$46,524,000	\$280,363,000	\$369,174,000
Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers									
Includes 28 Projects			Total Cost		\$369,174,000		Exempt Category:		Projects that correct, improve, or eliminate a hazardous location or feature.

Previously Approved MTIP								
SACOG ID Group19			Lead Agency					
Project Title								
Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program								
EA Number:	Last Revised	Completion Year	Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
	n/a	n/a	<19		\$26.658.000	\$15.365.000	\$53.123.000	\$95.146.000
Project Description			2019	SHOPP - Collision Reduction (SHOPP AC)	\$8,728.000	\$10,726.000	\$79,111.000	\$98,565.000
			2020	SHOPP - Collision Reduction (SHOPP AC)	\$3.521.000	\$17.078.000	\$98.799.000	\$119.398.000
			2021	SHOPP - Collision Reduction (SHOPP AC)	\$2.230.000	\$335.000	\$16.080.000	\$18.645.000
			2022	SHOPP - Collision Reduction (SHOPP AC)		\$20.000	\$8,620.000	\$8,640.000
					\$41,137,000	\$43,524,000	\$255,733,000	\$340,394,000
Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers								
Includes 27 Projects		Total Cost	\$340,394,000		Exempt Category:	Projects that correct, improve, or eliminate a hazardous location or feature.		

Section 2: Individually Listed Projects and Grouped Project Listings

SACOG ID		CAL21227		PLA		Lead Agency		Caltrans D3		Project 36 of 48	
Project Title											
Sub-Project of Group19 - SR 49 Safety Improvements											
EA Number: 4H600		Last Revised		Completion Year							
PPNO: 4787		19-18		2024							
Project Description											
In Placer County near Auburn from 0.3 mile south of Lorenson Road/Florence Lane to 0.3 mile north of Lone Star Road [PM R8.7/R10.6]: Construct concrete median barrier and two roundabouts. [CTIPS ID 107-0000-1222]											
Federal Project		Total Cost		\$26,340,000		Exempt Category:		Guardrails, median barriers, crash cushions			
Previously Approved MTIP											
SACOG ID		CAL21227		PLA		Lead Agency		Caltrans D3			
Project Title											
Sub-Project of Group19 - SR 49 Safety Improvements											
EA Number: 4H600		Last Revised		Completion Year							
PPNO: 4787		19-12		2024							
Project Description											
In Placer County near Auburn from 0.3 mile south of Lorenson Road/Florence Lane to 0.3 mile north of Lone Star Road [PM R8.7/R10.6]: Construct concrete median barrier and two roundabouts. (PE Only) [CTIPS ID 107-0000-1222]											
Federal Project		Total Cost		\$2,440,000		Exempt Category:		Guardrails, median barriers, crash cushions			

Section 2: Individually Listed Projects and Grouped Project Listings

SACOG ID	CAL21355	SAC	Lead Agency	Caltrans D3	Project 37 of 48
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Project Title

Sub-Project of Group19 - SR 51 Marconi Curve Barrier

EA Number: 3H730

Last Revised

Completion Year

PPNO: 6414

19-18

2024

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
>22		\$1,150,000	\$100,000	\$3,630,000	\$4,880,000
		\$1,150,000	\$100,000	\$3,630,000	\$4,880,000

Project Description

On SR 51 in Sacramento County between Marconi Ave OC and Howe Ave (PM 5.6/5.9): Install outer separation barrier in the NB direction and replace metal beam guard rail with an outer separation in the SB direction. (MTP ID CAL21053)

Listed for Information Only

Federal Project

Total Cost

\$4,880,000

Exempt Category:

Projects that correct, improve, or eliminate a hazardous location or feature.

SACOG ID	Group06	Lead Agency	Project 38 of 48
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Project Title

Grouped Projects for Safety Improvements - SHOPP Mobility Program

EA Number:

Last Revised

Completion Year

n/a

n/a

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
<19		\$12,032,000	\$2,985,000	\$13,315,000	\$28,332,000
2019	SHOPP - Mobility (SHOPP AC)	\$5,250,000	\$1,540,000	\$28,797,000	\$35,587,000
2020	CT Minor Pgm. - SHOPP AC			\$2,895,000	\$2,895,000
2020	SHOPP - Mobility (SHOPP AC)	\$396,000	\$85,000	\$16,100,000	\$16,581,000
2021	SHOPP - Mobility (SHOPP AC)	\$1,659,000	\$528,000	\$60,210,000	\$62,397,000
2022	SHOPP - Mobility (SHOPP AC)		\$100,000	\$10,300,000	\$10,400,000
>22		\$2,360,000	\$570,000	\$20,100,000	\$23,030,000
		\$21,697,000	\$5,808,000	\$151,717,000	\$179,222,000

Project Description

Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers

Includes 19 Projects

Total Cost

\$179,222,000

Exempt Category:

Projects that correct, improve, or eliminate a hazardous location or feature.

Sacramento Area Council of Governments

Section 2: Individually Listed Projects and Grouped Project Listings

Previously Approved MTIP

SACOG ID **Group06**

Lead Agency

Project Title

Grouped Projects for Safety Improvements - SHOPP Mobility Program

EA Number:	Last Revised	Completion Year	Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
	n/a	n/a	<19		\$12,032,000	\$2,985,000	\$13,315,000	\$28,332,000
Project Description Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic			2019	SHOPP - Mobility (SHOPP AC)	\$5,250,000	\$1,540,000	\$28,797,000	\$35,587,000
			2020	CT Minor Pgm. - SHOPP AC			\$2,895,000	\$2,895,000
			2020	SHOPP - Mobility (SHOPP AC)	\$396,000	\$85,000	\$16,100,000	\$16,581,000
			2021	SHOPP - Mobility (SHOPP AC)	\$1,659,000	\$528,000	\$60,210,000	\$62,397,000
			2022	SHOPP - Mobility (SHOPP AC)		\$100,000	\$10,300,000	\$10,400,000
					\$19,337,000	\$5,238,000	\$131,617,000	\$156,192,000

Includes 18 Projects

Total Cost

\$156,192,000

Exempt Category:

Projects that correct, improve, or eliminate a hazardous location or feature.

SACOG ID **CAL21349**

SAC

Lead Agency

Caltrans D3

Project 39 of 48

Project Title

Sub-Project of Group06 - SR 99 Auxiliary Lanes & Ramp Meters

EA Number:	Last Revised	Completion Year	Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
1H630	19-18	2024	>22		\$2,360,000	\$570,000	\$20,100,000	\$23,030,000
PPNO: 6930					\$2,360,000	\$570,000	\$20,100,000	\$23,030,000

Project Description

On SR 99 in Sacramento County near Laguna Blvd at various locations from Elk Grove Blvd OC to Calvine Road OC (PM 12.7/16.0): Construct two auxiliary lanes (SB 99 Cosumnes River Blvd/Calvine Road to Sheldon Road and SB from Laguna Blvd/Bond Road to Elk Grove Blvd) and upgrade four ramp meters.

Listed for Information Only

Federal Project

Total Cost

\$23,030,000

Exempt Category:

Projects that correct, improve, or eliminate a hazardous location or feature.

Sacramento Area Council of Governments

Section 2: Individually Listed Projects and Grouped Project Listings

SACOG ID Group01			Lead Agency		Project 40 of 48				
Project Title									
Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation Program									
EA Number:		Last Revised	Completion Year	Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
		n/a	n/a	<19		\$34,663,000	\$10,083,000	\$25,808,000	\$70,554,000
Project Description Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes)				2019	Regional Surface Transportation Program			\$250,000	\$250,000
				2019	SHOPP - Roadside Preservation (SHOPP AC)		\$1,400,000	\$1,000	\$1,401,000
				2019	SHOPP - Roadway Preservation (SHOPP AC)	\$15,047,000	\$13,787,000	\$149,155,000	\$177,989,000
				2020	Regional Surface Transportation Program			\$1,200,000	\$1,200,000
				2020	SHOPP - Roadside Preservation (SHOPP AC)	\$438,000	\$114,000	\$1,481,000	\$2,033,000
				2020	SHOPP - Roadway Preservation (SHOPP AC)	\$4,737,000	\$1,285,000	\$339,150,000	\$345,172,000
				2021	SHOPP - Roadway Preservation (SHOPP AC)		\$220,000	\$3,875,000	\$4,095,000
				2022	SHOPP - Roadway Preservation (SHOPP AC)		\$5,900,000	\$122,300,000	\$128,200,000
				>22		\$31,050,000	\$8,816,000	\$441,710,000	\$481,576,000
								\$85,935,000	\$41,605,000
Includes 23 Projects		Total Cost	\$1,212,470,000	Exempt Category:	Pavement resurfacing and/or rehabilitation				
Previously Approved MTIP									
SACOG ID Group01			Lead Agency						
Project Title									
Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation Program									
EA Number:		Last Revised	Completion Year	Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
		n/a	n/a	<19		\$34,663,000	\$10,083,000	\$25,808,000	\$70,554,000
Project Description Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes)				2019	Regional Surface Transportation Program			\$250,000	\$250,000
				2019	SHOPP - Roadside Preservation (SHOPP AC)		\$1,400,000	\$1,000	\$1,401,000
				2019	SHOPP - Roadway Preservation (SHOPP AC)	\$15,047,000	\$13,787,000	\$149,155,000	\$177,989,000
				2020	Regional Surface Transportation Program			\$1,200,000	\$1,200,000
				2020	SHOPP - Roadside Preservation (SHOPP AC)	\$438,000	\$114,000	\$1,481,000	\$2,033,000
				2020	SHOPP - Roadway Preservation (SHOPP AC)	\$4,737,000	\$1,285,000	\$339,150,000	\$345,172,000
				2021	SHOPP - Roadway Preservation (SHOPP AC)		\$220,000	\$3,875,000	\$4,095,000
				2022	SHOPP - Roadway Preservation (SHOPP AC)		\$5,900,000	\$122,300,000	\$128,200,000
				>22		\$14,820,000	\$4,876,000	\$264,530,000	\$284,226,000
								\$69,705,000	\$37,665,000
Includes 20 Projects		Total Cost	\$1,015,120,000	Exempt Category:	Pavement resurfacing and/or rehabilitation				

Section 2: Individually Listed Projects and Grouped Project Listings

SACOG ID		CAL21352		PLA		Lead Agency		Caltrans D3		Project 41 of 48	
Project Title											
Sub-Project of Group01 - Blue Canyon Truck Climbing Lane											
EA Number: 3H590		Last Revised		Completion Year		Fed FY		Revenue Source		Engineering	
PPNO: 5131		19-18		2026		>22				\$9,000,000	
										\$1,500,000	
										\$103,000,000	
										\$113,500,000	
Project Description											
On I-80 in Placer County at 3 locations from Applegate to EB off-ramp to Nyack (PM R26.5/R28.8): Roadway rehabilitation. (MTP ID CAL20844)											

Listed for Information Only

Federal Project	Total Cost	\$113,500,000	Exempt Category:	Pavement resurfacing and/or rehabilitation
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SACOG ID		CAL21353		PLA		Lead Agency		Caltrans D3		Project 42 of 48	
Project Title											
Sub-Project of Group01 - Monte Vista Truck Climbing Lane											
EA Number: 3H610		Last Revised		Completion Year		Fed FY		Revenue Source		Engineering	
PPNO: 5133		19-18		2025		>22				\$6,000,000	
										\$6,000,000	
Project Description											
On I-80 in Placer County from Saw Mill OC to 0.3 mile east of Drum Forebay OC (PM 42.7/49.3R): Pavement preservation. (See MTP ID CAL20845)											

Listed for Information Only

Federal Project	Total Cost	\$76,860,000	Exempt Category:	Pavement resurfacing and/or rehabilitation
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Sacramento Area Council of Governments

Section 2: Individually Listed Projects and Grouped Project Listings

SACOG ID		CAL21357		YUB		Lead Agency		Caltrans D3		Project 43 of 48	
Project Title											
Sub-Project of Group01 - Wheatland HMA and ADA											
EA Number: 0H370		Last Revised		Completion Year							
PPNO: 9732		19-18		2024							
Project Description											
On SR 65 in and near Wheatland from 0.18 mile south of Main St to Grasshopper Slough Bridge (PM R0.52/1.77): Rehabilitate pavement/shoulders, upgrade existing non-standard ADA features, address existing drainage systems, and add Class II and Class III bike lanes/routes. (MTP ID CAL20960)											
Bridge Number: 16-0001											
Federal Project		Total Cost		\$6,990,000		Exempt Category:		Pavement resurfacing and/or rehabilitation			

