



# **2010 Regional Transportation Improvement Program**

Fiscal Years 2010/2011 through 2014/2015

Stanislaus Council of Governments  
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**EXECUTIVE SUMMARY**

State statutes require Regional Transportation Planning Agencies (RTPAs) to prepare and submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission (CTC) by February 12, 2010. The 2010 RTIP for the Stanislaus Region is prepared by the Stanislaus Council of Governments (StanCOG) to assist with the implementation of the Stanislaus Region's adopted long range Regional Transportation Plan (RTP). The 2010 RTIP for the Stanislaus Region has been developed in partnership between the eight San Joaquin Valley Councils of Governments (COGs) and Caltrans Districts 6 and 10. This coordinated 2010 RTIP programming effort balances financial capacity and project delivery needs for the eight individual COGs and the two Caltrans Districts. The programming is consistent with the CTC adopted Fund Estimate (FE), the CTC adopted 2009-10 Allocation Plan, and it exceeds the CTC 2010 STIP Programming for this RTIP cycle which is July 1, 2010 through June 30, 2015 (State fiscal years 2010/2011 through 2014/2015). Guidelines redistribution targets for both Regional Improvement Program (RIP) and Interregional Improvement Program (IIP) flexible funding shares (both the 30% of FY 09/10 to 12/13 and the 39% of FY 10/11 to 12/13 targets) have been achieved. The coordinated San Joaquin Valley STIP programming is presented in Appendix D.

Unlike previous RTIPs, the STIP Fund Estimate for the Stanislaus Region identifies a zero dollar (\$0) 2010 funding cycle for all non-STIP TE projects for fiscal years 2010 thru 2013. The development of the StanCOG 2010 RTIP is in accord with the statewide funding estimates and is not proposing any new STIP funded projects. StanCOG has reprogrammed projects currently programmed in the 2008 RTIP by advancing them to the next STIP funding cycle (FY 12/13 - 13/14). The reprogramming of these projects is in accord with the 2010 STIP Guidelines allowing non-TE-projects programmed in the current 2009/10 year be reprogrammed to future years beyond the 2010 STIP cycle.

The 2010 RTIP reflects changes introduced by Senate Bill 45 (1977) which made significant modifications to the funding, programming, planning of transportation improvement projects and consolidated state funding into RIP and IIP shares. The Stanislaus Council of Governments (StanCOG) is responsible for recommending projects under the RIP through its submittal of the RTIP. Caltrans is responsible for recommending projects under the IIP through its submittal of the Interregional Transportation Improvement Program (ITIP). The California Transportation Commission (CTC) incorporates both programs into the State Transportation Improvement Program (STIP) upon adoption.

## INTRODUCTION

The 2010 Regional Transportation Improvement Program (RTIP) for the Stanislaus Region has been developed in partnership between the eight San Joaquin Valley Councils of Governments (COGs) and Caltrans Districts 6 and 10. The coordinated 2010 STIP programming collectively balances capacity and project delivery needs for the eight individual COGs and the two Caltrans Districts. The programming is consistent with the CTC adopted Fund Estimate (FE), the CTC adopted 2009-10 Allocation Plan, and it exceeds the CTC 2010 STIP Guidelines redistribution targets for both RIP and IIP flexible funding shares (both the 30% of FY 09/10 to 12/13 and the 39% of FY 10/11 to 12/13 targets).

The eight San Joaquin Valley COGs and Caltrans have collectively prioritized projects based upon project deliverability and prior CTC identified project priorities. The intent of the San Joaquin Valley COGs and the associated Caltrans Districts is to present a comprehensive and collective annual programming recommendation for the San Joaquin Valley projects; rather than having CTC staff make these decisions based upon individual COG project priorities while trying to balance the state's limited resources. The coordinated 2010 STIP programming also supports maintaining the open to traffic dates of regionally significant projects that will need to be modeled in the 2011 Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP) of each San Joaquin Valley COG, months before final CTC action on the 2010 STIP.

## REPORT ORGANIZATION

The StanCOG 2010 RTIP details the following items:

1. Roles and responsibility of the Stanislaus Council of Governments
2. The RTIP Process
3. Funding and Project Programming
4. Summary of the 2010 RTIP projects
5. Project cost-effectiveness and performance

Appendices include

- (A) StanCOG Policy Board Resolution
- (B) 2010 STIP Fund Estimate
- (C) 2010 Stanislaus Region Proposed RTIP
- (D) 2010 STIP Programming Coordination for the San Joaquin Valley
- (E) Existing 2008 STIP Programming for the Stanislaus Region
- (F) 2010 RTIP Projects
- (G) 2010 STIP Guidelines

## BACKGROUND

### Detail of the Stanislaus Region

Stanislaus County is the fourth largest County in the San Joaquin Valley, encompassing approximately 1,521 square miles. There are nine incorporated cities: Ceres, Hughson, Modesto, Newman, Oakdale, Patterson, Riverbank, Turlock, and Waterford. The county contains two federally recognized urbanized areas known as the Modesto-Ceres Urbanized Area and the Turlock Urbanized Area. Stanislaus County's total population is approximately 526,383 (2009, CA Department of Finance).

The San Joaquin Valley consists of the counties of Stanislaus, San Joaquin, Merced, Madera, Fresno, Tulare, Kings and Kern. These eight counties share an air quality basin that currently does not meet the air quality standards set forth in the Federal Clean Cities Air Act or the California Clean Air Act. The eight Valley transportation planning agencies and the San Joaquin Valley Unified Air Pollution Control District have entered into a Memorandum of Understanding (MOU) to ensure a coordinated transportation/air quality planning approach. The MOU defines a cooperative process designed to achieve compliance with the air quality conformity provisions of the Intermodal Surface Transportation Efficiency Act. A second MOU exists between the eight agencies to ensure a coordinated, cooperative planning process on issues of mutual concern. Additional coordination occurs within the three counties of Stanislaus, San Joaquin, and Merced.

### Mission, Authority & Function

#### **Mission**

StanCOG has endeavored to develop procedures and processes that address regional transportation planning issues. Focusing on growth and other related impacts, StanCOG strives to encourage the involvement of our partner agencies, local jurisdictions, citizens and the State utilizing state of the art planning tools to address transportation, planning and stewardship issues impacting the region. StanCOG's Mission is:

*"To provide planning coordination that enhances the quality of the life in the Stanislaus Region by working with local governments, state and federal agencies and the public to create real solutions to regional transportation issues"*

Through these established procedures and processes, StanCOG is working towards the development of dynamic transportation network that safely and efficiently moves people and goods, improves the Region's air quality and enhances the lives of the Region's residents.

