

**DATE:** July 1, 2010

**TO:** Interagency Consultation Partners and Public

**FR:** Ty Phimmasone, Staff

**RE:** **Availability of Draft Formal Amendment #24 to the 2009 Federal Transportation Improvement Program (FTIP)**

Merced County Association of Governments (MCAG) is proposing a formal amendment (Type No. 3 – Exempt Projects) to the 2009 Federal Transportation Improvement Program (FTIP).

Formal Amendment #24 to the 2009 FTIP programs \$1,460,000 of CMAQ funds to construct the 8'-Wide Class I Bike Path between Coffee Street and Childs Avenue, which runs adjacently to the first constructed phase of the Campus Parkway facility.

- Project List: Attachment 1 includes a summary of programming changes that result from Formal Amendment No. 24 to the 2009 FTIP. See Attachment 1 - Summary of change table addresses the new CMAQ project. The Caltrans FTIP database (CTIPs) printout for the new project is included.
- Updated Financial Plan: Attachment 2. The Financial Plan for the 2009 FTIP has been updated.
- Conformity Requirement: A new air quality conformity analysis is not required as these projects are exempt from air quality conformity analysis. In addition, the projects and/or project phases contained in Formal Amendment No. 24 do not interfere with the timely implementation of any approved TCMs.
- Project Information: Attachment 3 includes the project cost estimate and the CMAQ emissions reduction result (using CARB's website-available cost-effectiveness analysis tool).
- Public Involvement: A public review / comment period of 14-days is required by MCAG's Public Participation Plan. The public review/comment period commences on July 1, 2010 and will end on July 15, 2010 at 3 PM. The documents for Formal Amendment No. 24 are posted on the Merced County Association of Governments website ([www.mcagov.org](http://www.mcagov.org)) for public access and viewing. The MCAG Governing Board will adopt Formal Amendment No. 24 by resolution on July 15, 2010. Attachment 4 is the Draft Adoption Resolution.

State and Federal approvals are required for Formal Amendment No. 24. Due to the current requirements in (HR2847), MCAG is formally asking Caltrans and FHWA to expedite approval of this amendment.

In conclusion, the 2009 FTIP as amended meets all applicable transportation planning requirements per 23 CFR Part 450, 40 CFR Part 93, and conforms to the applicable State Implementation Plan (SIP) for air quality.

If you have any questions or would like to submit comments, please contact: Ty Phimmasone, Associate Planner at [ty.phimmasone@mcagov.org](mailto:ty.phimmasone@mcagov.org) or 209-723-3153 ext. 309.

**ATTACHMENT 1**

**SUMMARY OF CHANGES**

<b>Existing/ New</b>	<b>CTIPS ID</b>	<b>Project Title</b>	<b>FFY to be Programmed</b>	<b>Phase</b>	<b>Fund Source</b>	<b>Description of Change</b>
New	205-0000-0173	<b>Campus Parkway, Segment 1: Construct 8'-Wide Class I Bike Path</b>	<b>09/10</b> (\$1,460,000)	CON	CMAQ (100%)	Programs \$1,460,000 CMAQ in FY 09/10 to construct 8'-wide bike path alongside the Campus Parkway, Segment I, from Coffee Street to Childs Avenue.



**ATTACHMENT 2**  
**UPDATED FINANCIAL PLAN**

**State of California**  
**2008/09-2011/12 Federal Transportation Improvement Program**  
**MPO: Merced County Association of Governments**  
**FORMAL AMENDMENT #24**