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
>22		\$1,230,000	\$780,000	\$4,980,000	\$6,990,000
		\$1,230,000	\$780,000	\$4,980,000	\$6,990,000

Listed for Information Only

Listed for Information Only

SACOG ID			Group23		Lead Agency		Project 44 of 48					
Project Title												
Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program												
EA Number:		Last Revised		Completion Year								
		n/a		n/a								
Project Description Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).						Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue	
						<19		\$63,624,299	\$9,464,085	\$54,652,081	\$127,740,465	
						2019	2016 Earmark Repurposing	\$238,679		\$489,016	\$727,695	
						2019	Highway Bridge Program	\$1,517,990	\$1,270,681	\$23,537,615	\$26,326,286	
						2019	Loc Funds - Local Agency Funds (AC)	\$16,058		\$-6,191,996	\$-6,175,938	
						2019	Local Agency Funds	\$23,198	\$17,320	\$1,490,174	\$1,530,692	
						2019	Regional Surface Transportation Program			\$482,096	\$482,096	
						2020	Highway Bridge Program	\$2,609,724	\$1,596,487	\$3,577,228	\$7,783,439	
						2020	Loc Funds - Local Agency Funds (AC)			\$7,597,039	\$7,597,039	
						2020	Local Agency Funds	\$109,768	\$100,248	\$12,759	\$222,775	
						2020	Regional Surface Transportation Program			\$1,185,386	\$1,185,386	
						2021	Highway Bridge Program	\$725,000		\$90,501,274	\$91,226,274	
						2021	Local Agency Funds			\$107,693	\$107,693	
						2022	Highway Bridge Program	\$4,358,356	\$2,946,375	\$8,771,153	\$16,075,884	
						2022	Loc Funds - Local Agency Funds (AC)	\$4,355,500		\$-3,311,500	\$1,044,000	
						2022	Local Agency Funds	\$290,204	\$101,625	\$707,356	\$1,099,185	
						>22		\$7,649,250	\$1,389,001	\$258,152,486	\$267,190,737	
									\$85,518,026	\$16,885,822	\$441,759,860	\$544,163,708
						Includes 94 Projects		Total Cost	\$544,163,708	Exempt Category:	Widening narrow pavements or reconstructing bridges (no additional travel lanes)	

Sacramento Area Council of Governments

Section 2: Individually Listed Projects and Grouped Project Listings

Previously Approved MTIP

SACOG ID **Group23**

Lead Agency

Project Title

Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program

EA Number:	Last Revised	Completion Year	Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
	n/a	n/a	<19		\$63,624,299	\$9,464,085	\$54,652,081	\$127,740,465
Project Description Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).			2019	2016 Earmark Repurposing	\$238,679		\$489,016	\$727,695
			2019	Highway Bridge Program	\$1,517,990	\$1,270,681	\$23,537,615	\$26,326,286
			2019	Loc Funds - Local Agency Funds (AC)	\$16,058		\$-6,191,996	\$-6,175,938
			2019	Local Agency Funds	\$23,198	\$17,320	\$1,490,174	\$1,530,692
			2019	Regional Surface Transportation Program			\$482,096	\$482,096
			2020	Highway Bridge Program	\$2,609,724	\$1,596,487	\$3,577,228	\$7,783,439
			2020	Loc Funds - Local Agency Funds (AC)			\$7,597,039	\$7,597,039
			2020	Local Agency Funds	\$109,768	\$100,248	\$12,759	\$222,775
			2020	Regional Surface Transportation Program			\$1,185,386	\$1,185,386
			2021	Highway Bridge Program	\$5,080,500	\$300,000	\$90,501,274	\$95,881,774
			2021	Local Agency Funds			\$107,693	\$107,693
			2022	Highway Bridge Program	\$4,358,356	\$2,646,375	\$8,771,153	\$15,775,884
			2022	Loc Funds - Local Agency Funds (AC)			\$-3,311,500	\$-3,311,500
			2022	Local Agency Funds	\$290,204	\$101,625	\$707,356	\$1,099,185
			>22		\$7,649,250	\$1,389,001	\$239,152,486	\$248,190,737
				\$85,518,026	\$16,885,822	\$422,759,860	\$525,163,708	

Includes 94 Projects

Total Cost

\$525,163,708

Exempt Category:

Widening narrow pavements or reconstructing bridges (no additional travel lanes)

SACOG ID **PLA25505**

PLA

Lead Agency

Placer County

Project 45 of 48

Project Title

Sub-Project of Group23 - Yankee Jim's Rd Bridge at North Fork American River

EA Number: n/a	Last Revised	Completion Year	Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
FED ID: 5919-099	19-18	2023	<19		\$2,257,500			\$2,257,500
Project Description Yankee Jim's Rd over North Fork American River, 1.5 mi W of Shirttail Cyn Rd: Replace structurally deficient 1-lane bridge with a new 2-lane bridge.. Toll Credits for ENG, ROW, CON			2022	Highway Bridge Program		\$300,000		\$300,000
			2022	Loc Funds - Local Agency Funds (AC)	\$4,355,500			\$4,355,500
			>22				\$37,738,000	\$37,738,000
					\$6,613,000	\$300,000	\$37,738,000	\$44,651,000

Bridge Number: 19C0002

Federal Project

Total Cost

\$44,651,000

Exempt Category:

Projects that correct, improve, or eliminate a hazardous location or feature.

Sacramento Area Council of Governments

Section 2: Individually Listed Projects and Grouped Project Listings

Previously Approved MTIP						
SACOG ID		PLA25505		PLA	Lead Agency	Placer County
Project Title						
Sub-Project of Group23 - Yankee Jim's Rd Bridge at North Fork American River						
EA Number: n/a	Last Revised	Completion Year	Fed FY	Revenue Source	Engineering	Right of Way
FED ID: 5919-099	19-12	2023	<19		\$2,257,500	
Project Description			2021	Highway Bridge Program	\$4,355,500	\$300,000
			>22			\$18,738,000
					\$6,613,000	\$300,000
Bridge No. 19C0002, Yankee Jim's Rd over North Fork American River, 1.5MI W of Shirttail Cyn Rd, Replace structurally deficient 1 lane bridge with a new 2 lane bridge.. Toll Credits for ENG, ROW, CON					\$18,738,000	\$25,651,000
Bridge Number: 19C0002						
Federal Project		Total Cost	\$25,651,000		Exempt Category:	Projects that correct, improve, or eliminate a hazardous location or feature.

SACOG ID			Group30			Lead Agency			Proiect 46 of 48												
Project Title																					
Grouped Projects for Reconstruction or renovation of transit buildings and structures																					
EA Number:		Last Revised		Completion Year		Fed FY		Revenue Source		Engineering		Right of Way		Construction		Total Revenue					
		n/a		n/a		<19				\$404.449				\$225.000		\$629.449					
Project Description Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).(non-capacity Increasing)										2019		FTA 5307 - E.S.				\$80,503		\$80,503			
										2019		Local - Developer - Transportation Improvement Fee		\$100.000				\$100.000			
										2019		Regional Surface Transportation Program		\$2.150.000				\$2.150.000			
										2019		State Transit Assistance Fund		\$64.780				\$64.780			
										2019		Transportation Development Act		\$113.774				\$29.497		\$143.271	
										2020		Cap and Trade Program						\$336.858		\$336.858	
										2020		Congestion Mitigation and Air Quality						\$2.600.000		\$2.600.000	
										2020		Local Agency Funds				\$362.031		\$1,000,000		\$1,362,031	
										>22				\$2.790.000		\$20.000		\$63.869.368		\$66.679.368	
														\$5,623,003		\$382,031		\$68,141,226		\$74,146,260	
Includes 8 Projects			Total Cost			\$74,146,260			Exempt Category:			Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)									

Section 2: Individually Listed Projects and Grouped Project Listings

Previously Approved MTIP

SACOG ID **Group30**

Lead Agency

Project Title

Grouped Projects for Reconstruction or renovation of transit buildings and structures

EA Number:	Last Revised	Completion Year	Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
	n/a	n/a	<19		\$404,449		\$225,000	\$629,449
Project Description Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).(non-capacity Increasing)			2019	FTA 5307 - E.S.			\$80,503	\$80,503
			2019	Local - Developer - Transportation Improvement Fe	\$100,000			\$100,000
			2019	Regional Surface Transportation Program	\$2,150,000			\$2,150,000
			2019	State Transit Assistance Fund	\$64,780			\$64,780
			2019	Transportation Development Act	\$113,774		\$29,497	\$143,271
			2020	Cap and Trade Program			\$336,858	\$336,858
			2020	Congestion Mitigation and Air Quality			\$2,600,000	\$2,600,000
			2020	Local Agency Funds		\$362,031	\$1,000,000	\$1,362,031
			>22		\$1,500,000		\$58,799,368	\$60,299,368
					\$4,333,003	\$362,031	\$63,071,226	\$67,766,260

Includes 7 Projects

Total Cost **\$67,766,260**

Exempt Category: Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)

SACOG ID **CAL21354**

SAC

Lead Agency **Caltrans D3**

Project 47 of 48

Project Title

Sub-Project of Group30 - TMC Rehab

EA Number: 4H970 Last Revised 19-18 Completion Year **2024**

PPNO: 6255

Project Description

On SR 50 in Sacramento County at the Regional Transportation Management Center (RTMC) (PM 12.5): Install new roof and energy efficient HVAC system. (MTP ID CAL20856)

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
>22		\$1,290,000	\$20,000	\$5,070,000	\$6,380,000
		\$1,290,000	\$20,000	\$5,070,000	\$6,380,000

Listed for Information Only

Total Cost **\$6,380,000**

Exempt Category: Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)

Sacramento Area Council of Governments

Section 2: Individually Listed Projects and Grouped Project Listings

SACOG ID

Group05

Lead Agency

Project 48 of 48

Project Title

Grouped Projects for Engineering

EA Number:

Last Revised

Completion Year

n/a

n/a

Project Description

Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action. (Funding in the construction phase is not for the construction of projects, but rather for the development of plans. Caltrans and Federal DOT require such work to be programmed in the construction phase.)

Includes 5 Projects

Total Cost

\$17,059,121

Exempt Category:

Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
<19		\$4,559,121	\$4,000,000	\$1,300,000	\$9,859,121
2019	Local - Developer - Transportation Improvement Fe	\$3,200,000			\$3,200,000
2019	Local Agency Funds	\$4,000,000			\$4,000,000
		\$11,759,121	\$4,000,000	\$1,300,000	\$17,059,121

Previously Approved MTIP

SACOG ID Group05

Lead Agency

Project Title

Grouped Projects for Engineering

EA Number:

Last Revised

Completion Year

n/a

n/a

Project Description

Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action. (Funding in the construction phase is not for the construction of projects, but rather for the development of plans. Caltrans and Federal DOT require such work to be programmed in the construction phase.)

Total Cost

\$17,703,121

Exempt Category:

Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
<19		\$4,559,121	\$4,000,000	\$1,300,000	\$9,859,121
2019	Congestion Mitigation and Air Quality	\$200,000			\$200,000
2019	Local - Developer - Transportation Improvement Fe	\$3,200,000			\$3,200,000
2019	Local Agency Funds	\$4,000,000			\$4,000,000
2019	Sacramento County Measure A Sales Tax	\$444,000			\$444,000
		\$12,403,121	\$4,000,000	\$1,300,000	\$17,703,121

Public Involvement Process

Amendment #18 to the 2019-22 MTIP

2019: Milestones in Public Involvement

Sep 23	Public review begins. Post on SACOG Website, newspaper, libraries.
Oct 3	Hold public hearing at Transportation Committee meeting
Nov 7	Close public review.
Oct 23	RPP Consensus action
Nov 18	Board action
Nov	Caltrans to take action (usually 7-14 days after SACOG approval).
Nov	FHWA and FTA take action (usually 7-14 days after Caltrans approval).