## Authority

StanCOG is charged with the following roles and responsibilities within the Stanislaus Region:

- Metropolitan Planning Organization
- Congestion Management Agency
- Census Data Center
- Abandoned Vehicle Authority
- Transportation Development Act Program Administrator
- Technical Assistance Provider

## Function

In addition to the duties outlined above, StanCOG also serves as the forum for the county and nine cities of Stanislaus County to come together and discuss the future of transportation projects, and to discuss problems and issues of common interest. Caltrans serves as an ex-officio member on the StanCOG advisory committees and Policy Board.

To achieve its mission, StanCOG's Policy Board is advised by the following committees:

- Management and Finance Committee
- Technical Advisory Committee
- Citizens Advisory Committee
- StanCOG Rail Committee
- Social Services Transportation Advisory Council
- Freight Advisory Committee
- Bicycle/Pedestrian Advisory Committee

## **OVERVIEW OF THE STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)**

### **Background**

The State Transportation Improvement Program (STIP) is a five-year planning document adopted every two years that displays commitments of transportation funds for improving operations for rail, mass transportation, local roads, and the State highway system. To develop the STIP, the Department of Transportation (Department) must prepare a STIP Fund Estimate (FE) to estimate the total Federal and State resources available for transportation over the next STIP period.

In October 1997, Senate Bill 45 (SB 45) was signed into law by the Governor simplifying the States transportation funding process by consolidating various transportation programs into the State Transportation Improvement Program (STIP). The STIP consists of two all encompassing programs 1) the Regional Improvement Program (RIP) which is funded from 75% of new STIP funding; and 2) the Interregional Improvement Program (IIP) which is funded using 25% of new STIP funding.

The RIP funds are subsequently subdivided utilizing a formula to create county apportionments, also referred to as "Regional Shares" or RIP funds. These Regional Shares are made available to the "Regions" for funding projects specifically nominated for funding by each Region.

The IIP funds, otherwise known as Interregional Shares, is funding utilized for projects nominated by the State.

SB 45 authorizes the Commission to amend the adopted guidelines after conducting at least one public hearing. The STIP guidelines were most recently amended in October 2009, at the beginning of the development cycle for the 2010 STIP. The statutes call for the Commission to make a reasonable effort to adopt guideline amendments prior to the adoption of the fund estimate. In no event may the Commission change its guidelines during the period between 30 days after the fund estimate adoption and the STIP adoption.

### **Supplemental Guidelines for the 2010 STIP**

Given the State's current fiscal situation, the CTC has proposed the following supplemental guidelines to avoid funding shortfalls due to pending legislation that would otherwise have detrimental impacts on existing revenue STIP funding estimates. StanCOG has implemented those guidelines applicable to the Region in the development of the 2010 RTIP. A copy of the 2010 STIP Guidelines is in Appendix H.

## **2010 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) OVERVIEW**

State statutes require Regional Transportation Planning Agencies (RTPA) to prepare and submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission. As the Stanislaus Region's RTPA, StanCOG is responsible for the development of the funding priorities for the Region.

The 2010 RTIP is the vehicle that programs the major State Highway and regionally significant transportation projects and programs receiving RIP, STIP-TE and IIP funds in accordance with STIP Guidelines established by the California Transportation Commission (CTC). Funding is constrained by the 2010 STIP Fund Estimate adopted by the CTC. Funding apportioned to the Stanislaus Region by the CTC is illustrated in Appendix C.

StanCOG's 2010 RTIP is being submitted to the California Transportation Commission along with RTIPs from other regions across the State and the Interregional Improvement Program proposed by Caltrans. After public hearings are held that are consistent with State law and available resources, the CTC acts on each RTIP. Under current law and regulations, the CTC is required to approve the entire RTIP, or reject the entire document with cause. Upon approval of each region's RTIP, the CTC incorporates it into the State Transportation Improvement Program (STIP). Should the CTC propose to reject a RTIP, it must find that a) the RTIP is not consistent with current STIP guidelines; b) there are insufficient funds available to implement the RTIP; c) the RTIP is in conflict with other RTIP or the ITIP; d) a project nominated is not in an approved Congestion Management Program (CMP); or e) that the RTIP does not meet the cost-effective standards implemented for State funds.

StanCOG has developed the 2010 RTIP in conjunction with its member agencies, Caltrans, and interested citizens. A copy of the adopting resolution is included in the appendices of this document.

### **Programming Coordination with the Eight San Joaquin Valley Councils of Governments**

The programming of the 2010 Regional Transportation Program (RTIP) has been developed in partnership between the eight San Joaquin Valley Councils of Governments (COGs) and Caltrans Districts 6 and 10. The coordinated 2010 STIP programming collectively balances capacity and project delivery needs for the eight individual COGs and the two Caltrans Districts. The programming is consistent with the CTC adopted Fund Estimate (FE), the CTC adopted 2009-10 Allocation Plan, and it exceeds the CTC 2010 STIP Guidelines redistribution targets for both RIP and IIP flexible funding shares (both the 30% of FY 09/10 to 12/13 and the 39% of FY 10/11 to 12/13 targets). The coordinated San Joaquin Valley STIP programming is presented in Appendix D.

The San Joaquin Valley COGs and Caltrans have collectively prioritized projects based upon project deliverability and prior CTC identified project priorities. The intent of the San Joaquin Valley COGs and the associated Caltrans Districts is to present a comprehensive and collective

annual programming recommendation for the San Joaquin Valley projects; rather than having CTC staff make these decisions based upon individual COG project priorities while trying to balance the state's limited resources. The coordinated 2010 STIP programming also supports maintaining the open to traffic dates of regionally significant projects that will need to be modeled in the 2011 Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP) of each San Joaquin Valley COG months before final CTC action on the 2010 STIP.

### **Coordination with other Planning Documents**

State and federal laws and regulations require that the RTIP be developed consistent with specified State, regional and local plans. StanCOG must make a finding that the 2010 RTIP is consistent with these documents. Thus, StanCOG finds that the 2010 RTIP is consistent with the following:

#### **California Transportation Commission's STIP Guidelines**

The STIP Guidelines provide direction to regional agencies in the preparation of the RTIP. The StanCOG 2010 RTIP complies with these guidelines and is consistent with the 2010 STIP Fund Estimate.

#### **Caltrans-Approved Project Study Reports**

The on-system projects programmed in this amendment are consistent with cost estimates contained in a Project Study Report, or Project Study Report – Environmental Only, approved by Caltrans.

#### **The Regional Transportation Plan (RTP)**

This 2010 RTIP is consistent with, and helps to implement the policies, plans, and projects contained in the 2007 Regional Transportation Plan, dated May 17, 2007.