REVENUE SOURCES		(Dollars X 1,000)									
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL	
		Previous	Current	Previous	Current	Previous	Current	Previous	Current		
LOCAL	Sales Tax	\$5,800	\$5,800	\$5,800	\$5,800	\$5,800	\$5,800	\$5,800	\$5,800	\$23,200	
	-- City	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	-- County	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	-- Other (Transportation Development Act)	\$5,800	\$5,800	\$5,800	\$5,800	\$5,800	\$5,800	\$5,800	\$5,800	\$23,200	
	Gas Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	-- Gas Tax (Subventions to Cities)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	-- Gas Tax (Subventions to Counties)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Other Local Funds	\$445	\$445	\$9,967	\$10,380	\$0	\$167	\$0	\$167	\$11,159	
	-- City General Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	-- Street Taxes and Developer Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	-- Other (registration fees (AB434) - Private (Mariposa, Mono)	\$445	\$445	\$9,967	\$10,380	\$0	\$167	\$0	\$167	\$11,159	
	Transit	\$3,303	\$3,303	\$3,011	\$3,303	\$2,101	\$3,118	\$2,101	\$3,118	\$12,842	
	-- Transit Fares	\$2,346	\$2,346	\$2,346	\$2,346	\$2,101	\$2,101	\$2,101	\$2,101	\$8,894	
	-- Other Transit (e.g., parcel/property taxes, parking revenue, AMTRAK, NPS)	\$957	\$957	\$665	\$957	\$0	\$1,017	\$0	\$1,017	\$3,948	
Tolls (e.g., non-state owned bridges)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<b>Local Total</b>	<b>\$9,548</b>	<b>\$9,548</b>	<b>\$18,778</b>	<b>\$19,483</b>	<b>\$7,901</b>	<b>\$9,085</b>	<b>\$7,901</b>	<b>\$9,085</b>	<b>\$47,201</b>		
REGIONAL <sup>1</sup>	Tolls	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	-- Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	-- Corridor	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Regional Transit Fares/Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Regional Sales Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Regional Gas Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Vehicle Registration Fees (CARB Fees, SAFE)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Other (Regional Transportation Impact Fee - RTIF)	\$0	\$0	\$2,300	\$2,300	\$0	\$0	\$0	\$0	\$2,300	
	<b>Regional Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,300</b>	<b>\$2,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,300</b>	
STATE	State Highway Operations and Protection Program (SHOPP)	\$56,933	\$57,449	\$55,058	\$55,715	\$85,688	\$85,688	\$1,810	\$1,810	\$200,662	
	SHOPP (Including Augmentation)	\$56,933	\$57,449	\$55,058	\$55,715	\$85,688	\$85,688	\$1,810	\$1,810	\$200,662	
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	State Transportation Improvement Program (STIP)	\$47,694	\$47,694	\$6,457	\$6,457	\$19,190	\$19,190	\$12,800	\$12,800	\$86,141	
	STIP (Including Augmentation) (Included IIP nonbond funding)	\$47,694	\$47,694	\$6,457	\$6,457	\$19,190	\$19,190	\$12,800	\$12,800	\$86,141	
	STIP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Proposition 1 B <sup>4</sup> (SR 99, HRCSA, PTMISEA)	\$0	\$0	\$148,000	\$148,000	\$103,000	\$103,000	\$0	\$0	\$251,000	
	GARVEE Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Highway Maintenance (HM)	\$0	\$0	\$0	\$3,599	\$0	\$0	\$0	\$0	\$3,599	
	Traffic Congestion Relief Program	\$7,501	\$7,501	\$0	\$0	\$0	\$0	\$0	\$0	\$7,501	
	State Transit Assistance (STA) Prop 42	\$7,713	\$7,713	\$7,774	\$7,774	\$7,869	\$7,869	\$7,869	\$7,869	\$31,225	
	Other (ER, Local HBRR, Local Seismic, SR25, BLA, state match)	\$1,133	\$1,133	\$1,461	\$1,985	\$461	\$461	\$0	\$0	\$3,579	
	<b>State Total</b>	<b>\$120,974</b>	<b>\$121,490</b>	<b>\$218,750</b>	<b>\$223,530</b>	<b>\$216,208</b>	<b>\$216,208</b>	<b>\$22,479</b>	<b>\$22,479</b>	<b>\$583,707</b>	
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	\$1,527	\$1,527	\$565	\$565	\$0	\$0	\$0	\$0	\$2,092	
	Clean Fuel Formula Program (5308)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Elderly & Persons with Disabilities Formula Program (5310)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Fixed Guideway Modernization (5309a)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Intercity Bus (5311f)	\$195	\$195	\$0	\$400	\$0	\$300	\$0	\$0	\$895	
	Job Access and Reverse Commute Program (5316)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Metropolitan Planning (5303)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	New and Small Starts (Capital Investment Grants) (5309b)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	New Freedom (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Nonurbanized Area Formula Program (5311)	\$415	\$415	\$415	\$415	\$415	\$415	\$415	\$415	\$1,660	
	Public Transportation on Indian Reservation (5311c)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Transit in the Parks (5320)	\$273	\$273	\$0	\$1,600	\$0	\$0	\$0	\$0	\$1,873	
	Urbanized Area Formula Program (5307)	\$2,648	\$2,648	\$2,485	\$2,485	\$2,370	\$2,370	\$2,370	\$2,370	\$9,873	
	ARRA - FTA 5307	\$2,486	\$2,486	\$0	\$0	\$0	\$0	\$0	\$0	\$2,486	
ARRA - FTA 5309	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
ARRA - FTA 5311	\$1,952	\$1,952	\$0	\$0	\$0	\$0	\$0	\$0	\$1,952		
Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<b>Federal Transit Total</b>	<b>\$9,496</b>	<b>\$9,496</b>	<b>\$3,465</b>	<b>\$5,465</b>	<b>\$2,785</b>	<b>\$3,085</b>	<b>\$2,785</b>	<b>\$2,785</b>	<b>\$20,831</b>		