Public Notice

**NOTICE OF PUBLIC HEARINGS FOR SACOG DRAFT MTP/SCS AND NOTICE OF
AVAILABILITY OF THE ASSOCIATED DRAFT ENVIRONMENTAL IMPACT
REPORT, AMENDMENT TO THE MTIP, AND AIR QUALITY CONFORMITY
ANALYSIS**

Sacramento Area Council of Governments (SACOG) is pleased to announce the release of the following documents on September 23, 2019:

- **Draft 2020 Metropolitan Transportation Plan/Sustainable Community Strategy (MTP/SCS)** – The Draft MTP/SCS covers the area within the counties of Sacramento, Yolo, Yuba, Sutter, Placer and El Dorado (excluding the Lake Tahoe basin). The Draft MTP/SCS, prepared in coordination with cities, counties, and other public agencies in the SACOG region, is a long-range transportation plan and sustainable communities strategy to serve existing and projected residents and workers within the Sacramento region through the year 2040. The Draft MTP/SCS accommodates an additional 620,500 residents, 270,000 jobs, and 260,100 homes with a transportation investment strategy of \$34.9 billion. SACOG is required under federal and state law to update the MTP/SCS every four years.
- **Draft EIR (DEIR) on the Draft 2020 MTP/SCS** – The DEIR examines the potential for environmental impact from implementation of the Draft 2020 MTP/SCS. The DEIR identifies significant effects in the following areas: aesthetics; agriculture and forestry resources; air quality; biological resources; cultural and paleontological resources; energy and global climate change; geology, seismicity, soils and mineral resources; hazards and hazardous materials; hydrology and water quality; land use and planning; noise; population and housing; public services and recreation; transportation; and utilities and service systems.
- **Amendment #18 to the 2019-21 Metropolitan Transportation Improvement Program (MTIP) and Air Quality Conformity Analysis, associated with the proposed MTP/SCS**– 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. The MTP/SCS is the long-range transportation plan for the SACOG region. The Air Quality Conformity Analysis is a determination of compliance with air quality standards for both the MTIP and MTP/SCS.

Three public hearings will be held on the **Draft 2020 MTP/SCS**:

- **October 9, 2019:** Folsom Community Center – RG Smith Room, 50 Natoma Street, Folsom from 6:30-7:30;
- **October 16, 2019:** Woodland Senior and Community Center – 2001 East Street, Woodland from 6:30-7:30;
- **October 24, 2019:** SACOG, 1415 L Street, 3rd Floor, Sacramento from 5:30-6:30. Oral comments on the Draft EIR will be accepted at this meeting.

A public hearing on the **MTIP and Air Quality Conformity Analysis** will be held on:

- **October 3, 2019**, during the Transportation Committee meeting at SACOG, 1415 L Street, Suite 300, Sacramento CA.

A public comment period for the Draft 2020 MTP/SCS, Draft EIR, Amendment #18 to the 2019-21 MTIP, and Air Quality Conformity Analysis will be held from **September 23, 2019 date to November 7, 2019**. You can comment on any of these documents in the following ways:

- Attend one or more of the meetings identified above and provide oral or written comments
- Mail your comments to SACOG, 1415 L St. #300, Sacramento CA, 95814, Attention: MTP/SCS Comments; EIR Comments; or MTIP and Air Quality Conformity Comments
- Email your comments to:
 - mtipscscomments@sacog.org for MTP/SCS
 - eircomments@sacog.org for DEIR
 - jcaceres@sacog.org for MTIP and Air Quality Conformity Analysis

Copies of the documents are available as follows:

- Access online at www.sacog.org
- Review a printed copy at SACOG beginning September 23, 2019, during normal business hours
- Request a printed copy for a fee or an electronic copy for free from SACOG
- Review an electronic copy at any of the libraries listed below:
 - Arcade, 2443 Marconi Ave. Sacramento;
 - Arden-Dimick, 891 Watt Ave. Sacramento;
 - Carmichael, 5605 Marconi Ave. Sacramento;
 - Central, 828 I St. Sacramento;
 - Colonial Heights, 4799 Stockton Blvd. Sacramento;
 - Belle Cooledge, 5600 South Land Park Dr. Sacramento;
 - Courtland, 170 Primasing Ave. Courtland;
 - Del Paso Heights, 920 Grand Ave. Sacramento;
 - Elk Grove, 8900 Elk Grove Blvd. Elk Grove;
 - Fair Oaks, 11601 Fair Oaks Blvd. Fair Oaks;
 - Franklin, 10055 Franklin High Rd. Elk Grove;
 - Galt – Marian O. Lawrence, 1000 Caroline Ave. Galt;
 - Isleton, 412 Union St. Isleton;
 - Ella K. McClatchy, 2112 22nd St. Sacramento;
 - McKinley, 601 Alhambra Blvd. Sacramento;
 - Martin Luther King, Jr., 7340 24th St. Bypass Sacramento;
 - North Natomas, 4660 Via Ingoglia Sacramento;
 - North Sacramento – Hagginwood, 2109 Del Paso Blvd. Sacramento;
 - Orangevale, 8820 Greenback Ln., Suite L Orangevale;
 - Rancho Cordova, 9845 Folsom Blvd. Sacramento;
 - Rio Linda, 631 L Street. Rio Linda;
 - Robbie Waters Pocket-Greenhaven, 7335 Gloria Dr. Sacramento;
 - South Natomas, 2901 Truxel Rd. Sacramento;
 - Southgate, 6132 66th Ave. Sacramento;
 - Sylvan Oaks, 6700 Auburn Blvd. Citrus Heights;
 - Valley Hi-North Laguna, 7400 Imagination Pkwy. Sacramento;

- Walnut Grove, 14177 Market St. Walnut Grove;
- El Dorado County Library, 345 Fair Ln. Placerville;
- Placer County Library, 350 Nevada St. Auburn;
- Sutter County Library, 750 Forbes Ave. Yuba City;
- Yolo County Library, 226 Buckeye St. Woodland;
- Yuba County Library, 303 Second St. Marysville.

Contact SACOG staff with any questions at 916-321-9000.

Public notice of public involvement activities and time established for public review and comments on the MTIP will satisfy the POP requirements, as defined in FTA Circular 9030.1E.

The California Environmental Quality Act requires this notice to disclose whether any listed toxic sites are present at the project site. Some areas within the Draft MTP/SCS are contained on the lists compiled pursuant to California Government Code sections 65962.5(a)(4) and (c)(1-3). Since this is a regional, programmatic DEIR, subsequent project-level environmental documents will be required to disclose the presence of toxic sites for the individual projects.

Issued September 23, 2019.

Response to Public Comments

The public, sponsors, SACOG staff, and Caltrans Office of Federal Programming & Data Management commented or requested changes to Draft Amendment #18. Changes, comments, and responses are organized in a matrix on the next page.

Changes, Comments, and Responses Matrix

Section 3: Public Involvement Process Response to Public Comments

Number	Agency	Last Name	First Name	Document	Page #	Comment	Response	Comment Format	Date
1		Warmack	Pamela	MTIP and AQ Conformity	Project Index #16	(The entire letter is included at the end of Section 2. It specifically addresses one project, CAL18815, SR 70 Passing Lanes - Segments 4 & 5.)	Thank you for sharing your comments regarding the SR 70 - Segments 4 & 5 (CAL18815) project. The comments suggest that the project is flawed and that an alternative should be considered. We are providing your comments to the project sponsor, Caltrans District 3, and to the Yuba County Department of Public Works. The project sponsor, Caltrans District 3, will be including alternatives as part of its California Environmental Quality Act (CEQA) environmental process for this project. It is anticipated that the environmental process will begin on February 3, 2020, with a public "Notice of Preparation" (NOP). An NOP is the first step in the environmental process.	Letter	11/7/2019
2	Caltrans D3	Davis	Joan	MTIP	Project Index #2	CAL18838: US 50 HOV Lanes (I-5 to Watt Ave.) Please revise the description to: In Sacramento County on US 50, from I-5 to 0.8 mile east of Watt Avenue (PM 10.2/R6.1): Construct High Occupancy Vehicle (HOV) lanes, widen bridge structures, construct sound walls, incorporate Intelligent Transportation System (ITS) elements into the HOV system, and replace and/or upgrade ancillary facilities including drainage systems, overhead signs, lighting, approach slabs, guard rail, and safety barriers. The US 50 Multimodal Corridor Enhancement project (0H08U) combines the US 50 HOV Lanes project (3F360/CAL18838) and the US 50 Rehab project (0H080/CAL20761) for construction.	We reviewed the US 50 Multimodal Corridor Enhancement Project/US 50 HOV Lanes(I-5 to Watt Ave) (SACOG ID CAL18838/ CTIPS ID 10700001174) in CTIPS and concur with the revised description. We will amend the project in MTIP #18 to reflect the combined scope.	Email	10/30/2019
3	Caltrans D3	Davis	Joan	MTIP	Project Index #4	CAL21275: I-5 Managed Lanes – Sutterville Road to Yolo County Line Please amend this project. This amendment lists CAL21275 receiving \$5 million in CMAQ funds for PE in 2019. However, this should be amended to \$4.35 million in CMAQ funds for PE in 2019. In addition, revise future unfunded need for PE to reflect this amendment.	Per SACOG's 2019 Funding Round, this project received an additional \$1.35 million in CMAQ, totaling \$4.35 m. We will revise the project's CMAQ down to \$4.35 to reflect current obligation.	Email	10/30/2019
4	PCTPA	Hanley	Kathleen	MTIP	Project Index #16	While the I-80 Westbound Auxiliary Lane and Eastbound Fifth Lane project (PLA25576) is in the MTP, its funding is incorrectly programmed in the MTIP. Please adjust the construction funding to program \$3 million of Local Funds in 2022. The remaining \$24 million of construction funding can remain programmed as Unfunded Need in 2023.	The project has been updated in MTIP Formal Amendment #18.	Email	10/23/2019
5	Capital SouthEast Connector JPA	Minnema	Derek	MTIP	Project Index #6	ELD19468 Segment E1, this project should have construction funds in 2022. We are applying for a BUILD construction grant.	The project has been updated in MTIP Formal Amendment #18.	Email	10/22/2019
6	Capital SouthEast Connector JPA	Minnema	Derek	MTIP	Project Index #28	SAC25080 Segment D3, this project should have construction funds in 2022. We are applying for a BUILD construction grant.	The project has been updated in MTIP Formal Amendment #18.	Email	10/22/2019