#### **The 2009 Federal Transportation Improvement Program (FTIP)**

The RTIP is often confused with the Federal Transportation Improvement Program that reflects all federal surface transportation projects. Any project that receives at least one dollar of federal money, or any project that requires federal action, thus satisfying federal requirements, must be programmed in the FTIP. The RTIP contains projects that, if approved, would be amended into the FTIP.

#### **The Congestion Management Program (CMP)**

StanCOG is the Congestion Management Agency for Stanislaus County, and as such, has the responsibility to prepare and maintain the local Congestion Management Program. State law requires that certain projects nominated in RTIPs be drawn from an adopted CMP Capital Improvement Program. The projects contained in this 2010 RTIP have been drawn from the adopted CMP.

**The 2010 State Transportation Improvement Program (STIP)**

The 2010 RTIP includes projects that have been programmed in all previous STIP cycles, but which have not yet begun construction. StanCOG continues to support the construction of these important projects.

**The State Implementation Plan (SIP) for Air Quality**

Stanislaus County is one of the eight counties that make up the San Joaquin Valley Air Basin. The other counties are: San Joaquin, Merced, Madera, Fresno, Kings, Tulare, and Kern. Federal law requires that Stanislaus County demonstrate that its Regional Transportation Plan and Federal Transportation Improvement Program are in conformity with the Clean Air Acts.

Although this 2010 RTIP does not require a demonstration of conformity prior to CTC's approval, the document helps to implement the Regional Transportation Plan, which does require a demonstration of conformity. The California Transportation Commission also requires some assurance that the projects proposed in the 2010 RTIP would help to achieve the state and federal air quality standards. Based on our previous conformity assessment, which included the project proposed in the 2010 RTIP, these projects will contribute to cleaner air.

**Previous RTIPs**

This 2010 RTIP is consistent with all previous RTIPs and carries forward most programmed projects that have not yet begun construction. Existing transportation projects already programmed in the RTIP help to remind the California Transportation Commission of its past commitments.

## 2010 RTIP SUMMARY OF PROJECTS

The following is an overview of StanCOG's proposed programming in the 2010 STIP. Appendix D contains a detailed table of Stanislaus Region's 2010 RTIP. Unlike previous RTIPs, the 2010 RTIP does not illustrate new programming; rather it reprograms projects carried forward from the 2008 RTIP.

### STIP Revenues Available for Programming

The 2010 Statewide STIP Fund Estimate (Appendix B) identifies a zero dollar (\$0) funding cycle for all non-STIP Transportation Enhancement (TE) related projects for fiscal years 2010/11 and 2011/12. This estimate incorporates the 2009/10 Budget Act and other 2009 legislation enacted prior to the fund estimate adoption. Programming in the 2010 STIP will be constrained by fiscal year, with most new programming limited to Transportation Enhancement (TE) projects in the two years added to the STIP, 2013-14 and 2014-15. Thus, **the StanCOG 2010 RTIP will consist of rescheduling projects carried forward from the 2008 RTIP**, any previous remaining STIP funds have been reprogrammed to FYs 2012/13 thru 2014/15. The Stanislaus Region has been apportioned \$1.83 million in STIP Transportation Enhancement funds. These funds have been programmed in the StanCOG 2010 RTIP as a "Reserve Fund" until more certainty regarding their availability is provided.

Regional Funds Availability Totals (RIP)	Funding Apportionment
Total New Regional County Shares	\$0
Total Carryover	\$3,250,000
Total Regional Shares Programmed	\$3,250,000

Regional County Share for Transportation Enhancements	Funding Apportionment
Total New Regional TE Shares	\$1,835,000
Total Carryover	\$0
Total TE	\$1,835,000
<b>TOTAL FY 2010/11 - 2011/12 STIP FUNDING</b>	<b>\$5,085,000</b>

### New Projects for the 2010 RTIP

Given the 2010 Statewide STIP Fund Estimate identifies a zero dollar (\$0) funding cycle for all non-STIP Transportation Enhancement (TE) related projects for fiscal years 2010/11 and 2011/12, **StanCOG is not recommending new projects for the 2010 RTIP.**

**Regional Improvement Program (RIP)**

Development of the 2010 RTIP will consist primarily of reprogramming existing projects to carry them forward from the 2008 STIP. The statewide capacity for the 2010 STIP fund estimate identifies \$0 net new capacity is available for FY 2010/11 thru 2011/12, so reprogramming of existing projects will be done in FY 2012/13 thru 2014/15.

**Reprogramming of Existing Projects from the 2008 RTIP**

In a departure from the general rule in the STIP Guidelines, non-TE projects programmed in 2009/10, including projects from prior years that have allocation extensions, may be reprogrammed to a later fiscal year if they are on the list of delivered projects or if they have been granted, prior to adoption of the fund estimate, an extension of the allocation period that expires after the adoption of the 2010 STIP. Funding \$s as shown is in Millions.

**StanCOG is reprogramming the following project from the 2008 RTIP**

<b>CLARIBEL ROAD WIDENING, SR 108 TO OAKDALE ROAD (PPNO: 230)</b>	
<b>Sponsor: Caltrans</b>	
<b>Project Detail:</b> \$3.2million has been reprogrammed from FY 2012/13 to 2013/14 for the construction of the Claribel Rd Widening. Stanislaus County is contributing \$6.6 million of the total cost of construction. The project will widen a regionally significant arterial that is vital to the regions mobility. Construction is scheduled for FY 2012/13.	
The \$9.9 million breakdown is as follows: <span style="float:right">(\$) Millions</span>	
STIP RIP Funding	\$3,250
Local Contribution	\$6,655
<b>Total</b>	<b>\$9,905</b>

**Projects Carried Over from the 2008 RTIP**

<b>NORTH COUNTY CORRIDOR, SR 99 TO THE CITY OF OAKDALE (SR 120) (PPNO: 228)</b>	
<b>Sponsor: StanCOG</b>	
<b>Project Detail:</b> \$6.2 million is programmed for this project to fund PA&ED. StanCOG is the lead agency for RIP allocation. However, for project development, phasing and delivery, a Joint Powers Authority (JPA) has been formed. The JPA is comprised of the County of Stanislaus, the Cities of Oakdale, Riverbank and Modesto, and StanCOG. In addition to the reprogramming of RIP funding on this project, StanCOG is also requesting a Continuing Resolution of support for this project from the CTC (similar to the item that was included in the 2008 STIP).	
STIP RIP Funding (Previously Programmed)	\$6,200