**State of California**

**2008/09-2011/12 Federal Transportation Improvement Program**

**MPO: Merced County Association of Governments**

**FORMAL AMENDMENT #24**

REVENUE SOURCES		(Dollars X 1,000)								
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	
<b>FEDERAL HIGHWAY</b>	<b>Federal Highway Non-Discretionary</b>									
	Congestion Mitigation and Air Quality (CMAQ)	\$2,583	\$2,583	\$2,530	\$3,999	\$2,585	\$2,585	\$2,632	\$2,632	\$11,799
	Surface Transportation Program (Regional)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Highway Bridge Program (HBP)	\$0	\$405	\$0	\$1,085	\$0	\$0	\$0	\$0	\$1,490
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$420	\$0	\$0	\$0	\$0	\$420
	Railway (Section 130)	\$0	\$63	\$0	\$0	\$0	\$0	\$0	\$0	\$63
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$445	\$445	\$0	\$0	\$871	\$871	\$263	\$263	\$1,579
	Safe Routes to School (SR2S)	\$649	\$649	\$0	\$0	\$0	\$0	\$0	\$0	\$649
	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - SHOPP	\$46,704	\$46,704	\$0	\$0	\$0	\$0	\$0	\$0	\$46,704
	ARRA - STIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - Highway Maintenance (HM)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - TE	\$299	\$299	\$0	\$0	\$0	\$0	\$0	\$0	\$299
	ARRA - RSTP	\$9,892	\$9,892	\$0	\$0	\$0	\$0	\$0	\$0	\$9,892
	ARRA - Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Subtotal</b>	<b>\$60,572</b>	<b>\$61,040</b>	<b>\$2,530</b>	<b>\$5,504</b>	<b>\$3,456</b>	<b>\$3,456</b>	<b>\$2,895</b>	<b>\$2,895</b>	<b>\$72,895</b>
	<b>Federal Highway Discretionary Programs</b>									
	Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	High Priority Projects (HPP)	\$1,237	\$1,237	\$490	\$490	\$0	\$0	\$0	\$0	\$1,727
	High Risk Rural Road (HRRR)	\$0	\$0	\$70	\$70	\$670	\$670	\$0	\$0	\$740
National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Recreational Trails	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Transportation and Community and System Preservation Program (TCSP)	\$0	\$0	\$950	\$950	\$0	\$0	\$0	\$0	\$950	
Other (SPR-YARTS)	\$93	\$93	\$0	\$0	\$0	\$0	\$0	\$0	\$93	
<b>Subtotal</b>	<b>\$1,330</b>	<b>\$1,330</b>	<b>\$1,510</b>	<b>\$1,510</b>	<b>\$670</b>	<b>\$670</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,510</b>	
<b>Federal Highway Total</b>	<b>\$61,902</b>	<b>\$62,370</b>	<b>\$4,040</b>	<b>\$7,014</b>	<b>\$4,126</b>	<b>\$4,126</b>	<b>\$2,895</b>	<b>\$2,895</b>	<b>\$76,405</b>	
<b>FEDERAL TOTAL<sup>2</sup></b>	<b>\$71,398</b>	<b>\$71,866</b>	<b>\$7,505</b>	<b>\$12,479</b>	<b>\$6,911</b>	<b>\$7,211</b>	<b>\$5,680</b>	<b>\$5,680</b>	<b>\$97,236</b>	
<b>INNOVATIVE FINANCE<sup>3</sup></b>	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Innovative Financing Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>REVENUE TOTAL</b>	<b>\$201,920</b>	<b>\$202,904</b>	<b>\$247,333</b>	<b>\$257,792</b>	<b>\$231,020</b>	<b>\$232,504</b>	<b>\$36,060</b>	<b>\$37,244</b>	<b>\$730,444</b>	
<b>Fund Estimate - Unprogrammed Capacity<sup>5</sup></b>				<b>\$3,920</b>		<b>\$4,086</b>		<b>\$0</b>	<b>\$8,006</b>	