Changes, Comments, and Responses Matrix

Section 3: Public Involvement Process Response to Public Comments

Number	Agency	Last Name	First Name	Document	Page #	Comment	Response	Comment Format	Date
							<p>The SR 70 Safety Improvements - Segments 4 & 5, CAL20795, with a previous total cost of \$141,704,000, is duplicative of two projects, CAL20679 and CAL18815. Therefore, we are deleting CAL20795.</p> <p>First, there is the SHOPP project, SR 70 Safety Improvements - Segments 4 & 5 CAL20679, EA# 4F380, PPNO 9819. Description: "On SR 70 near Marysville from Laurellen Road to Butte County line [PM 16.2/25.8]: Widen shoulders and improve clear recovery zone, add continuous a two-way left turn lane (TWLTL) throughout the project, 2 separate slow moving vehicle lanes are planned in each direction (each one is less than a mile in length), overlay with RHMA, replace and extend culverts, install TMS elements, fiber optic system elements, lighting intersection, and install a classification station. [CTIPS ID 107-0000-1056]"</p> <p>Total Cost: \$109,982,000</p> <p>Second, there is the STIP project, SR 70 Passing Lanes - Segments 4 & 5, CAL18815, PPNO 9824, EA# 3F283. Description: "On SR 70 north of Marysville, from Laurellen Road to Butte County line [PM 16.2/25.8]: Construct a new continuous passing lane in both directions. [CTIPS ID 107-0000-1142]" Total Cost: \$40,000,000</p> <p>Caltrans and SACOG made the decision to program the SHOPP project and STIP projects separately in the MTIP. The CTC lists the SHOPP funds as part of the overall cost for the STIP project PPNO 9824 in the CTIPS database.</p>		
7	Caltrans OFPDM	Soares	Albert	MTIP	Project Index #3	Individual Projects: SACOG project FTIP Id CAL20795 last revised via the adoption of SACOG’s 2019 FTIP matches the STIP/SHOPP project shown in the 2018 STIP under PPNO 9824 with a total project cost of \$141,704 K. PPNO 9824, under the 2018 STIP, currently includes the STIP portion and the SHOPP portion, both of which were programmed under CAL20795. Please explain why SACOG is deleting this project CAL20795 and replacing it with SACOG FTIP Id CAL18815 (also references PPNO 9824 but with inconsistent information) with a reduced total project cost of \$40,000 K and with no SHOPP portion.		Email	10/29/2019
8	Caltrans OFPDM	Soares	Albert	MTIP	Project Index #46	Grouped Listings: Since SACOG FTIP Id Group05 has been modified by removing SAC25186, please provide the Detailed Projects Grouped Listing for this group. This is required as part of the amendment package.	We will provide the back up listing for Group05.	Email	10/29/2019
						Financial Tables: Financial Constraint. SACOG’s 2019 FTIP, including draft Amendment 18, is not financially constrained. In Amendment No 11, we requested SACOG to indicate what year CMAQ apportionments it borrowed from each of the 6 MPOs and SACOG responded that it borrowed \$28,468,168 in FFY 2019. However, FCOG confirmed that the \$19,282,229 that it loaned SACOG was from prior years, not FFY 2019. Thus, SACOG’s CMAQ revenues in FFY 2019 are not constrained by a minimum of \$19,282,229. (1) Additionally, we do not know the breakdown of the apportionment years for the remaining borrowed amount of \$9,185,939 and SACOG needs to provide this information. Note 3, on Table 1 and Table 2, needs to be revised to include the breakdown of the \$28,466,168 into FFY 2019 apportionment loans and prior year apportionment loans. (2) SACOG needs to revise Table 1 FFY 2019 CMAQ revenues to only show its CMAQ FFY 2019 apportionment of \$23,731,754 plus any current year (FFY 2019) CMAQ apportionments that it borrowed. (3) CMAQ programming in the revised Table 2 cannot be more than the corrected/constrained CMAQ revenues for FFY 2019 in the revised Table 1. (4) Table 3 cannot have any negative numbers as shown for CMAQ in FFY 2020.	We have removed reference to additional CMAQ programming capacity in FFY 2019. We believe we have at least \$12m of CMAQ apportionments borrowed from 2019, however, until we can verify the exact amount, we have constrained our 2019 CMAQ programming capacity to just our 2019 apportionment.		
9	Caltrans OFPDM	Soares	Albert	MTIP			We now include a breakdown of the loan amounts.		
							We have amended projects via MTIP Administrative Modifications #12 and #13 to balance out CMAQ programming so that we have no negative amounts in Table 3.		
10	SACOG			MTIP	Project Index #43	PLA25505: Program construction phase cost increase.	The project has been updated in MTIP Formal Amendment #18.	Internal	
11	SACOG			MTIP	Project Index #4	CAL21275: Revise funding between fiscal years.	The project has been updated in MTIP Formal Amendment #18.	Internal	
12	SACOG			MTIP	Project Index #15	PLA25535: Revise funding between fiscal years.	The project has been updated in MTIP Formal Amendment #18.	Internal	
13	SACOG			MTIP	Project Index #5	ELD19185: Program construction phase cost increase.	The project has been updated in MTIP Formal Amendment #18.	Internal	
14	SACOG			MTIP	Project Index #27	SAC24683: Program construction phase cost increase.	The project has been updated in MTIP Formal Amendment #18.	Internal	

Changes, Comments, and Responses Matrix

Section 3: Public Involvement Process Response to Public Comments

Number	Agency	Last Name	First Name	Document	Page #	Comment	Response	Comment Format	Date
15	SACOG			MTIP	Project Index #34	CAL21227: Program right of way and construction phases.	The project has been updated in MTIP Formal Amendment #18.	Internal	
16	SACOG			MTIP	Project Index #24	SAC24094: Revise funding between fiscal years.	The project has been updated in MTIP Formal Amendment #18.	Internal	
17	SACOG			MTIP	Project Index #1	CAL18815: Revise funding between fiscal years and change competition year to match the MTP.	The project has been updated in MTIP Formal Amendment #18.	Internal	
19	SACOG			MTIP	Project Index #17	PLA25652: Delete project which is duplicative of another HBP project, PLA25540.	The project has been updated in MTIP Formal Amendment #18.	Internal	
20	SACOG			MTIP	Project Index #20	REG18023: Revise funding between fiscal years	The project has been updated in MTIP Formal Amendment #18.	Internal	
21	SACOG			MTIP	Project Index #40	CAL21353: Add exempt SHOPP project from MTP to MTIP. MTP ID is CAL20845.	The project has been updated in MTIP Formal Amendment #18.	Internal	
22	SACOG			MTIP	Project Index #45	CAL21354: Add exempt SHOPP project from MTP to MTIP. MTP ID is CAL20856.	The project has been updated in MTIP Formal Amendment #18.	Internal	
23	SACOG			MTIP	Project Index #32	CAL21356: Add exempt SHOPP project from MTP to MTIP. MTP ID is CAL20950.	The project has been updated in MTIP Formal Amendment #18.	Internal	
24	SACOG			MTIP	Project Index #41	CAL21357: Add exempt SHOPP project from MTP to MTIP. MTP ID is CAL20960.	The project has been updated in MTIP Formal Amendment #18.	Internal	
25	SACOG			MTIP	Project Index #35	CAL21355: Add exempt SHOPP project from MTP to MTIP. MTP ID is CAL21053.	The project has been updated in MTIP Formal Amendment #18.	Internal	
25	SACOG			MTIP	Project Index #39	CAL21352: Add exempt SHOPP project from MTP to MTIP. MTP ID is CAL20844.	The project has been updated in MTIP Formal Amendment #18.	Internal	
26	SACOG			MTIP	Project Index #47	YOL19328: Revise funding between fiscal years.	The project has been updated in MTIP Formal Amendment #18.	Internal	

November 7, 2019

SACOG
1415 L St. #300
Sacramento CA, 95814
Attention: MTIP and Air Quality Conformity Comments

Dear SACOG,

Amendment #18 to the 2019-21 Metropolitan Transportation Improvement Program (MTIP) and Air Quality Conformity Analysis, associated with the proposed MTP/SCS

Enclosed are comments on the comments on the SR 70 Segments 4 and 5 as related to the Amendment #18 to the 2019-21 Metropolitan Transportation Improvement Program (MTIP) and Air Quality Conformity Analysis, associated with the proposed MTP/SCS. These comments are submitted to your agency as part of the public review process.

My comments are based upon my experience of having grown up, and now returning to live, in the area impacted by SR 70 Segments 4 and 5, but also having lived in Orange County California and the San Francisco Bay Area for many years. Also, as chairperson for the committee Keep 70 Safe, I have been working on and assessing this project and the adjoining projects for several years. My purpose in these comments is to underscore how out of alignment Amendment 18—specifically the sections which apply to SR 70 Segments 4 and 5, is to the goals of SACOG through the Draft 2020 Metropolitan Transportation Plan/Sustainable Community Strategy (MTP/SCS) and the Air Quality Conformity Analysis, and to recommend SR 70 Segments 4 and 5 be viewed in the context of all its aligning and adjoining segments and projects, Post Mile YUB 13.6 to Post Mile BUT 13.901. Only then, can the public, other agencies and decision-makers understand the full spectrum of impacts, alternatives, and mitigation for the overall improvements to SR 70 and the possibility of a sound investment in a north state transportation corridor.

Thank you for this opportunity to comment on the proposed project. Please send to me your responses to my comments on the subject Draft Amendment, along with further information on the environmental planning phase of this project.

Sincerely,

Pamela Warmack
10137 State Highway 70
Marysville, CA 95901

PROJECT NOT VIEWED AS A WHOLE

CAL18815-Caltrans D3

Project Title: SR 70 Passing Lanes - Segments 4 & 5

The Conformity Determination for the 2020 Metropolitan Transportation Plan and Sustainable Communities strategy and Amendment #18 to the 2019-22 Metropolitan Transportation Improvement Program requires “the inclusion of all federal and regionally significant projects.” To accurately assess the full impacts of the SR 70 Passing Lanes for Segments 4 and 5, the history behind the project and the adjoining programmed and planned projects must be taken into consideration as a whole.

Existing Roadway: The segment between Marysville and Oroville is a 2-lane conventional highway, with exceptions at Noble Road to Woodruff Lane (3-lane) in Yuba County and Gridley Road to Cox Lane (5-lane) in Butte County, with a posted speed limit of 55 mph.

The history of planned expansion of SR 70 between Marysville and Oroville:

- **1988 – CTC asked for a corridor study** to determine whether SR 70 or 99 would be the “focus for future highway investments to provide an expressway for ultimate conversion to a freeway, to connect Sacramento and Chico.”
- **1992 – North of Marysville to Oroville Freeway Project Study Report** – Construct 4-lane Freeway in Yuba and Butte Counties from proposed Marysville Bypass on Route 20 to 0.4 mile south of Route 162 in Oroville (Prepared by Caltrans District 03)
- **1993 – Marysville Bypass to Oroville Freeway Project Study Report** – Construct 4-Lane Freeway on new alignment in Yuba and Butte Counties from Jct. Routes 65/70 south of Marysville to Route 70 south of Route 162 in Oroville (Prepared by Caltrans District 03)
- **1990-2013 – Multiple studies done to determine best route.** Several bypass and alternative routes explored to tie together Routes 65/70 (south of Marysville) to Route 20 (east of Marysville) to Route 162 (north of Oroville). (Yuba 70 Corridor Improvements City of Marysville PowerPoint Presentation, Sept. 17, 2019)
- **2013 – SR 70 Economic Transportation Study** – Existing Condition Report (Prepared by ICF International for BCAG)
- **Feb. 2017 – Oroville Dam Spillway Evacuation**
- **Nov 2018 – Camp Fire Evacuation**
- **April 2017 – SR 70 Segments 4 and 5 labeled a “Safety Project”**

As early as 1988, SR 70 was intended to be the “Northern California Transportation Corridor.” It is currently an Interregional Road System (IRRS) route. “This route primarily serves people or goods movement outside the immediate region. Transporting agricultural commodities to markets has made SR 70 a vital economic link. Additionally, SR 70 has become a “gateway” route used to access multiple recreational destinations in the Sierra-Nevada Mountains, and SR 70 is an alternate route when I-80 is closed due to weather or accident conditions.” It is also a designated STAA Truck Route.

The projects currently completed, in process, programmed or planned adjoining or augmenting Segments 4 and 5 are:

- To the north, in Butte County, SR 70 segments adjoining Segment 4:
 - Cox Lane to East Gridley Road: - 5 lanes, completed
 - Segment 1: Ophir Road to Palermo Road – in progress
 - Segment 2: Palermo Road to Cox Lane - programmed
 - Segment 3: East Gridley Road to Yuba County Line - programmed
- To the south, in Yuba County, adjoining/augmenting Segment 5:
 - Simmerly Slough Bridge Replacement – in process
 - Railroad Trestle Replacement - programmed
 - Bus Transit Facility Replacement - planned
 - Feather River Parkway (through Marysville) - planned

Background: SR 70 segments 4 and 5 is currently a 9.6 mile stretch of 2-lane rural highway, with the exception of approximately 1 mile between Noble Road and Woodruff Lane which has a continuous center-turn lane, which runs north in Yuba County until it abuts Butte County. Currently north and southbound traffic (locals, commuters, through-traffic, freight, buses) on SR 70 traverse these segments, then to reach the other side of Marysville must pass circuitously through the town and 13 stoplights, which routinely results in congestion and gridlock. Adding 2 additional travel lanes on Segments 4 and 5, which increases the road capacity by 100%, could result in “induced travel,”¹ resulting in an even greater number of vehicles using the roadway into and through Marysville, further exacerbating congestion and gridlock, resulting in greater pollution, and negative impacts to health.

Although this request for updating Segments 4 and 5 designates the new lanes as “passing lanes,” it is obvious from past history (as listed above) and Caltrans’ SR 70 Final Project Report for Butte County², widening the entire length of the highway between Marysville and Oroville is the goal to “Complete the Vision,” as stated by BCAG (Butte Council of Area Governments), and a continuous freeway between Sacramento and Chico.³

One exception to the project being presented as a whole, with regards to justifying the project need for Segments 4 and 5, is the reporting of traffic fatalities. In that regard, data and graphics include the entire SR 70 Corridor between Marysville and Oroville, and do not break it out by segment. According to the Caltrans map⁴ (last updated January 30, 2019) highway fatalities between 2010 to 2019 totaled 42, with 26 occurring in Butte County, and 16 in Yuba County (Segments 4 and 5). As SR 70 in Butte County already contains several road miles of widened roadway with passing lanes, one could be led to question if the widened roadway design (resulting in increased speeds) could be the cause of some of the fatal accidents which have occurred in that area. The data, viewed in this light, calls into question the wisdom in proposing to add additional lanes on SR 70 under the label of a “safety improvement project.”