<b>SR 132 EXPRESSWAY, DAKOTA AVENUE TO SR 108/SR 99 (PPNO: 944M)</b>	
<b>Sponsor: Caltrans</b>	
<b>Project Detail:</b> \$5.7M is programmed to this project to fund PA&ED and the PS&E. StanCOG is the Lead Agency for the RIP allocations. The project has a long history in the Stanislaus Region and includes Federal Demo funds to proceed with Phase 1 construction activities.	
STIP RIP Funding (Previously Programmed)	\$5,762
<b>SR 99/WHITMORE AVENUE INTERCHANGE (PPNO: 9401)</b>	
<b>Sponsor: Caltrans</b>	
<b>Project Detail:</b> The Whitmore Interchange project is in construction. However, a cost adjustment was identified in the 2009 State RTIP update totaling -\$5.3 million. Therefore, this project is provided for information only	
STIP RIP Funding	-\$5,349
<b>SR 219 WIDENING - SR 99 TO SR 108 (MCHENRY AVENUE) (PPNO: 9940C)</b>	
<b>Sponsor: Stanislaus County</b>	
<b>Project Detail:</b> Caltrans, Stanislaus County, the City of Modesto, and StanCOG are actively partnering to deliver improvements to SR 219 (Kiernan Ave). Phases 1a and 1b of this \$107.38 million project are in construction and Phase 2 is currently in the ROW phase.	
SR 219 Phase 2 - Construct roadway east of Dale Road to McHenry Ave (SR 108)	
STIP RIP Funding	\$27,207
Federal Demonstration	\$ 4,480
CMIA	\$18,813
<b>Total</b>	<b>\$50,500</b>

**Other 2010 RTIP Programming**

Approximately \$3.0 million of the Stanislaus Region's Regional Improvement Program funds are proposed for the following program categories:

<b>Planning, Programming and Monitoring (PPNO: 9953)</b>	
<b>Sponsor: StanCOG</b>	
<b>Project Detail:</b> PPM funds are used to provide staff support for activities related to long-range planning and project delivery. PPM activities are programmed by StanCOG's in its Overall Work Program. Some eligible PPM activities include corridor studies to refine project descriptions and implementation strategies preparation of Project Study Reports for projects identified in the Regional Transportation Plan and other activities that enhance delivery activities.	
Planning Programming and Monitoring	\$1,212

<b>Transportation Enhancement Activities (TE)</b>	
<b>Project Description:</b>	
TE funds are to be used for transportation-related capital improvement projects that enhance quality-of-life, in or around transportation facilities. The 2010 RTIP provides \$1.835 million estimate in new STIP - TE Funds for the FYs 2010 thru 2014. Given the uncertainty of the State's current budget, StanCOG has not programmed the FY 2010 STIP - TE funds for specific projects, rather they have been programmed as "TE RESERVES" until additional information is provided regarding the State's financial condition.	
<b>Transportation Enhancement Activities (TE)</b>	<b>\$1,835</b>

## PERFORMANCE MEASURE ANALYSIS

Given that the 2010 RTIP is not programming new projects, no new outcomes are expected to be derived from the implementation of the StanCOG 2010 RTIP.

The Performance Benefits illustrated below were taken from the StanCOG 2008 RTIP. Given the only modifications to the 2010 RTIP is the reprogramming of already existing projects from the 2008 RTIP, StanCOG is not submitting a new Performance Measure Analysis.

## PERFORMANCE MEASURE ANALYSIS

	Base Year 2000	No-Build 2030	Preferred Alternative 2030
Population	446,997	821,963	821,963
Employment	174,066	293,940	293,940
Total Vehicle Trips	1,207,730	2,155,111	2,155,111
Total Vehicle Miles Traveled (VMT)	9,820,915	16,869,488	17,255,294
Total Vehicle Hours Traveled	287,077	607,034	568,356
Average System Speed	34.21	27.79	30.36
VMT/Person	21.97	20.52	20.99
Average Trip Length (miles)	8.13	7.83	8.01

Air Quality Emissions			
Carbon Monoxide	-	21.63	15.27
Ozone - Reactive Organic Gases	-	2.93	3.26
Ozone - Nitrogen Oxide	-	4.43	4.77
PM-10 - Nitrogen Oxide	-	4.66	4.77
PM-10 – Total	-	0.8	0.82

## CONCLUSION

StanCOG's RTIP will assist in the Region's ability to reach its goals for the expansion of increased mobility, transportation options, facilitation of the movement of goods and residents and development of key economic centers.

**Appendix A**  
**StanCOG Policy Board Resolution**

**STANISLAUS COUNCIL OF GOVERNMENTS  
RESOLUTION 09-53  
A RESOLUTION ADOPTING THE  
2010 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Stanislaus Council of Governments (StanCOG) is the designated Regional Transportation Planning Agency and Metropolitan Planning Organization for Stanislaus County; and

WHEREAS, StanCOG has an adopted Regional Transportation Plan and an adopted Federal Transportation Improvement Program, in full compliance with federal and State laws and regulations; and

WHEREAS, the projects proposed for funding in the 2010 Regional Transportation Improvement Program are consistent with and help to achieve the goals and objectives of the adopted Regional Transportation Plan; and

WHEREAS, each Region must develop their portion of the STIP through the development of a 2010 Regional Transportation Improvement Program (RTIP); and

WHEREAS, the California Transportation Commission (CTC) will consider the 2010 State Transportation Improvement Program (STIP) for adoption in May 2010; and

WHEREAS, the 2010 RTIP has been developed for Policy Board adoption; and

WHEREAS, a Congestion Management Program for Stanislaus County has been adopted; and

WHEREAS, the capital improvement program of the Congestion Management Program for Stanislaus County has been incorporated into the 2010 Regional Transportation Improvement Program; and

WHEREAS, the 2010 STIP fund estimate identifies a zero dollar funding cycle for all non-STIP Transportation Enhancement (STIP-TE) related projects for fiscal years 2010/11 and 2011/12; and

WHEREAS, any previously remaining STIP funds have been reprogrammed to fiscal years 2012/13 through 2014/15; and

WHEREAS, STIP-TE funds have been programmed in fiscal years 2013/14 and 2014/15 as TE RESERVES due to the uncertainty of State funding; and

WHEREAS, StanCOG, in cooperation with the other seven San Joaquin Valley Councils of Government, has reprogrammed existing STIP funds from fiscal years

2009/10 through 2012/13 in an attempt to meet CTC's statewide funding shortfall requirements; and

NOW, THEREFORE, BE IT RESOLVED, that StanCOG adopts the 2010 Regional Transportation Improvement Program, and carries forward all previously approved RTIP projects into the 2010 RTIP

BE IT RESOLVED, that the 2010 Regional Transportation Improvement Program is intended to satisfy all applicable Federal and State requirements for transportation programming and project review. The foregoing Resolution was introduced at a regular meeting of the Stanislaus Council of Governments on the 17th day of February, 2010. A motion was made and seconded to adopt the foregoing Resolution. Motion carried and the Resolution was adopted.