**NOTES:**

- <sup>1</sup> **Regional:** Some MPOs may not have regional fund sources. In these cases, data would be shown as "zero" or not applicable.
- <sup>2</sup> **Federal Total:** Is the sum of federal highway and federal transit programs.
- <sup>3</sup> **Innovative Finance:** Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.
- <sup>4</sup> **Proposition 1B:** Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation
- <sup>5</sup> **Fund Estimate - Unprogrammed Capacity:** Difference between Obligation Authority level and Apportionment level, these funds cannot be used for programming projects
- Note:** STIP/SHOPP funding coming from prior STIP/SHOPP programs.

**State of California**  
**2008/09-2011/12 Federal Transportation Improvement Program**  
**MPO: Merced County Association of Governments**  
**FORMAL AMENDMENT # 24**

PROGRAMMED		(Dollars X 1,000)								
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	
<b>LOCAL</b>	<b>Local Total</b>	\$9,548	\$9,548	\$18,778	\$19,191	\$7,901	\$7,901	\$7,901	\$7,901	\$44,541
<b>REGIONAL</b>	Tolls	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	-- Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	-- Corridor	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Regional Transit Fares/Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Regional Sales Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Regional Gas Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Vehicle Registration Fees (CARB Fees, SAFE)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Regional Transportation Impact Fee - RTIF)	\$0	\$0	\$2,300	\$2,300	\$0	\$0	\$0	\$0	\$2,300
		<b>Regional Total</b>	\$0	\$0	\$2,300	\$2,300	\$0	\$0	\$0	\$0
<b>STATE</b>	<b>State Highway Operations and Protection Program (SHOPP)</b>	\$56,933	\$57,449	\$55,058	\$55,715	\$85,688	\$85,688	\$1,810	\$1,810	\$200,662
	SHOPP (Including Augmentation)	\$56,933	\$57,449	\$55,058	\$55,715	\$85,688	\$85,688	\$1,810	\$1,810	\$200,662
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State Transportation Improvement Program (STIP)</b>	\$47,694	\$47,694	\$6,457	\$6,457	\$19,190	\$19,190	\$12,800	\$12,800	\$86,141
	STIP (Including Augmentation)(includes IIP nonbond funding)	\$47,694	\$47,694	\$6,457	\$6,457	\$19,190	\$19,190	\$12,800	\$12,800	\$86,141
	STIP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Proposition 1 B <sup>1</sup> (SR99, HTCSA, PTMISEA)	\$0	\$0	\$148,000	\$148,000	\$103,000	\$103,000	\$0	\$0	\$251,000
	GARVEE Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Highway Maintenance (HM)	\$0	\$0	\$0	\$3,599	\$0	\$0	\$0	\$0	\$3,599
	Traffic Congestion Relief Program	\$7,501	\$7,501	\$0	\$0	\$0	\$0	\$0	\$0	\$7,501
	State Transit Assistance (STA) Prop 42)	\$7,713	\$7,713	\$7,774	\$7,774	\$7,869	\$7,869	\$7,869	\$7,869	\$31,225
	Other (ER, Local HBRR, Local Seismic, SR2S, BLA)	\$1,133	\$1,133	\$1,461	\$1,985	\$461	\$461	\$0	\$0	\$3,579
		<b>State Total</b>	\$120,974	\$121,490	\$218,750	\$223,530	\$216,208	\$216,208	\$22,479	\$22,479
<b>FEDERAL TRANSIT</b>	Bus and Bus Related Grants (5309c)	\$1,527	\$1,527	\$565	\$565	\$0	\$0	\$0	\$0	\$2,092
	Clean Fuel Formula Program (5308)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Elderly & Persons with Disabilities Formula Program (5310)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Fixed Guideway Modernization (5309a)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Intercity Bus (5311f)	\$195	\$195	\$0	\$400	\$0	\$300	\$0	\$0	\$895
	Job Access and Reverse Commute Program (5316)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Metropolitan Planning (5303)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	New and Small Starts (Capital Investment Grants) (5309b)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	New Freedom (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Nonurbanized Area Formula Program (5311)	\$415	\$415	\$415	\$415	\$415	\$415	\$415	\$415	\$1,660