Bringing together the connecting pieces of the SR 70 project in Yuba County also allows entities to view the financial ramifications of the request for Segments 4 and 5:

- Simmerly Slough Bridge Replacement	\$ 83,260,000
- 3-Lane Safety Improvement Project Segments 4 and 5	104,640,000
- 2 Continuous Passing Lanes Segments 4 and 5	40,000,000
- Marysville Railroad Bridge Rehab	104,500,000
- Bus Transit Facility Replacement	25,000,000

¹ National Center for Sustainable Transportation, *Increasing Highway Capacity Unlikely to Relieve Traffic Congestion*, Susan Handy, October 2015.

² Caltrans’ SR 70 Final Project Report for Butte County

³ Complete the Vision, BCAG

⁴ Thomas L. Brannon, Deputy District Director Maintenance & Traffic Operations, Caltrans District 3, September 17, 2019, *Yuba 70 Corridor Improvements City of Marysville PowerPoint Presentation*, Page 9.

- Feather River Parkway

Total Projected Cost (PM 25.822- PM 13.6):

235,000,000⁵

\$592,400,000

This proposed expansion on SR 70 Segments 4 and 5 must also factor in projected growth in Yuba County, and especially neighboring Butte County, who will be the most likely to utilize the roadway. Of course, as an Interregional Road System, an STAA Truck Route, a “gateway to the Sierra-Nevada Mountains,” as well as an alternate route when I-80 is closed due to inclement weather, the roadway is utilized by a wide variety of transport, from cars to large freight trucks, for many uses from many areas.

Yuba County population:	2017:	76,691	2060 projected:	132,675 ⁶
Butte County population:	2014:	222,316	2040 projected:	319,324 ⁷
Sacramento Area population:	region will grow by an additional 620,000 people ⁸			

According to the MTP/SCS projections, the area which encompasses Segments 4 and 5, commonly known as “District 10” (for Reclamation District 10) is not expected to grow at any marked rate over the next 20 years, as it is a primarily agricultural area. With Class I soil, of “Statewide Importance,” the area grows 20 different crops ranging from rice, walnuts, prunes and peaches to pecans, citrus and figs.⁹ As an historically agricultural area, homes were placed close to the roadway to maximize crop land. Many of those original homes remain, including the first home built in District 10 in 1911 (and still owned by the same family). Caltrans data indicates the 9.6-mile stretch comprising Segments 4 and 5 contains 136 driveways, 11 county roads, 7 private roads, with 22 farms/business. In all, there are approximately 200 ingress and egress points into homes, business and agricultural fields along the 9.6-mile stretch. Caltrans noted as of 7/30/2018, school buses stopped 26 times a day within Segments 4 and 5.¹⁰

Although District 10, and the town of Marysville (restricted in land area by its surrounding levee system, and therefore population growth,) is not expected to grow much, Oroville, the city directly to the north on SR 70 and the seat of Butte County, projects a population growth of 93% between 2014-2040, with a corresponding 93% growth in housing (using their “medium scenario”)¹¹. Just south of Oroville, directly off SR 70, a 689-acre planned development, with 2700 proposed residential units and other commercial uses will further generate increases in traffic on Segments 4 and 5. Caltrans data indicates AADT in 2015 was equal to 11,200 and predicts AADT in 2040 to be 24,600.¹²

The Chico area, which feeds into the SR 70 corridor, although expected to grow at a slower rate than Oroville, “medium scenario” forecasts call for a 50% growth in housing and a 43% growth in population by 2040¹³.

According to the map from the MTP/SCS, a significant rate of growth in the Yuba County area is expected to be in the foothills east and northeast of Marysville. SR 20 is the main thoroughfare for that population to travel into Marysville, connecting with SR 70 and then on to Sacramento and points south. This greater infusion of traffic into and through Marysville will further exacerbate the gridlock on SR 70, undoubtedly causing further backup of traffic onto Segment 4 in District 10 than is already experienced.

⁵ Yuba-Sutter Economic Development District, 2018 Comprehensive Economic Development Strategy, Appendix B. Yuba-Sutter public Works Projects, Page 5.

⁶ Yuba-Sutter Economic Development District, 2018 Comprehensive Economic Development Strategy, Page 8

⁷ Butte County Association of Governments Draft-Butte County Long-Term Regional Growth Forecasts 2014 – 2040, November 25th, 2014, Page 4. http://www.bcag.org/documents/demographics/pop_emp_projections/Growth_Forecasts_2014-2040_draft.pdf

⁸ MTP/SCS, Page 20.

⁹ Stephen M. Scheer, Agricultural Commissioner-Yuba County Department of Agriculture, *D 10 Acreages*, January 22, 2019.

¹⁰ Caltrans, *State Highway 70 Improvement Project*, July 7, 2018, <http://www.dot.ca.gov/d3/projects/subprojects/4F380/index.html>

¹¹ Butte County Association of Governments Draft-Butte County Long-Term Regional Growth Forecasts 2014 – 2040, November 25th, 2014, Page 3. http://www.bcag.org/documents/demographics/pop_emp_projections/Growth_Forecasts_2014-2040_draft.pdf

¹² Caltrans data

¹³ Butte County Association of Governments Draft-Butte County Long-Term Regional Growth Forecasts 2014 – 2040, November 25th, 2014, Page 3. http://www.bcag.org/documents/demographics/pop_emp_projections/Growth_Forecasts_2014-2040_draft.pdf

WHICH INFLUENCES VMT, CONGESTION, AIR QUALITY, SAFETY, & HEALTH

According to the Air Quality Conformity Analysis, "Transportation plans often focus on improving mobility through investment in transportation infrastructure and services. ... Through the course of the entire MTP/SCS planning process and SACOG's ongoing Congestion Management Process (CMP), the performance focus has been on the following critical indicators" which pertain to this project:

- vehicle miles traveled (VMT) on the region's roadways;
- the level of congestion and delay for all modes, but especially roadway congestion" (8)

Although, for many years, expanding roadways with more lanes has been the go-to remedy transportation entities have initiated to address congestion, municipalities and researchers around the world have found what environmental scientist Susan Handy of University of California, Davis, discovered in her extensive studies: "Increased roadway capacity induces additional VMT in the short-run and even more VMT in the long-run."¹⁴ Also, while highway planners believed there would be no net increase in VMT in an area, as drivers would shift from slower and more congested roads to newly expanded roadways, studies show increasing lane miles on one roadway diverts little traffic from other roads. Existing roadways continue to remain at their VMT levels, while newly expanded roadways increase VMT, raising the overall level of VMT in an area.¹⁵

Thus, adding travel lanes to SR 70 Segments 4 and 5, even if they are labeled "passing lanes," "creates a 5-lane facility (2-lanes per direction with a continuous two-way left turn lane)," as BCAG and Caltrans indicated in their December 2013 Project Study Report/ Project Development Support (PSR/PDS) document for corridor improvements along SR70 between Marysville and Oroville¹⁶; yet would not alleviate VMT on parallel SR 99 between Chico and Sacramento.

Increased VMT would result in many undesired consequences for the immediate area through which SR 70 Segments 4 and 5 travels, negatively impact the Marysville community through which the additional traffic must funnel, and negates California and SACOG's goals for Safety, Air Quality goals and Greenhouse Gas (GHG) emissions. Chiefly listed in the MTP/SCS: reducing the rate of VMT growth (40), reducing GHG by 19%, preserving agricultural land, and environmental equity, to name just a few goals pertinent to this project.

As written in Butte County's "State Route 70 Improvement, Segments 1 and 2, Project Report, October 2018," "The project proposes to widen State Route 70 from 2-lanes to 4-lanes to increase capacity, reduce travel times...to provide continuous passing opportunities between Marysville and Oroville." With a "design speed of 75 mph." It must be reiterated that although the SR 70 project is broken into separate segments and covers two counties, the goal of moving traffic and the design plan for doing so are the same.

While SR 70 Segments 1 and 2 traverse a significant proportion of open agricultural land used for cattle grazing, there are some clusters of residential areas, and connecting roads are few and far between and driveways are often clustered together. This environment contrasts greatly with SR 70 Segments 4 and 5 traveling through District 10, which is lined with dense agricultural orchards and corresponding driveways for the homes and businesses that support these operations, as well as driveways for strictly residential lands, dot the entire 9.6-mile stretch. Two heavily traveled county roads also feed into and off of SR 70 in this area: Woodruff Lane is a connector route to SR 20, Ramirez Road feeds the ever-growing residential foothill area northeast of District 10.

As an area using intensive farming practices, with many farmers owning land in various parts of the district, slow-moving farm machinery travels along and traverses the highway much of the year. For example, 18-wheeler

¹⁴ National Center for Sustainable Transportation, *Increasing Highway Capacity Unlikely to Relieve Traffic Congestion*, Susan Handy, October 2015.

¹⁵ TBD

¹⁶ BCAG

semi-truck and trailers, loaded with walnuts, weighing 40 tons, often travel directly across the highway (from a standstill) to transport produce from orchards to processors.

The MTP/SCS points out the fact that the Sacramento region will have an ever-growing older population (16). That is also the case in the agricultural community, where according to 2017 Census of Agriculture released by the USDA, the average age of the U.S. farmer is 57.5 years.¹⁷

Placing 5 lanes of roadway with a design speed of 75 mph through a 9.6 mile stretch of roadway dotted with almost 200 access points, with frequent slow-moving equipment, and an aging farmer population would appear to be an unsuitable option for efficient travel and/or safety. District 10 residents and business owners often note the drop in vehicle speeds, from 65-70 plus to 55 mph, upon entering District 10/Yuba County from Butte County's already widened SR 70 to the north, exhibiting the concept that drivers who perceive a roadway to be more dangerous will drive more carefully—as they should, given the number of vehicles entering and exiting the roadway, and the possibility of encountering slow-moving agricultural equipment.

Creating a wider, faster 5-lane roadway on Segments 4 and 5 through District 10 with its continuing—and necessary—agricultural business and activity will create greater VMT with more lane miles, which will in turn produce additional GHG, higher speeds will create even more GHG, and higher speeds through this type of scenario has the potential to increase the number and accidents and their severity. This goes against the SACOG's goals of "zero fatalities"¹⁸ and reducing GHG¹⁹, not to mention preserving agricultural land²⁰.

A consequence of the creation of a 5-lane project on SR 70 north of Marysville is the funneling of an ever-increasing number of passenger vehicles, commercial trucks and buses into and through the tiny town of Marysville (3.58 sq mi land area) without a clear plan of how to accomplish it.²¹ In his presentation to the Yuba County Board of Supervisors, Thomas Brannon, Deputy District Director, Caltrans District 3, when asked by supervisors what plans Caltrans had for handling the increased traffic that will result from the projects, replied that Caltrans was looking at different options, but did not have a plan yet. The lack of planning to address additional traffic in an efficient and environmentally sound way resulting from projects that have been in the works for decades and are already under construction, appears to place Marysville and area residents at risk for even more dire health consequences than they already experience.

For Marysville/Yuba County residents, the life expectancy for both male and female falls below the California averages by approximately 5 years, and national averages by approximately 3 years.

Ischemic Heart Disease is higher compared to California and national rates, especially for males:

(Rate per 100,000)	Marysville/Yuba: 256.4	California: 167.9	National: 191.5
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Strokes rates are significantly higher, especially for females:

Marysville/Yuba: 69.7	California: 43	National: 47.4.
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But, area also higher for males:

Marysville/Yuba: 56.5	California: 45	National: 48.8
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Tracheal, Bronchus, and Lung Cancer rates are especially high:

Female:	Marysville/Yuba: 63.4	California: 32.5	National: 43.8
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¹⁷ *Ag Daily*, April 11, 2019, "2017 Census of Agriculture: An aging farm population but with optimism." From <https://www.agdaily.com/insights/census-of-agriculture-aging-farmers/>

¹⁸ Draft 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy
MTP/SCS, *Safety Performance Management (PM1: Fatalities and Injuries)*, Page 14.

¹⁹ TBD

²⁰ TBD

²¹ Thomas L. Brannon, Deputy District Director Maintenance & Traffic Operations, Caltrans District 3, September 17, 2019, *Yuba 70 Corridor Improvements City of Marysville PowerPoint Presentation*.