THE FOREGOING RESOLUTION was introduced at a regular meeting of the Stanislaus Council of Governments, on the 17th day of February, 2010. A motion was made and seconded to adopt the foregoing Resolution. Motion carried and the Resolution was adopted.

MEETING DATE: February 17, 2010



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JEFF GROVER, CHAIR



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VINCENT J. HARRIS, EXECUTIVE DIRECTOR

**Appendix B**  
**2010 STIP Fund Estimate**

2010 STIP TE Targets	
County	TE Target
Alameda	5,299
Alpine/Amador/Calaveras	897
Butte	1,013
Colusa	266
Contra Costa	3,434
Del Norte	257
El Dorado LTC	649
Fresno	3,661
Glenn	283
Humboldt	1,026
Imperial	1,743
Inyo	1,398
Kern	4,830
Kings	721
Lake	438
Lassen	651
Los Angeles	32,417
Madera	651
Marin	1,003
Mariposa	264
Mendocino	968
Merced	1,169
Modoc	345
Mono	1,038
Monterey	1,881
Napa	621
Nevada	541
Orange	9,796
Placer TPA	1,030
Plumas	393
Riverside	6,941
Sacramento	4,552
San Benito	340
San Bernardino	9,100
San Diego	10,734
San Francisco	2,707
San Joaquin	2,385
San Luis Obispo	1,926
San Mateo	2,822
Santa Barbara	2,192
Santa Clara	6,208
Santa Cruz	1,094
Shasta	1,111
Sierra	185
Siskiyou	768
Solano	1,624
Sonoma	2,007
Stanislaus	1,848
Sutter	417
Tahoe RPA	270
Tehama	558
Trinity	398
Tulare	2,265
Tuolumne	452
Ventura	3,216
Yolo	872
Yuba	319
<b>Statewide Regional</b>	<b>145,994</b>
Interregional	48,665
<b>TOTAL</b>	<b>194,659</b>

**5% PPM Limitation**

<b>County</b>	<b>2008 STIP 2012/13</b>	<b>2010 STIP 12/13 - 14/15</b>	<b>Total 12/13 - 14/15</b>	<b>5% PPM Limitation 12/13 - 14/15</b>
Alameda	43,877	3,068	46,945	2,347
Alpine/Amador/Calaveras	7,412	519	7,931	397
Butte	8,400	586	8,986	449
Colusa	2,207	154	2,361	118
Contra Costa	28,427	1,988	30,415	1,521
Del Norte	2,125	149	2,274	114
El Dorado LTC	5,368	375	5,743	287
Fresno	30,409	2,120	32,529	1,626
Glenn	2,356	165	2,521	126
Humboldt	8,493	594	9,087	454
Imperial	14,207	1,009	15,216	761
Inyo	11,505	810	12,315	616
Kern	39,831	2,796	42,627	2,131
Kings	5,943	418	6,361	318
Lake	3,657	254	3,911	196
Lassen	5,384	377	5,761	288
Los Angeles	268,621	18,770	287,391	14,370
Madera	5,386	377	5,763	288
Marin	8,309	581	8,890	445
Mariposa	2,193	153	2,346	117
Mendocino	7,997	560	8,557	428
Merced	9,677	677	10,354	518
Modoc	2,859	200	3,059	153
Mono	8,526	601	9,127	456
Monterey	15,563	1,089	16,652	833
Napa	5,154	360	5,514	276
Nevada	4,545	313	4,858	243
Orange	81,023	5,672	86,695	4,335
Placer TPA	8,539	597	9,136	457
Plumas	3,250	227	3,477	174
Riverside	58,047	4,019	62,066	3,103
Sacramento	37,682	2,636	40,318	2,016
San Benito	2,818	197	3,015	151
San Bernardino	75,436	5,270	80,706	4,035
San Diego	88,798	6,215	95,013	4,751
San Francisco	22,448	1,568	24,016	1,201
San Joaquin	19,724	1,380	21,104	1,055
San Luis Obispo	15,852	1,115	16,967	848
San Mateo	23,296	1,635	24,931	1,247
Santa Barbara	18,037	1,270	19,307	965
Santa Clara	51,388	3,594	54,982	2,749
Santa Cruz	8,954	633	9,587	479
Shasta	9,193	643	9,836	492
Sierra	1,525	107	1,632	82
Siskiyou	6,349	444	6,793	340
Solano	13,454	940	14,394	720
Sonoma	16,387	1,162	17,549	877
Stanislaus	15,283	1,070	16,353	818
Sutter	3,451	241	3,692	185
Tahoe RPA	2,255	156	2,411	121
Tehama	4,626	324	4,950	248
Trinity	3,300	231	3,531	177
Tulare	18,693	1,311	20,004	1,000
Tuolumne	3,736	262	3,998	200
Ventura	26,543	1,862	28,405	1,420
Yolo	7,373	505	7,878	394
Yuba	2,641	185	2,826	141
<b>Statewide</b>	<b>1,208,532</b>	<b>84,534</b>	<b>1,293,066</b>	<b>64,653</b>

Note: Limitation amounts include amounts already programmed.