	Public Transportation on Indian Reservation (5311c)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transit in the Parks (5320)	\$273	\$273	\$0	\$1,600	\$0	\$0	\$0	\$0	\$1,873
	Urbanized Area Formula Program (5307)	\$2,648	\$2,648	\$2,485	\$2,485	\$2,370	\$2,370	\$2,370	\$2,370	\$9,873
	ARRA - FTA 5307	\$2,486	\$2,486	\$0	\$0	\$0	\$0	\$0	\$0	\$2,486
	ARRA - FTA 5309	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - FTA 5311	\$1,952	\$1,952	\$0	\$0	\$0	\$0	\$0	\$0	\$1,952
Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	<b>Federal Transit Total</b>	\$9,496	\$9,496	\$3,465	\$5,465	\$2,785	\$3,085	\$2,785	\$2,785	\$20,831

**State of California**  
**2008/09-2011/12 Federal Transportation Improvement Program**  
**MPO: Merced County Association of Governments**  
**FORMAL AMENDMENT # 24**

PROGRAMMED		(Dollars X 1,000)								
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	
<b>FEDERAL HIGHWAY</b>	<b>Federal Highway Non-Discretionary</b>									
	Congestion Mitigation and Air Quality (CMAQ)	\$2,583	\$2,583	\$2,530	\$3,999	\$2,585	\$2,585	\$2,632	\$2,632	\$11,799
	Surface Transportation Program (Regional)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Highway Bridge Program (HBP)	\$0	\$405	\$0	\$1,085	\$0	\$0	\$0	\$0	\$1,490
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$420	\$0	\$0	\$0	\$0	\$420
	Railway (Section 130)	\$0	\$63	\$0	\$0	\$0	\$0	\$0	\$0	\$63
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$445	\$445	\$0	\$0	\$871	\$871	\$263	\$263	\$1,579
	Safe Routes to School (SR2S)	\$649	\$649	\$0	\$0	\$0	\$0	\$0	\$0	\$649
	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - SHOPP	\$46,704	\$46,704	\$0	\$0	\$0	\$0	\$0	\$0	\$46,704
	ARRA - STIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - Highway Maintenance (HM)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - TE	\$299	\$299	\$0	\$0	\$0	\$0	\$0	\$0	\$299
	ARRA - RSTP	\$9,892	\$9,892	\$0	\$0	\$0	\$0	\$0	\$0	\$9,892
	ARRA - Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Subtotal</b>	<b>\$60,572</b>	<b>\$61,040</b>	<b>\$2,530</b>	<b>\$5,504</b>	<b>\$3,456</b>	<b>\$3,456</b>	<b>\$2,895</b>	<b>\$2,895</b>	<b>\$72,895</b>
	<b>Federal Highway Discretionary Programs</b>									
	Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	High Priority Projects (HPP)	\$1,237	\$1,237	\$490	\$490	\$0	\$0	\$0	\$0	\$1,727
	High Risk Rural Road (HRRR)	\$0	\$0	\$70	\$70	\$670	\$670	\$0	\$0	\$740
	National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Recreational Trails	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Transportation and Community and System Preservation Program (TCSP)	\$0	\$0	\$950	\$950	\$0	\$0	\$0	\$0	\$950	
Other (SPR-YARTS)	\$93	\$93	\$0	\$0	\$0	\$0	\$0	\$0	\$93	
<b>Subtotal</b>	<b>\$1,330</b>	<b>\$1,330</b>	<b>\$1,510</b>	<b>\$1,510</b>	<b>\$670</b>	<b>\$670</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,510</b>	
<b>Federal Highway Total</b>	<b>\$61,902</b>	<b>\$62,370</b>	<b>\$4,040</b>	<b>\$7,014</b>	<b>\$4,126</b>	<b>\$4,126</b>	<b>\$2,895</b>	<b>\$2,895</b>	<b>\$76,405</b>	
<b>FEDERAL TOTAL<sup>2</sup></b>	<b>\$71,398</b>	<b>\$71,866</b>	<b>\$7,505</b>	<b>\$12,479</b>	<b>\$6,911</b>	<b>\$7,211</b>	<b>\$5,680</b>	<b>\$5,680</b>	<b>\$97,236</b>	
<b>INNOVATIVE FINANCE<sup>3</sup></b>	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Innovative Financing Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>PROGRAMMED TOTAL</b>	<b>\$201,920</b>	<b>\$202,904</b>	<b>\$247,333</b>	<b>\$257,500</b>	<b>\$231,020</b>	<b>\$231,320</b>	<b>\$36,060</b>	<b>\$36,060</b>	<b>\$727,784</b>	