Male:

Marysville/Yuba: 83.3

California: 45.5

National: 67.6²²

The poverty level for Marysville is 26%, compared with the national average of 13.4%.²³ The town experiences a “severe problem with the homeless, homeless encampments and the attendant problems with this issue, generational poverty, and high unemployment.”²⁴ The aforementioned health issues, coupled with the socioeconomic situation, is amplified by the constant flow of passenger and truck-traffic through the town, as noted in the Yuba Sutter Economic Development SWOT Analysis, “Highways into the towns and cities often create choke areas which often cause travel within the city limit areas long, congested and frustrating.”²⁵ This traffic congestion, coupled with stop-and-go driving necessitated by multiple stoplights, especially on SR 70 (Marysville’s B St., 9th St., and E St.) contributes the greatest amount of auto emissions/GHG per mile.²⁶

Surrounded by levees and nestled into a bowl, the town of Marysville on a regular basis experiences the environment described in the Air Quality Conformity Analysis, wherein the levees “create a barrier to airflow, which can trap air pollutants” (4). As explained in the analysis, “The lack of surface wind during these periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of particulate matter pollutants are highest when these conditions are combined with smoke or when temperature inversions trap cool air, fog and pollutants near the ground.” (4) Although the Sacramento Valley can benefit from the delta sea breeze, the breeze is often not felt this far north, nor is it effective in reaching the inhabitants within the Marysville levees.

Combine these emissions with this environment, and one has a toxic mix detrimental to human health and well-being. If we add additional vehicles, which bring additional emissions, into the soup, what dire consequences can the residents and workers—and the regional health facility, Adventist Health and Rideout, located there—expect? As the MTP/SCS points out: “The risks of not proactively taking bold steps to prepare for the dramatic changes we expect in transportation

over the next 20 years are dire. Those risks include:

- ... congestion, longer travel times, increased freight costs, and worse health.
- A region split between denser areas well served by a high-tech, electric fleet and rural and disadvantaged areas relying on 30-year old internal combustion technology.
- An economy, land use pattern, and transportation system that leaves vulnerable populations behind.” (9)

As one of California’s oldest cities, Marysville has a long history due to the Gold Rush and beyond. It was named after Mary Murphy Covillaud, a survivor of the Donner Party. Marysville was a stopping point for riverboats from Sacramento and San Francisco during the 1840-50s. The area was home to a significant Chinese American community in the 1860s, and the Bok Kai Temple remains today, one of 9 historic sites in Marysville listed on the National Register. The entire downtown is also listed as an Historical Commercial District by the National Register.²⁷

Given its long history, it’s easy to see why its small land footprint would be almost completely occupied by residential housing and businesses, except for its landmark physical and aesthetic feature, Ellis Lake, which is situated in the middle of town. (Once a swamp, the lake was commissioned in 1924 to be designed by John McClaren, the designer of Golden Gate Park in San Francisco. The lake was completed by the Works Progress

²² Institute for Health Metrics and Evaluation (IHME), US County Profile: Yuba County, California.

http://www.healthdata.org/sites/default/files/files/county_profiles/US/2015/County_Report_Yuba_County_California.pdf

²³ DataUSA, Marysville, CA, November 4, 2019. <https://datausa.io/profile/geo/marysville-ca/>

²⁴ Yuba Sutter Economic Development District, 2018 *Comprehensive Economic Development Strategy*, SWOT Analysis: Health, Public, Education, Safety, Page 50.

²⁵ Yuba Sutter Economic Development District, 2018 *Comprehensive Economic Development Strategy*, SWOT Analysis: Transportation, Page 53.

²⁶ “Traffic congestion and Greenhouse Gases,” Matthew Barth and Kanok Boriboonsomsin, http://www.accessmagazine.org/wp-content/uploads/sites/7/2016/01/access35_Traffic_Congestion_and_Greenhouse_Gases.pdf

²⁷ National Register of Historic Places, California-Yuba County, <http://www.nationalregisterofhistoricplaces.com/ca/Yuba/state.html>

Administration (WPA) in 1939-40 under President Roosevelt's New Deal Plan.²⁸) Thus, with its historical significance and lack of open space for road development, it appears the plan to continue to take SR 70 right through the middle of Marysville would be immensely disruptive to not only its citizenry and its businesses, but also potentially destroy or disturb historical landmarks.

EVACUATION NEEDS

Marysville and the surrounding area are no stranger to catastrophic events. After all, the levee system was built around Marysville to keep out the flood waters of the immediately adjacent Feather and Yuba Rivers; and although the town itself has never flooded, the areas all around certainly have. The devastating 1955 flood inundated the entire Yuba Sutter area, the 1986 flood saw the collapse of the Yuba River levee opposite Marysville which flooded the entire area south of town, and during the 1997 flood, a levee collapsed south of Marysville, releasing the Feather River. The floods took lives and caused millions of dollars in property damage.

Since that time, much investment has been made to improve the levees in the Yuba Sutter area. Yet, the levees that surround District 10 and hold back the Feather River (and are bordered on the opposite side by the Union Pacific Railroad levee), and through which SR 70 Segments 4 and 5 travel, are unimproved levees. The entire area of District 10 is in a 100-year floodplain, in Zone A of the FEMA flood map.

If a landowner wishes to build a new home in District 10, they would need to have plans engineered to ensure: "The finished floor...must be located at least one foot above the determined Base Flood Elevation (B.F.E.= 100 year flood level)."²⁹ To this end, those who have chosen to proceed with new construction in District 10 have had to raise the finished floor anywhere from 4 to 7 feet about ground level.

When the Oroville Dam Spillway began to collapse on February 12, 2017, 180,000 people downstream from the dam were ordered to evacuate. Those residing in District 10 joined those thousands. SR 70, leading south was at a standstill. Drivers could not get through Marysville. Many tried taking side roads, such as Woodruff Lane and Ramirez Road, and found those roadways gridlocked as well. People were trying desperately to get to higher ground. Members of the District 10 Reclamation Board claim that if a levee had collapsed along the Feather in District 10, those vehicles stuck on the roadway nearest Marysville would have been 13 feet under water. Estimates for those who live farther north in the district have been to expect their homes to be 11 feet under water.

Yet, Caltrans is proposing to spend approximately \$600 million to bring an "evacuation" route through a 100-year floodplain—with unimproved levees, located directly south of one of the largest earth-filled dams in the world, into a small town with multiple stoplights.

AN OPTION

Considering the impacts this project brings to the immediate area through which it travels, and the areas tied to it in the adjoining projects, it would seem there must be another way to mitigate the impacts and achieve many of the goals set for in the MTP/SCS.

One local developer has a plan that would provide a safe, efficient corridor for movement of people and goods; serve as a true evacuation route, elevated to safely and quickly allow people to escape from harm (flood/fire/earthquake) in an expedient manner; relieve congestion and pollution through Marysville; allowing

²⁸ The Living New Deal, *Ellis Lake Improvements-Marysville CA* <https://livingnewdeal.org/projects/ellis-lake-park-project-marysville-ca/>

²⁹ Yuba County California, *Yuba County Residential Construction Guide*, Second Edition 2017, Page 11, <https://mail.google.com/mail/u/0/#inbox/QgrcJHsHpCxjQCgtNzDwkGHQCjilKJRslrVb?projector=1&messagePartId=0.1>

“towns like Marysville...to focus on their natural assets, historical significance, and charm”³⁰ and prosper; provide recreational opportunities; and be financed through roadway and system pricing. The project could also allow for development of light rail transit in the future for public transport between Oroville and Sacramento. It ties SR 70 into SR 20, and then on south to link up with SR 65/70. Between SR 70 and SR 20, the plan does not impact a single home or business, nor would there be any cross traffic. Two county roads would seamlessly tie into it, and the soil for the raised roadbed would be provided by the creation of a water nature habitat and recreational facility (limiting construction costs).

Although this option may not reduce VMT in the short run, its location and the ability to transform the space into passenger rail service could serve as a vital link to the north state. The ability for traffic to travel without stopping reduces GHG. Avoiding areas where intense agricultural activities introduce slow-moving equipment to roadways prevents traffic accidents and supports “the economic vitality of the region through efficient goods movement that includes minimizing disruptions to the movement of agricultural products on rural roadways.”³¹

³⁰ MTP/SCS, page 6.

³¹ MTP/SCS,

TABLE 1: REVENUE

SACOG
Metropolitan Transportation Improvement Program Transportation Improvement Program
Amendment 18
(\$'s in 1,000)

Funding Source		NOTES	4 YEAR (FTIP Period)								TOTAL CURRENT	
			FY 2019		FY 2020		FY 2021		FY 2022			
			Amendment		Amendment		Amendment		Amendment			
			Prior	Current	Prior	Current	Prior	Current	Prior	Current		
			No. 11	No. 18	No. 11	No. 18	No. 11	No. 18	No. 11	No. 18		
LOCAL	Sales Tax		\$197,707	\$197,707	\$362,476	\$362,476	\$436,766	\$436,766	\$450,961	\$450,961	\$1,447,910	
	City											
	County		\$197,707	\$197,707	\$362,476	\$362,476	\$436,766	\$436,766	\$450,961	\$450,961	\$1,447,910	
	Gas Tax		\$99,833	\$99,833	\$102,483	\$102,483	\$107,335	\$107,335	\$112,709	\$112,709	\$422,361	
	Gas Tax (Subventions to Cities)		\$63,302	\$63,302	\$62,479	\$62,479	\$62,184	\$62,184	\$62,405	\$62,405	\$250,370	
	Gas Tax (Subventions to Counties)		\$36,531	\$36,531	\$40,004	\$40,004	\$45,152	\$45,152	\$50,304	\$50,304	\$171,991	
	Other Local Funds		\$465,694	\$465,694	\$479,780	\$479,780	\$494,399	\$494,399	\$509,575	\$509,575	\$1,949,448	
	County General Funds											
	City General Funds											
	Street Taxes and Developer Fees		\$463,126	\$463,126	\$477,213	\$477,213	\$491,832	\$491,832	\$507,008	\$507,008	\$1,938,179	
	RSTP Exchange funds		\$2,567	\$2,567	\$2,567	\$2,567	\$2,567	\$2,567	\$2,567	\$2,567	\$10,269	
	Transit		\$60,953	\$60,953	\$66,365	\$66,365	\$73,023	\$73,023	\$80,310	\$80,310	\$280,651	
	Transit Fares		\$60,953	\$60,953	\$66,365	\$66,365	\$73,023	\$73,023	\$80,310	\$80,310	\$280,651	
	Other (See Appendix 1)		\$114,418	\$114,418	\$118,252	\$118,252	\$122,215	\$122,215	\$126,312	\$126,312	\$481,197	
Local Total			\$938,605	\$938,605	\$1,129,356	\$1,129,356	\$1,233,739	\$1,233,739	\$1,279,868	\$1,279,868	\$4,581,568	
STATE	State Highway Operations and Protection Program (SHOPP) ¹		\$521,025	\$500,056	\$677,574	\$699,124	\$216,784	\$143,795	\$171,900	\$192,900	\$1,535,875	
	SHOPP		\$515,338	\$494,369	\$677,574	\$696,229	\$216,784	\$143,795	\$171,900	\$192,900	\$1,527,293	
	State Minor Program		\$5,687	\$5,687		\$2,895					\$8,582	
	State Transportation Improvement Program (STIP) ¹		\$15,699	\$13,243							\$13,243	
	STIP		\$15,699	\$13,243							\$13,243	
	State Bond		\$1,649	\$1,649	\$64,412	\$64,412			\$25,000	\$25,000	\$91,061	
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)		\$1,649	\$1,649	\$64,412	\$64,412			\$25,000	\$25,000	\$91,061	
	Active Transportation Program (ATP) ¹	1	\$18,476	\$18,476	\$17,912	\$17,912	\$20,549	\$20,549		\$1,525	\$58,462	
	Highway Maintenance (HM) Program ¹	1			\$5,187	\$5,187					\$5,187	
	Highway Bridge Program (HBP) ¹	1	\$52,953	\$55,779	\$21,189	\$18,397	\$25,896	\$115,024	\$17,201	\$17,859	\$207,058	
	Road Repair and Accountability Act of 2017 (SB1)		\$658	\$658	\$132,107	\$132,107	\$30	\$30			\$132,795	
	Traffic Congestion Relief Program (TCRP)		\$13,988	\$13,988							\$13,988	
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)		\$1,917	\$1,438	\$127	\$159	\$210	\$20,210			\$21,807	
	Other (See Appendix 3)		\$13,527	\$40,927	\$11,267	\$29,935	\$250	\$250	\$30,250	\$34,250	\$105,362	
State Total			\$639,890	\$646,213	\$929,775	\$967,232	\$263,719	\$299,858	\$244,351	\$271,534	\$2,184,837	
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants	2	\$45,495	\$45,495	\$28,119	\$30,704	\$28,119	\$28,119	\$28,119	\$28,119	\$132,437	
	5309 - Fixed Guideway Capital Investment Grants											
	5309b - New and Small Starts (Capital Investment Grants)		\$13,988	\$13,988			\$250	\$250	\$100,000	\$100,000	\$114,238	
	5309c - Bus and Bus Related Grants		\$1,207	\$1,207	\$790	\$790					\$1,997	
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities											
	5311 - Formula Grants for Rural Areas		\$2,360	\$2,360	\$1,255	\$1,255	\$1,365	\$1,365	\$1,255	\$1,255	\$6,236	
	5311f - Intercity Bus											
	5337 - State of Good Repair Grants	2	\$15,338	\$15,338	\$11,811	\$11,811	\$11,811	\$11,811	\$11,811	\$11,811	\$50,771	
	5339 - Bus and Bus Facilities Formule Grants		\$6,068	\$6,068		\$689	\$460	\$460			\$7,217	
	FTA Transfer from Prior FTIP		\$24,504	\$24,504							\$24,504	
	Other (See Appendix 4)											
	Federal Transit Total			\$108,960	\$108,960	\$41,975	\$45,248	\$42,005	\$42,005	\$141,185	\$141,185	\$337,399
	FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	3	\$52,142	\$23,674	\$21,698	\$21,698	\$17,268	\$17,268	\$12,265	\$12,265	\$74,905
		Federal Lands Access Program		\$5,000	\$5,000							\$5,000
Federal Lands Transportation Program												
GARVEE Bonds Debt Service Payments												
Highway Infrastructure Program (HIP)			\$8,992	\$9,656	\$2,763	\$2,099					\$11,754	
Highway Infrastructure Program (HIP) - PRIOR												
High Priority Projects (HPP) and Demo			\$2,368	\$2,368	\$150	\$150					\$2,518	
Highway Safety Improvement Program (HSIP)			\$11,996	\$13,478	\$14,597	\$14,597	\$14,296	\$13,326	\$9,866	\$9,354	\$50,755	
National Highway Freight Program (NHFP)												
Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)												
Railway-Highway Crossings Program						\$1,318					\$1,318	
Recreational Trails Program												
Surface Transportation Block Grant Program (STBGP/RSTP)			\$28,617	\$28,617	\$29,794	\$29,794	\$29,783	\$29,783	\$29,771	\$29,771	\$117,964	
Other (see Appendix 5)			\$926	\$6,478	\$5,552						\$6,478	
Federal Highway Total			\$110,041	\$89,271	\$74,553	\$69,655	\$61,347	\$60,377	\$51,902	\$51,389	\$270,692	
	Federal Total		\$219,000	\$198,231	\$116,529	\$114,903	\$103,352	\$102,382	\$193,087	\$192,575	\$608,091	
REVENUE TOTAL			\$1,797,496	\$1,783,049	\$2,175,660	\$2,211,492	\$1,600,810	\$1,635,979	\$1,717,305	\$1,743,976	\$7,374,496	