**Appendix C**  
**2010 Stanislaus Region Proposed RTIP**

**Summary of Stanislaus 2010 RTIP PROJECTS  
(StanCOG Project & Funding Summary)**

2010 Regional Improvement Program (\$1,000's)					Project Totals by Fiscal Year					Project Totals by Component					
HIGHWAY PROJECTS					10-11	11-12	12-13	13-14	14-15	R/W	Const	E&P	PS&E	R/W Sup	Cons Sup
Agency	Rte	Project	Total	Prior											
StanCOG	Loc	North County Corridor, Rt 99 - Oakdale	\$ 6,200	\$ 6,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Caltrans	99	Whitmore Av interchange	\$ (5,349)	\$ (5,349)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Caltrans	132	Expressway, Dakota Av - Rt 108 (west)	\$ 5,762	\$ 5,762	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Caltrans	219	4-lane expressway, Dale Rd-Rt 108 (phase 2) (CMIA)	\$27,207	\$ 27,207	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Stanislaus Co	loc	Claribel Rd, McHenry Av-Oakdale Rd, widen	\$ 3,250	\$ -	\$ -	\$ -	\$ -	\$ 3,250	\$ -	\$ -	\$ 3,250	\$ -	\$ -		
StanCOG		Planning, programming and monitoring	3,848	\$ 1,212	\$ 606	\$ 606	\$ 606	\$ 764	\$ 54	\$ -	\$ 2,636	\$ -	\$ -		
<b>Subtotals Highway Projects</b>			\$40,918	\$ 35,032	\$ 606	\$ 606	\$ 606	\$ 4,014	\$ 54	\$ -	\$ 5,886	\$ 0	\$ 0		
<b>Transportation Enhancement Projects (TE)</b>															
Riverbank	te	Oakdale Rd, Morrill-Claribel, landscape beautification	\$ 40	\$ 40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40	\$ -		
Turlock	te	Christoffersen Pkwy, Geer-Olive, landscape median	\$ 19	\$ 19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19	\$ -		
Turlock	te	GS Blvd, Monte Vista-1,700 ft so, landscape median	\$ 22	\$ 22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22	\$ -		
Turlock	te	GS Blvd, Roberts-Christoffersen, landscape median	\$ 22	\$ 22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22	\$ -		
Turlock	te	Countryside Dr, Tuolumne-Fulkerth, landscape median	\$ 4	\$ 4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4	\$ -		
Turlock	te	GS Blvd, Monte Vista-Roberts, landscape median	\$ 16	\$ 16	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16	\$ -		
Newman	te	Historic Main St Plaza, landscape/beautify, phase 1	\$ 516	\$ 516	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 516	\$ -	\$ -		
Turlock	te	Countryside Dr, Tuolumne-Fulkerth, landsape (ext 6-09)	\$ 79	\$ 79	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 79	\$ -	\$ -		
Riverbank	te	Oakdale Rd, Morrill-Claribel, landscape (ext 6-09)	\$ 308	\$ 308	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 308	\$ -	\$ -		
Stanislaus Co	te	Claribel Rd, McHenry Av-Oakdale Rd, bike path	\$ 840	\$ -	\$ 100	\$ -	\$ 740	\$ -	\$ -	\$ -	\$ 740	\$ 25	\$ 75		
Patterson	te	Landscape existing roundabouts / add splitter islands	\$ 158	\$ 18	\$ -	\$ 140	\$ -	\$ -	\$ -	\$ -	\$ 140	\$ -	\$ -		
Turlock	te	GS Blvd, Roberts-Christoffersen, landscape median	\$ 465	\$ -	\$ -	\$ 465	\$ -	\$ -	\$ -	\$ -	\$ 465	\$ -	\$ -		
Turlock	te	Christoffersen Pkwy, Geer-Olive, landscape median	\$ 390	\$ -	\$ 390	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 390	\$ -	\$ -		
Turlock	te	GS Blvd, Monte Vista-1,700 ft so, landscape median	\$ 459	\$ -	\$ -	\$ 459	\$ -	\$ -	\$ -	\$ -	\$ 459	\$ -	\$ -		
Turlock	te	GS Blvd, Monte Vista-Roberts, landscape median	\$ 331	\$ -	\$ -	\$ 331	\$ -	\$ -	\$ -	\$ -	\$ 331	\$ -	\$ -		
StanCOG	res	Correct 2007-08 reserve lapsed in error	\$ (19)	\$ (19)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (19)	\$ -		
Newman	te	Downtown Main St plaza, landscaping Subtotal TE Projects	\$ 19	\$ 19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19	\$ -		
		EXISTING TOTAL	\$ 3,669	\$ 1,044											
StanCOG	te	TE RESERVES (NEW)	\$ 1,835	\$ -	\$ -	\$ -	\$ -	\$ 1,835	\$ -	\$ -	\$ 1,835	\$ -	\$ -		
<b>Subtotals TE</b>			\$ 5,504	\$ 2,088	\$ 490	\$ 1,395	\$ 740	\$ 1,835	\$ -	\$ -	\$ 5,263	\$ 25	\$ 198		
<b>TOTAL</b>			\$46,422		\$1,096	\$2,001	\$1,346	\$5,849	\$ 54	\$ -	\$ 11,149	\$ 25	\$ 198		

Reprogrammed Project  
 New Programming (TE Only)

**Appendix D**  
**2010 STIP Programming Coordination for the San Joaquin Valley**

**2010 Coordinated San Joaquin Valley STIP Proposal - RIP**

Flexible Funds (No PTA or TE)

(\$1,000)

	Fiscal Year (FY)						Total Programming FY 09-10 to FY 12-13	30% Redistribution Target to FY 13-14 & FY 14-15	Proposed Redistribution to FY 13-14 & FY 14-15
	09-10	10-11	11-12	12-13	13-14	14-15			
Fresno	\$661	\$316	\$8,316	\$31,716			\$41,009	\$12,303	
	<b>\$661</b>	<b>\$316</b>	<b>\$6,916</b>	<b>\$3,516</b>	<b>\$29,922</b>	<b>\$0</b>			<b>\$29,922</b>
Kern	\$25,743	\$1,580	\$44,340	\$27,512			\$99,175	\$29,753	
	<b>\$25,743</b>	<b>\$25,580</b>	<b>\$1,580</b>	<b>\$1,992</b>	<b>\$33,700</b>	<b>\$8,925</b>			<b>\$42,625</b>
Kings	\$1,537	\$75	\$19,094	\$29,070			\$49,776	\$14,933	
	<b>\$75</b>	<b>\$3,770</b>	<b>\$29,070</b>	<b>\$0</b>	<b>\$17,399</b>	<b>\$0</b>			<b>\$17,399</b>
Madera	\$15,457	\$200	\$200	\$4,702			\$20,559	\$6,168	
	<b>\$6,923</b>	<b>\$6,300</b>	<b>\$200</b>	<b>\$200</b>	<b>\$0</b>	<b>\$8,957</b>			<b>\$8,957</b>
Merced	\$640	\$639	\$12,800	\$0			\$14,079	\$4,224	
	<b>\$640</b>	<b>\$639</b>	<b>\$2,040</b>	<b>\$10,760</b>	<b>\$0</b>	<b>\$0</b>			<b>\$0</b>
San Joaquin	\$15,235	\$32,775	\$16,872	\$205			\$65,087	\$19,526	
	<b>\$13,673</b>	<b>\$27,276</b>	<b>\$205</b>	<b>\$5,704</b>	<b>\$0</b>	<b>\$18,229</b>			<b>\$18,229</b>
Stanislaus	\$9,053	\$606	\$606	\$4,014			\$14,279	\$4,284	
	<b>\$9,053</b>	<b>\$606</b>	<b>\$606</b>	<b>\$764</b>	<b>\$3,250</b>	<b>\$0</b>			<b>\$3,250</b>
Tulare	\$16,020	\$38,300	\$13,430	\$8,700			\$76,450	\$22,935	
	<b>\$0</b>	<b>\$38,300</b>	<b>\$24,050</b>	<b>\$1,150</b>	<b>\$5,400</b>	<b>\$7,550</b>			<b>\$12,950</b>
<b>SJ Valley Total =</b>	<b>\$84,346</b>	<b>\$74,491</b>	<b>\$115,658</b>	<b>\$105,919</b>			<b>\$380,414</b>	<b>\$114,124</b>	
	<b>\$56,768</b>	<b>\$102,787</b>	<b>\$64,667</b>	<b>\$24,086</b>	<b>\$89,671</b>	<b>\$43,661</b>			<b>\$133,332</b>