**NOTES:**

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

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

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

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

<sup>5</sup>**Fund Estimate - Unprogrammed Capacity:** Difference between Obligation Authority level and Apportionment level, these funds cannot be used for programming projects

\* **Note:** STIP/SHOPP funding coming from prior STIP/SHOPP programs.



**State of California**

**2008/09-2011/12 Federal Transportation Improvement Program**

**MPO: Merced County Association of Governments**

**FORMAL AMENDMENT # 24**

REVENUE Vs. PROGRAMMED		(Dollars X 1,000)								
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	
<b>FEDERAL HIGHWAY</b>	<b>Federal Highway Non-Discretionary</b>									
	Congestion Mitigation and Air Quality (CMAQ)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Surface Transportation Program (Regional)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SR2S)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - SHOPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - STIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - Highway Maintenance (HM)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - TE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - RSTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Federal Highway Discretionary Programs</b>									
	Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Coordinated Border Infrastructure (SAFETEA-LU Sec. 1303)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	High Priority Projects (HPP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	High Risk Rural Road (HRRR)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Recreational Trails	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Transportation and Community and System Preservation Program (TCSP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Other (SPR-YARTS))	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
<b>Federal Highway Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
<b>FEDERAL TOTAL<sup>2</sup></b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
<b>INNOVATIVE FINANCE<sup>3</sup></b>	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Innovative Financing Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	

**NOTES:**

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

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

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

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

<sup>5</sup> **Fund Estimate - Unprogrammed Capacity:** Difference between Obligation Authority level and Apportionment level, these funds cannot be used for programming projects

\* **Note:** STIP/SHOPP funding coming from prior STIP/SHOPP programs.