Financial Summary Notes:

¹ State Programs that include both state and federal funds² FTA 5307 and FTA 5337 in FFY 2019 and 2020 contain prior year apportionments.³ SACOG borrowed \$28,468,168 in CMAQ apportionments in FFY 2019 from KCAG, SLOCOG, Fresno COG, NCTC, MCAG, and Madera CTC. The funds are mix of 2019 and prior year apportionments. FFY 2019 does not factor in these loans.

SACOG will pay the loans back in installments spread out across the years 2020-2023, and are accounted for accordingly.

2019: \$0; 2020: -\$1,158,179 to NCTC; -\$1,292,112 to MCAG; 2021: -\$1,070,609 to KCAG; -\$5,000,000 to FCOG; -\$800,000 to MCTC; 2022: -\$3,986,499 to SLOCOG; -\$6,000,000 to FCOG; -\$878,540 to MCTC; -1,000,000 to FCOG; 2023: -\$7,282,229 to FCOG

TABLE 1: REVENUE - APPENDICES

SACOG

Metropolitan Transportation Improvement Program Transportation Improvement Program Amendment 18 (\$'s in 1,000)

Appendix 1 - Local Other

Local Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Transportation Development Act (LTF)	\$80,335	\$80,335	\$83,147	\$83,147	\$86,057	\$86,057	\$89,069	\$89,069	\$338,608
Caltrans Discretionary to Local Agencies	\$34,083	\$34,083	\$35,105	\$35,105	\$36,158	\$36,158	\$37,243	\$37,243	\$142,589
Local Other Total	\$114,418	\$114,418	\$118,252	\$118,252	\$122,215	\$122,215	\$126,312	\$126,312	\$481,197

Appendix 2 - Regional Other

Appendix 3 - State Other

State Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
AB 2766	\$216	\$216							\$216
Othr. State - State Cash	\$426	\$426	\$250	\$402	\$250	\$250	\$250	\$4,250	\$5,328
State Other - Cap and Trade Program	\$12,885	\$40,285	\$10,815	\$29,331			\$30,000	\$30,000	\$99,616
Bicycle Transportation Account									
Low Carbon Transit Operations Program			\$203	\$203					\$203
State Other Total	\$13,527	\$40,927	\$11,267	\$29,935	\$250	\$250	\$30,250	\$34,250	\$105,362

Appendix 4 - Federal Transit Other

Federal Transit Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
FTA 5316									
FTA 5317									
Federal Transit Other Total									

Appendix 5 - Federal Highway Other

Federal Highway Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Disc. - 2016 Earmark Repurposing	\$926	\$926							\$926
High Risk Rural Road Program									
Transportation & Community System Preservation									
Interstate Maintenance Discretionary									
Fed Other - TIGER		\$5,552	\$5,552						\$5,552
Intelligent Transportation System Funds									
Other Fed - National Corridor Infrastructure									
Rail Line Relocation and Improvement Program									
Federal Highway Other Total	\$926	\$6,478	\$5,552						\$6,478

Appendix 6 - Federal Railroad Administration Other

TABLE 2: PROGRAMMED

SACOG

**Metropolitan Transportation Improvement Program Transportation Improvement Program
Amendment 18
(\$'s in 1,000)**

FUNDING SOURCES		N O T E S	4 YEAR (FTIP Period)								TOTAL CURRENT
			FY 2019		FY 2020		FY 2021		FY 2022		
			Amendment		Amendment		Amendment		Amendment		
			Prior No. 11	Current No. 18	Prior No. 11	Current No. 18	Prior No. 11	Current No. 18	Prior No. 11	Current No. 18	
LOCAL	Local Total		\$258,986	\$162,178	\$161,882	\$268,035	\$108,976	\$91,084	\$371,701	\$598,539	\$1,119,836
STATE	State Highway Operations and Protection Program (SHOPP) ¹		\$521,025	\$500,056	\$677,574	\$699,124	\$216,784	\$143,795	\$171,900	\$192,900	\$1,535,875
	SHOPP		\$515,338	\$494,369	\$677,574	\$696,229	\$216,784	\$143,795	\$171,900	\$192,900	\$1,527,293
	State Minor Program		\$5,687	\$5,687		\$2,895					\$8,582
	State Transportation Improvement Program (STIP) ¹		\$15,699	\$13,243							\$13,243
	STIP		\$15,699	\$13,243							\$13,243
	State Bond		\$1,649	\$1,649	\$64,412	\$64,412			\$25,000	\$25,000	\$91,061
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)		\$1,649	\$1,649	\$64,412	\$64,412			\$25,000	\$25,000	\$91,061
	Active Transportation Program ¹	1	\$18,476	\$18,476	\$17,912	\$17,912	\$20,549	\$20,549		\$1,525	\$58,462
	Highway Maintenance (HM) Program ¹	1			\$5,187	\$5,187					\$5,187
	Highway Bridge Program (HBP) ¹	1	\$52,953	\$55,779	\$21,189	\$18,397	\$25,896	\$115,024	\$17,201	\$17,859	\$207,058
	Road Repair and Accountability Act of 2017 (SB1)		\$658	\$658	\$132,107	\$132,107	\$30	\$30			\$132,795
	Traffic Congestion Relief Program (TCRP)		\$13,988	\$13,988							\$13,988
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)		\$1,917	\$1,438	\$127	\$159	\$210	\$20,210			\$21,807
	Other (See Appendix B)		\$13,527	\$40,927	\$11,267	\$29,935	\$250	\$250	\$30,250	\$34,250	\$105,362
	State Total		\$639,890	\$646,213	\$929,775	\$967,232	\$263,719	\$299,858	\$244,351	\$271,534	\$2,184,837
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants	2	\$45,495	\$45,495	\$26,990	\$30,704	\$23,463	\$23,463	\$23,203	\$23,203	\$122,864
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)		\$13,988	\$13,988			\$250	\$250	\$100,000	\$100,000	\$114,238
	5309c - Bus and Bus Related Grants		\$1,207	\$1,207	\$790	\$790					\$1,997
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities										
	5311 - Formula Grants for Rural Areas		\$2,360	\$2,360	\$1,255	\$1,255	\$1,365	\$1,365	\$1,255	\$1,255	\$6,236
	5311f - Intercity Bus										
	5337 - State of Good Repair Grants		\$15,338	\$15,338	\$11,811	\$11,811	\$11,811	\$11,811	\$11,811	\$11,811	\$50,771
	5339 - Bus and Bus Facilities Formula Grants		\$6,068	\$6,068		\$689	\$460	\$460			\$7,217
	FTA Transfer from Prior FTIP		\$24,504	\$24,504							\$24,504
	Other (See Appendix C)										
		Federal Transit Total		\$108,960	\$108,960	\$40,847	\$45,248	\$37,349	\$37,349	\$136,269	\$136,269
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	3	\$30,997	\$22,806	\$20,077	\$21,686	\$16,318	\$14,106	\$10,645	\$12,092	\$70,690
	Federal Lands Access Program		\$5,000	\$5,000							\$5,000
	Federal Lands Transportation Program										
	GARVEE Bonds Debt Service Payments										
	Highway Infrastructure Program (HIP)		\$8,992	\$9,656	\$2,763	\$2,099					\$11,754
	Highway Infrastructure Program (HIP) - PRIOR										
	High Priority Projects (HPP) and Demo		\$2,368	\$2,368	\$150	\$150					\$2,518
	Highway Safety Improvement Program (HSIP)		\$11,996	\$13,478	\$14,597	\$14,597	\$14,296	\$13,326	\$9,866	\$9,354	\$50,755
	National Highway Freight Program (NHFP)										
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
	Railway-Highway Crossings Program					\$1,318					\$1,318
	Recreational Trails Program										
	Surface Transportation Block Grant Program (STBGP/RSTP)		\$16,754	\$15,820	\$17,207	\$29,681	\$11,537	\$7,474	\$6,422	\$16,451	\$69,425
	Other (see Appendix D)		\$926	\$6,478	\$5,552						\$6,478
	Federal Highway Total		\$77,033	\$75,605	\$60,346	\$69,531	\$42,151	\$34,906	\$26,933	\$37,896	\$217,938
	Federal Total		\$185,993	\$184,565	\$101,193	\$114,779	\$79,500	\$72,255	\$163,202	\$174,165	\$545,764
PROGRAMMED TOTAL			\$1,084,869	\$992,956	\$1,192,849	\$1,350,046	\$452,195	\$463,197	\$779,254	\$1,044,238	\$3,850,437

MPO Financial Summary Notes:

¹ State Programs that include both state and federal funds.² FTA 5307 and FTA 5337 in FFY 2019 and 2020 contain prior year apportionments.³ SACOG borrowed \$28,468,168 in CMAQ apportionments in FFY 2019 from KCAG, SLOCOC, Fresno COG, NCTC, MCAG, and Madera CTC. The funds are mix of 2019 and prior year apportionments. FFY 2019 does not factor in these loans.