<b>Comparison to Both CTC Targets in 2010 STIP Guidelines:</b>	
\$114,124	= 30% of FY 09/10 to 12/13
\$115,467	= 39% of FY 10/11 to 12/13

**2010 Coordinated San Joaquin Valley STIP Proposal - IIP**

(\$1,000)

	Fiscal Year (FY)						Total Programming FY 09-10 to FY 12-13	30% Redistribution Target to FY 13-14 & FY 14-15	Proposed Redistribution to FY 13-14 & FY 14-15
	09-10	10-11	11-12	12-13	13-14	14-15			
Fresno	\$1,386	\$0	\$8,500	\$0			\$9,886	\$2,966	
	<b>\$1,386</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,500</b>	<b>\$0</b>			<b>\$8,500</b>
Kern	\$0	\$0	\$1,000	\$4,520			\$5,520	\$1,656	
	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$4,520</b>	<b>\$0</b>			<b>\$4,520</b>
Merced	\$5,817	\$1,280	\$0	\$0			\$7,097	\$2,129	
	<b>\$5,817</b>	<b>\$1,280</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>			<b>\$0</b>
San Joaquin	\$13,142	\$13,142	\$0	\$0			\$26,284	\$7,885	
	<b>\$13,142</b>	<b>\$13,142</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>			<b>\$0</b>
Tulare	\$0	\$0	\$3,500	\$9,000			\$12,500	\$3,750	
	<b>\$0</b>	<b>\$0</b>	<b>\$2,000</b>	<b>\$1,450</b>	<b>\$1,500</b>	<b>\$7,550</b>			<b>\$9,050</b>
Tulare/Kings	\$100	\$300	\$4,100	\$0			\$4,500	\$1,350	
	<b>\$100</b>	<b>\$300</b>	<b>\$4,100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>			<b>\$0</b>
<b>SJ Valley Total =</b>	<b>\$20,445</b>	<b>\$14,722</b>	<b>\$17,100</b>	<b>\$13,520</b>			<b>\$65,787</b>	<b>\$19,736</b>	
	<b>\$20,445</b>	<b>\$14,722</b>	<b>\$7,100</b>	<b>\$1,450</b>	<b>\$14,520</b>	<b>\$7,550</b>			<b>\$22,070</b>

<b>Comparison to Both CTC Targets in 2010 STIP Guidelines:</b>	
\$19,736	= 30% of FY 09/10 to 12/13 with AB 3090s
\$17,683	= 39% of FY 10/11 to 12/13 with AB 3090s

Current programming in 2008 STIP =   
 Proposed programming in 2010 STIP =

**Appendix E**  
**2008 STIP for the Stanislaus Region**

# 2008 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITIP Interregional Share Funding (See Separate Listing)

(\$1,000's)

Total County Share (from 2007 Report)	142,484
2008 STIP Fund Estimate Adjustment for Prior Year Project Lapses	652
Less GARVEE debt service	0
Less 2006-07 Allocations and closed projects	(11,215)
Less Projects Lapsed, July 1, 2007-June 30, 2008	(434)
2008 STIP Fund Estimate Formula Distribution	11,482
Total County Share, June 30, 2008 (includes TE)	142,969

## Stanislaus

Agency	Rte	PPNO	Project	Ext	Voted	Total	Project Totals by Fiscal Year					Project Totals by Component																	
							Prior	08-09	09-10	10-11	11-12	12-13	R/W	Const	E & P	PS&E	R/W Sup	Con Sup											
<b>Highway Projects:</b>																													
Caltrans	132	9797	Riverside Dr-Empire, widening (East infill)		Sep-06	736	736	0	0	0	0	0	0	0	0	0	736	0	0	0	0	0							
Caltrans	219	9940	4-lane expressway, Rt 99-Dale Rd (phase 1B)(CMIA)		Jan-08	35,736	35,736	0	0	0	0	0	0	28,000	0	1,520	2,956	3,260	0	0	0								
StanCOG		9953	Planning, programming, and monitoring		Jan-08	30	30	0	0	0	0	0	0	0	30	0	0	0	0	0	0								
Modesto	loc	9940B	Rt 219 expressway, Dale Rd intersection (phase 1A)		Jan-08	2,770	2,770	0	0	0	0	0	0	0	2,770	0	0	0	0	0	0								
Caltrans	99	9401	Whitmore Av interchange		Feb-08	46,068	46,068	0	0	0	0	0	0	13,000	23,404	580	2,664	2,420	4,000	0	0								
Modesto	loc	9940B	Rt 219 expy, Dale Rd intersection (phase 1A)(supp)		Jun-08	2,240	2,240	0	0	0	0	0	0	0	2,240	0	0	0	0	0	0								
Caltrans	219	9940C	4-lane expressway, Dale Rd-Rt 108 (phase 2)(CMIA)			27,207	18,760	0	8,447	0	0	0	0	14,760	4,947	0	2,000	2,000	3,500	0	0								
StanCOG	loc	228	North county corridor, Rt 99-Oakdale			6,200	0	6,200	0	0	0	0	0	0	0	6,200	0	0	0	0	0								
Stanislaus Co	loc	230	Claribel Rd, McHenry Av-Oakdale Rd, widen			3,250	0	0	0	0	0	3,250	0	3,250	0	0	0	0	0	0	0								
Caltrans	132	944M	Expressway, Dakota Av-Rt 99 (west)			5,762	5,762	0	0	0	0	0	0	0	0	3,992	1,770	0	0	0	0								
StanCOG		9953	Planning, programming, and monitoring			3,188	0	606	606	606	606	764	0	3,188	0	0	0	0	0	0	0								
<b>Subtotal, Highway Projects</b>						<b>133,187</b>	<b>112,102</b>	<b>6,806</b>	<b>9,053</b>	<b>606</b>	<b>606</b>	<b>4,014</b>	<b>55,760</b>	<b>39,829</b>	<b>13,028</b>	<b>9,390</b>	<b>7,680</b>	<b>7500</b>											
<b>Transportation Enhancement (TE) Projects:</b>																													
Newman	te	218	Historic Main St Plaza, landscape/beautify, phase 1			516	0	516	0	0	0	0	0	0	516	0	0	0	0	0	0								
Riverbank	te	219	Oakdale Rd, Morrill-Claribel, landscape beautification			348	0	348	0	0	0	0	0	0	308	0	40	0	0	0	0								
Stanislaus Co	te	220	Claribel Rd, McHenry Av-Oakdale Rd, bike path			840	0	0	0	100	0	740	0	740	25	75	0	0	0	0	0								
Patterson	te	221	Landscape existing roundabouts / add splitter islands			158	0	0	18	0	140	0	0	140	3	15	0	0	0	0	0								
Turlock	te	222	GS Blvd, Roberts-Christoffersen, landscape median			487	0	22	0	0	465	0	0	465	0	22	0	0	0	0	0								
Turlock	te	224	Christoffersen Pkwy, Geer-Olive, landscape median			409	0	19	0	390	0	0	0	390	0	19	0	0	0	0	0								
Turlock	te	225	GS Blvd, Monte Vista-1,700 ft so, landscape median			481	0	22	0	0	459	0	0	459	0	22	0	0	0	0	0								
Turlock	te	19C	Countryside Dr, Tuolumne-Fulkerth, landsape median			83	0	83	0	0	0	0	0	79	0	4	0	0	0	0	0								
Turlock	te	19D	GS Blvd, Monte Vista-Roberts, landscape median			347	0	16	0	0	331	0	0	331	0	16	0	0	0	0	0								
<b>Subtotal TE Projects</b>						<b>3,669</b>	<b>0</b>	<b>1,026</b>	<b>18</b>	<b>490</b>	<b>1,395</b>	<b>740</b>	<b>0</b>	<b>3,428</b>	<b>28</b>	<b>213</b>	<b>0</b>	<b>0</b>											
<b>Total Programmed or Voted since July 1, 2007</b>						<b>136,856</b>																							