**ATTACHMENT 3**

**PROJECT INFORMATION**

**- Project Cost Estimate -  
- CMAQ Emissions Reduction Result (CARB's Cost-Effectiveness Analysis Tool) -**



# BICYCLE FACILITIES

**County:** Merced

**Federal Number:**

**Approval Date:**

**Caltrans DIST-EA:**

**Short Description:** Campus Parkway Class One Bike Path - Segment 1

**Project Scope:** Class 1 - Segment One Length = 1.3 miles

**Project Sponsor:**

**Private Agency:** No

**CMAQ Funding:** \$1,460,000      **Annual Auto Trips Reduced:** 40,163

**Local Match:** \$0      **Annual Auto VMT Reduced:** 72,293

**Capital Recovery Factor:** 0.07

**Project Analysis Period:** 20 years

**Days (D):** 225 days of use/year

**Average Daily Traffic (ADT):** 15,000 trips per day

**Adjustment (A) on ADT:** 0.0109

**Credit (C) for Activity Centers near project:** 0.0010

**EMISSION FACTORS:**

**Auto Trip End Factor**

**Auto VMT Factor**

**ROG :** 0.555 grams per trip      0.180 grams per mile

**NOx :** 0.307      0.189

**PM10 :** 0.009      0.222

**EMISSION REDUCTIONS:**

**Pounds per Year**

**Kilograms per Day**

**ROG:** 78      0

**NOx:** 57      0

**PM10:** 36      0

**Total:** 171      0

**COST-EFFECTIVENESS OF:**

**CMAQ Funds:** \$573.35 per pound ,146,708 per ton

**All Funding Sources:** \$573.35 per pound ,146,708 per ton

**ATTACHMENT 4**

**DRAFT ADOPTION RESOLUTION**

**BEFORE THE  
MERCED COUNTY ASSOCIATION OF GOVERNMENTS  
RESOLUTION NO. 2010/07-15-03**

In the Matter of:

**RESOLUTION ADOPTING THE** Amendment #24 the  
Merced County Association of Governments 2009  
Federal Transportation Improvement Program (FTIP),

WHEREAS, the Merced County Association of Governments (MCAG) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

WHEREAS, federal planning regulations require Metropolitan Planning Organizations to prepare and adopt a long range Regional Transportation Plan (RTP) for their region; and

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, Amendment #24 to the 2009 Federal Transportation Improvement Program (FTIP) has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the Merced County Association of Governments forum and general public involvement; and

WHEREAS, Amendment #24 to the FTIP program listing is consistent with: 1) the 2007 Regional Transportation Plan Amendment #2; 2) the 2008 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, Amendment #24 to the 2009 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, Amendment #24 to the 2009 FTIP meets all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, Amendment #24 programs \$1,460,000 of Congestion Mitigation and Air Quality (CMAQ) funds in FY 09/10 to fully-fund the construction of the 8'-wide Class I bike path, from Coffee Street to Childs Avenue; and

WHEREAS, Projects submitted in Amendment #24 to the 2009 FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, Amendment #24 to the 2009 FTIP does not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, Amendment #24 to the 2009 FTIP and 2007 RTP Amendment #2 conforms to the applicable SIPs; and

WHEREAS, in accordance with EPA Companion Guidance for the Conformity Rule for multi-jurisdictional areas, MCAG has developed their portion of the PM2.5 regional emissions analysis separately and provided the entire PM2.5 nonattainment area conformity demonstration; and

WHEREAS, the PM2.5 nonattainment area conformity demonstration is contingent upon adoption by all MPOs in the PM2.5 nonattainment area; and

WHEREAS, the MCAG has also developed a regional emissions analysis for Ozone, and PM-10 for Merced County; and

WHEREAS, the documents have been circulated and reviewed by MCAG advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Merced consistent with public participation process adopted by MCAG; and

WHEREAS, a public review/comment period of 14-days (minimum) commenced on July 1, 2010 and ended on July 15, 2010 at 3 PM;

NOW, THEREFORE, BE IT RESOLVED, that MCAG adopts Amendment #24 with the programming of \$1,460,000 of Congestion Mitigation and Air Quality (CMAQ) funds in FY 09/10 to fully-fund the construction of the 8'-wide Class I bike path, from Coffee Street to Childs Avenue.

THE FOREGOING RESOLUTION was passed and adopted by MCAG this 15<sup>th</sup> day of July, 2010.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed:

ATTEST:

\_\_\_\_\_  
John Pedrozo, Merced County Association of Governments, Governing Board Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Merced County Association of Governments duly adopted at a regular meeting thereof held on the 15th day of July, 2010.

Signed:

\_\_\_\_\_  
Jesse Brown, Merced County Association of Governments  
Executive Director