SACOG will pay the loans back in installments spread out across the years 2020-2023, and are accounted for accordingly.

2019: \$0; 2020: -\$1,158,179 to NCTC, -\$1,292,112 to MCAG; 2021: -\$1,070,609 to KCAG, -\$5,000,000 to FCOG, -\$800,000 to MCTC; 2022: -\$3,986,499 to SLOCOC, -\$6,000,000 to FCOG, -\$878,540 to MCTC; -1,000,000 to FCOG; 2023: -\$7,282,229 to FCOG

TABLE 2: PROGRAMMED - APPENDICES

SACOG

Metropolitan Transportation Improvement Program Transportation Improvement Program Amendment 18 (\$'s in 1,000)

Appendix A - Regional Other

Appendix B - State Other

State Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	TOTAL
AB 2766	\$216	\$216							\$216
Othr. State - State Cash	\$426	\$426	\$250	\$402	\$250	\$250	\$250	\$4,250	\$5,328
State Other - Cap and Trade Program	\$12,885	\$40,285	\$10,815	\$29,331			\$30,000	\$30,000	\$99,616
Bicycle Transportation Account									
Low Carbon Transit Operations Program			\$203	\$203					\$203
State Other Total	\$13,527	\$40,927	\$11,267	\$29,935	\$250	\$250	\$30,250	\$34,250	\$105,362

Appendix C - Federal Transit Other

Federal Transit Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	TOTAL
FTA 5316									
FTA 5317									
Federal Transit Other Total									

Appendix D - Federal Highway Other

Federal Highway Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	TOTAL
Federal Disc. - 2016 Earmark Repurposing	\$489	\$926	\$25						\$926
High Risk Rural Road Program									
Transportation & Community System Preservation									
Interstate Maintenance Discretionary									
Fed Other - TIGER		\$5,552	\$5,552						\$5,552
Intelligent Transportation System Funds									
Other Fed - National Corridor Infrastructure									
Rail Line Relocation and Improvement Program									
Federal Highway Other Total	\$489	\$6,478	\$5,577						\$6,478

Appendix E - Federal Railroad Administration Other

Appendix F - Innovative Finance Other

TABLE 3: REVENUE-PROGRAMMED

SACOG

Metropolitan Transportation Improvement Program Transportation Improvement Program
Amendment 18
(\$'s in 1,000)

FUNDING SOURCES		4 YEAR (FTIP Period)								TOTAL CURRENT	
		FY 2019		FY 2020		FY 2021		FY 2022			
		Amendment		Amendment		Amendment		Amendment			
		Prior No. 11	Current No. 18	Prior No. 11	Current No. 18	Prior No. 11	Current No. 18	Prior No. 11	Current No. 18		
LOCAL	Local Total	\$679,620	\$776,427	\$967,475	\$861,322	\$1,124,763	\$1,142,655	\$908,166	\$681,329	\$3,461,733	
REGIONAL	Tolls										
	Bridge										
	Corridor										
	Regional Sales Tax										
	Other										
	Regional Total										
STATE	State Highway Operations and Protection Program (SHOPP) ¹										
	SHOPP										
	SHOPP Prior										
	State Minor Program										
	State Transportation Improvement Program (STIP) ¹										
	STIP										
	STIP Prior										
	State Bond										
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)										
	Active Transportation Program ¹										
	Highway Maintenance (HM) Program ¹										
	Highway Bridge Program (HBP) ¹										
	Road Repair and Accountability Act of 2017 (SB1)										
	Traffic Congestion Relief Program (TCRP)										
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
	Other										
		State Total									
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants			\$1,129		\$4,656	\$4,656	\$4,916	\$4,916	\$9,572	
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities										
	5311 - Formula Grants for Rural Areas										
	5311f - Intercity Bus										
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants										
	FTA Transfer from Prior FTIP										
	Other										
		Federal Transit Total			\$1,129		\$4,656	\$4,656	\$4,916	\$4,916	\$9,572
	FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$21,145	\$868	\$1,621	\$12	\$951	\$3,162	\$1,620	\$173	\$4,215
Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)											
Coordinated Border Infrastructure Program											
Federal Lands Access Program											
Federal Lands Transportation Program											
GARVEE Bonds Debt Service Payments											
Highway Infrastructure Program (HIP)											
Highway Infrastructure Program (HIP) - PRIOR											
High Priority Projects (HPP) and Demo											
Highway Safety Improvement Program (HSIP)											
National Highway Freight Program (NHFP)											
Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)											
Railway-Highway Crossings Program											
Recreational Trails Program											
SAFETEA-LU Safe Routes to School (SRTS)											
Surface Transportation Block Grant Program (STBGP/RSTP)		\$11,863	\$12,797	\$12,587	\$113	\$18,246	\$22,309	\$23,349	\$13,320	\$48,539	
Other											
	Federal Highway Total	\$33,007	\$13,666	\$14,207	\$124	\$19,196	\$25,471	\$24,969	\$13,493	\$52,754	
FEDERAL RAIL	Other Federal Railroad Administration										
	Federal Railroad Administration Total										
	Federal Total	\$33,007	\$13,666	\$15,336	\$124	\$23,852	\$30,127	\$29,885	\$18,409	\$62,326	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other										
	Innovative Financing Total										
REVENUE - PROGRAM TOTAL		\$712,627	\$790,093	\$982,811	\$861,446	\$1,148,615	\$1,172,782	\$938,051	\$699,738	\$3,524,059	

Section 5: Performance Measures 1, 2, and 3 Supportive Projects

Section 5 indicates which projects within Amendment #18 support each of the performance measures, 1-3.

Background

The 2012 federal transportation authorization legislation, “Moving Ahead for Progress in the 21st Century” (MAP-21) established new requirements for performance management and reporting to ensure the most efficient investment of Federal transportation funds. To incorporate the new federal performance requirements for Safety (PM1); Pavement and Bridge Conditions (PM2); and System Performance, Freight, and Air Quality (PM3) into the Metropolitan Transportation Improvement Program (MTIP), SACOG is required to show (1) that the MTIP “makes progress towards achieving SACOG’s performance targets”, and (2) that the MTIP includes, “to the maximum extent practicable, a description of the anticipated effect of the MTIP towards achieving the performance targets.”

The projects contained within Amendment #18 have been developed in accordance with the applicable provisions and requirements of 23 CFR Part 450 and many are expected to support the achievement of these targets. These targets will be achieved through the implementation of investment priorities through the programming of transportation projects in the 2019 MTIP, this MTIP Amendment, and subsequent MTIP Amendments and Administrative Modifications.

Performance Measure Targets

SACOG supports the “statewide” targets for PM1, PM2, and PM3. The targets are listed below.

PM1

Performance Target	Data Source	5- Yr. Rolling Average (2018)	Percent Reduction (2018)
Number of Fatalities	FARS	3590.8	-7.69%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.029	-7.69%
Number of Serious Injuries	SWITRS	12,823.4	-1.5%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	3.831	-1.5%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4271.1	-10%

PM 2

Statewide Targets				
Pavement and Bridge Performance Measures	2-Year NHS Targets		4-Year NHS Targets	
	(1/1/2018 - 12/31/2019)		(1/1/2020 - 12/31/2021)	
	Good	Poor	Good	Poor
Pavements on the NHS				
Interstate	45.1%	3.5%	44.5%	3.8%
Non-Interstate	28.2%	7.3%	29.9%	7.2%
Bridges on the NHS	69.1%	4.6%	70.5%	4.4%

PM3

Performance Measure	2017 Baseline Data	2-year Target	4-year Target
Percent of Reliable Person-Miles Traveled on the Interstate ¹	64.6%	65.1% (+0.5%)	65.6% (+1%)
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS ¹	73.0%	N/A	74.0% (+1%)
Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index) ¹	1.69	1.68 (-0.01)	1.67 (-0.02)
Total Emissions Reductions by Applicable Pollutants under the CMAQ Program ²			
VOC (kg/day)	951.83	961.35 (+1%)	970.87 (+2%)
CO (kg/day)	6,863.26	6,931.90 (+1%)	7,000.54 (+2%)
NOx (kg/day)	1,753.36	1,770.89 (+1%)	1,788.43 (+2%)
PM10 (kg/day)	2,431.21	2,455.52 (+1%)	2,479.83 (+2%)
PM2.5 (kg/day)	904.25	913.29 (+1%)	922.34 (+2%)
*Annual Hours of Peak-Hour Excessive Delay Per Capita ¹	State and MPO must coordinate on a single, unified 4-year target.		
Sacramento UA	14.9 Hours	N/A	14.7 (-1.0%)
San Francisco-Oakland UA	31.3 Hours	N/A	30.0 (-4.0%)
San Jose UA	27.5 Hours	N/A	26.4 (-4.0%)
Los Angeles-Long Beach-Anaheim UA	51.7 Hours	N/A	51.2 (-1.0%)
Riverside-San Bernardino UA	16.3 Hours	N/A	16.1 (-1.0%)
San Diego UA	18.4 Hours	N/A	18.0 (-2.0%)
*Percent of Non-Single Occupancy Vehicle (SOV) Travel ³	State and MPO must coordinate on a single, unified 2-year and 4-year target.		
Sacramento UA	22.8%	23.3% (+0.5%)	23.8% (+1%)
San Francisco-Oakland UA	44.3%	45.3% (+1%)	46.3% (+2%)
San Jose UA	24.5%	25.5% (+1%)	26.5% (+2%)
Los Angeles-Long Beach-Anaheim UA	25.6%	26.1% (+0.5%)	26.6% (+1%)
Riverside-San Bernardino UA	22.7%	23.2% (+0.5%)	23.7% (+1%)
San Diego UA	23.8%	24.8% (+1%)	25.2 (+1.4%)
Percent Change in Tailpipe CO ₂ Emissions on the NHS Compared to the Calendar Year 2017 Level (Greenhouse Gas performance measure) ⁴	TBD	TBD	TBD

Performance Measures 1, 2, and 3 Supportive Projects

County	Lead Agency	MTIP ID	Title	Fund Source	Total Cost	Year Complete	PM1	PM2	PM3	Project Index
YUB	Caltrans D3	CAL18815	SR 70 Passing Lanes - Segments 4 & 5	Local, STIP RIP AC	\$40,000,000	2023	Yes	Yes	Yes	1
SAC	Caltrans D3	CAL18838	US 50 HOV Lanes (I-5 to Watt Ave.)	Local, Road Repair and Accountability Act of 2017	\$118,400,000	2025	Yes	Yes	Yes	2
SAC	Caltrans D3	CAL21275	I-5 Managed Lanes - Sutterville Road to Yolo County Line	CMAQ, Local	\$406,000,000	2029	Yes	Yes	Yes	4
PLA	Placer County	PLA15270	North Antelope Road	Local	\$1,704,300	2030			Yes	5
PLA	Placer County	PLA15390	Sierra College Boulevard Widening A	Local	\$15,400,000	2025			Yes	6
PLA	Placer County	PLA18390	Dyer Lane Extension (Placer Creek Drive)	Local	\$10,025,700	2025			Yes	7
PLA	Placer County	PLA20700	Watt Avenue Widening	Local	\$14,582,700	2025			Yes	8
PLA	Placer County	PLA25044	Sunset Blvd. Widening	Local	\$37,500,000	2025			Yes	9
PLA	Placer County	PLA25463	Baseline Road Widening Phase 2 (West Portion)	Local	\$29,000,000	2020			Yes	11
PLA	Placer County	PLA25479	16th Street / Placer Vineyards Road	Local	\$7,118,300	2025			Yes	12
SAC	Sacramento County	SAC15170	Elk Grove-Florin Rd. Widening	Local	\$7,516,000	2021		Yes	Yes	15
SAC	Sacramento County	SAC19710	Sunrise Blvd.	Local	\$12,000,000	2025			Yes	16
SAC	Sacramento County	SAC24268	Hazel Ave. Improvements	Local	\$15,000,000	2025			Yes	17
SAC	Sacramento County	SAC25186	Madison Avenue Widening, Phase 1	CMAQ, Local	\$29,047,000	2025	Yes		Yes	18
VAR	JPA	VAR56199	Sacramento to Roseville Third Main Track - Phase 2	Local	\$224,000,000	2025		Yes	Yes	19
YUB	Yuba County	YUB15877	North Beale Road Improvements	Local	\$2,000,000	2026		Yes	Yes	21
TOTAL					\$985,738,100					