<b>Balance of STIP County Share, Stanislaus</b>	
Total County Share, June 30, 2008	142,969
Total Now Programmed or Voted Since July 1, 2007	136,856
Unprogrammed Share Balance	6,113
Share Balance Advanced or Overdrawn	0

**Appendix F**  
**2010 RTIP Projects**

## STANCOG 2010 STIP PROJECTS

**No new projects have been planned; all projects are from previous STIP cycles.**

**StanCOG is reprogramming the following project from the 2008 to the 2010 RTIP**

<b>CLARIBEL ROAD WIDENING, SR 108 TO OAKDALE ROAD (PPNO: 230)</b>	
<b>Sponsor: Caltrans</b>	
<b>Project Detail:</b>	
<p>\$3.2million has been reprogrammed from FY 2012/13 to 2013/14 for the construction of the Claribel Rd Widening. Stanislaus County is contributing \$6.6 million of the total cost of construction. The project will widen a regionally significant arterial that is vital to the regions mobility. Construction is scheduled for FY 2012/13.</p>	
The \$9.9 million breakdown is as follows:	(\$) Millions
STIP RIP Funding	\$3,250
Local Contribution	\$6,655
Total	\$9,905

**Projects Carried Over from the 2008 RTIP**

<b>NORTH COUNTY CORRIDOR, SR 99 TO THE CITY OF OAKDALE (SR 120) (PPNO: 228)</b>	
<b>Sponsor: StanCOG</b>	
<b>Project Detail:</b>	
<p>\$6.2 million is programmed for this project to fund PA&amp;ED. StanCOG is the lead agency for RIP allocation. However, for project development, phasing and delivery, a Joint Powers Authority (JPA) has been formed. The JPA is comprised of the County of Stanislaus, the Cities of Oakdale, Riverbank and Modesto, and StanCOG. In addition to the reprogramming of RIP funding on this project, StanCOG is also requesting a Continuing Resolution of support for this project from the CTC (similar to the item that was included in the 2008 STIP).</p>	
STIP RIP Funding (Previously Programmed)	\$6,200
<b>SR 132 EXPRESSWAY, DAKOTA AVENUE TO SR 108/SR 99 (PPNO: 944M)</b>	
<b>Sponsor: Caltrans</b>	
<b>Project Detail:</b>	
<p>\$5.7M is programmed to this project to fund PA&amp;ED and the PS&amp;E. StanCOG is the Lead Agency for the RIP allocations. The project has a long history in the Stanislaus Region and includes Federal Demo funds to proceed with Phase 1 construction activities.</p>	
STIP RIP Funding (Previously Programmed)	\$5,762

<b>SR 99/WHITMORE AVENUE INTERCHANGE (PPNO: 9401)</b>	
<b>Sponsor: Caltrans</b>	
<b>Project Detail:</b> The Whitmore Interchange project is in construction. However, a cost adjustment was identified in the 2009 State RTIP update totaling -\$5.3 million. Therefore, this project is provided for information only	
STIP RIP Funding	-\$5,349
<b>SR 219 WIDENING - SR 99 TO SR 108 (MCHENRY AVENUE) (PPNO: 9940C)</b>	
<b>Sponsor: Stanislaus County</b>	
<b>Project Detail:</b> Caltrans, Stanislaus County, the City of Modesto, and StanCOG are actively partnering to deliver improvements to SR 219 (Kiernan Ave). Phases 1a and 1b of this \$107.38 million project are in construction and Phase 2 is currently in the ROW phase.	
SR 219 Phase 2 - Construct roadway east of Dale Road to McHenry Ave (SR 108)	
STIP RIP Funding	\$27,207
Federal Demonstration	\$ 4,480
CMIA	\$18,813
<b>Total</b>	<b>\$50,500</b>
<b>Planning, Programming and Monitoring (PPNO: 9953)</b>	
<b>Sponsor: StanCOG</b>	
<b>Project Detail:</b> PPM funds are used to provide staff support for activities related to long-range planning and project delivery. PPM activities are programmed by StanCOG's in its Overall Work Program. Some eligible PPM activities include corridor studies to refine project descriptions and implementation strategies preparation of Project Study Reports for projects identified in the Regional Transportation Plan and other activities that enhance delivery activities.	
Planning Programming and Monitoring	\$1,212
<b>Transportation Enhancement Activities (TE)</b>	
<b>Project Description:</b> TE funds are to be used for transportation-related capital improvement projects that enhance quality-of-life, in or around transportation facilities. The 2010 RTIP provides \$1.835 million estimate in new STIP - TE Funds for the FYs 2010 thru 2014. Given the uncertainty of the State's current budget, StanCOG has not programmed the FY 2010 STIP - TE funds for specific projects, rather they have been programmed as "TE RESERVES" until additional information is provided regarding the State's financial condition.	
<b>Transportation Enhancement Activities (TE)</b>	<b>\$1,835</b>

**Appendix G**  
**2010 STIP Guidelines**