



# Stanislaus Council of Governments

## Federal Transportation Improvement Program

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## EXECUTIVE SUMMARY

The Stanislaus Council of Government's (StanCOG) 2011 Federal Transportation Improvement Program (FTIP) is a region wide, multi-year, intermodal program of transportation projects, prepared by StanCOG in cooperation with its Member Agencies, the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The 2011 FTIP programs the region's projects over the next four fiscal years (2010/11, 2011/12, 2012/13 and 2013/14) for state and federal approval. The purpose of the FTIP is to ensure that federal transportation funding continues to flow into the Stanislaus region as a result of complying with federal regulations pertaining to programming.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) is the current federal transportation bill and requires each Metropolitan Planning Organization (MPO) to prepare a FTIP. SAFETEA-LU further defines the FTIP process as focusing on the following enhanced Planning elements and requires all capital and non-capital transportation projects or identified phases of transportation projects proposed for funding under the Federal Transit Act and/or Title 23 of the Code of Federal Regulations (CFR) to be included in the FTIP. Projects include transportation enhancements; federal lands highways projects, trails projects, pedestrian walkways, transit, and bicycle transportation facilities. In addition, the FTIP includes revenue estimates based on SAFETEA-LU.

The 2011 FTIP is a compilation of projects selected in cooperation with our Member Agencies and Caltrans from StanCOG's 2011 Regional Transportation Program (RTP), the State Transportation Improvement Program (STIP), state funding programs and other programs using federal funding. All surface transportation projects requiring or utilizing federal funding or a federal action to proceed must be included in the FTIP. It should be noted that aviation projects are not required to be included in the FTIP. Additionally, federal planning regulations governing MPOs require regionally significant, non-federal projects to be included in the FTIP for "information purposes and air quality analysis..." [CFR 450.321 (f)(5)].

The FTIP must be updated at least once every four years, cover a programming period of four years, and contain a list of projects grouped by year. Currently the FTIP is updated every two years. The FTIP must be financially constrained by Federal Fiscal Year (FFY) and include sufficient financial information to demonstrate that projects can be funded as programmed. Only projects with funds that are "reasonably expected to be available" may be programmed in the FTIP. Additionally, the Stanislaus region is in an air quality non-attainment area therefore all projects must also be in conformity with the State Implementation Plan (SIP) for air quality before they can be programmed.

Reasonable opportunity must be provided for public involvement during the developmental stages of the FTIP. StanCOG has developed a public participation process that details the involvement opportunities provided to the public and interested parties during the development of the FTIP. The FTIP may be amended during its life cycle to reflect changes in project's scope, schedules, costs and priorities and to add or delete projects.

## **REGIONAL SNAPSHOT**

### **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).

### **About the Stanislaus Council of Governments**

StanCOG is the Stanislaus Region's Metropolitan Planning Organization. Its membership is comprised of the Cities of Ceres, Hughson, Modesto, Newman, Oakdale, Patterson, Riverbank, Turlock, Waterford and the County of Stanislaus. The agency is governed by a 16-member policy board consisting of representatives from each of its ten Member Agencies and an ex-officio Caltrans delegate. StanCOG is responsible for the coordination and allocation of federal and state funds to transportation and transit projects throughout the Stanislaus Region.

StanCOG is designed to be the central link between local governments within Stanislaus County. StanCOG serves to facilitate intergovernmental communication to gain a comprehensive understanding of local needs and priority transportation projects. From this collaborative effort, StanCOG coordinates transportation planning and funding resources to a variety of transportation projects that address regional and local transportation needs and objectives.

### **Mission, Authority & Function**

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 Member 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 a 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.

### **The StanCOG Policy Board**

The Policy Board is StanCOG's governing body. It is composed of 16 representatives from each member jurisdiction, and a Caltrans ex-officio delegate. The Policy Board's purpose is to guide policy making decisions through a collaborative and cooperative process to include interests and resources from each local jurisdiction. The Board establishes the direction and immediate policies for transportation improvement projects proposed and planned.

A separate policy advisory committee composed of a designated representative from the member jurisdictions, and assisted by a technical advisory committee provides technical details to the Policy Board regarding current projects, policies and regulations. The Policy Board utilizes these resources to formulate a comprehensive analysis to guide their policy making decisions and work activities.

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

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 Safe, Accountable, Flexible, Efficient Transportation Act – A Legacy of Users (SAFETEA-LU).

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. Mutual planning/programming efforts between the 8-Valley COGs include cooperative efforts in the creation of this FTIP, the 2011 RTP and the Air Quality Conformity Assessment.

### **Expanded Consultation**

SAFETEA-LU requires MPO's and states to consult "as appropriate" with federal, state, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. The RTP, FTIP and all other plans and programs (including amendments) are subject to interagency consultation (IAC) and the Intergovernmental Review Process (IRP), which affords all of the target agencies of this planning element an opportunity to participate in the development of all Plans and programs. StanCOG also has an extensive contact list of members of these agencies, and routinely gives these agencies a "reasonable opportunity" to consult and comment on the various plans and programs published by StanCOG. StanCOG does not accept any responsibility for agencies that choose not to participate in these consultations.

## **THE FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)**

The FTIP is the regional programming document that identifies all of the regionally significant transportation projects that have received transportation funding in the region and are moving toward implementation. The federal requirement for MPOs to complete a Transportation Improvement Program has been in effect since the first transportation legislation. This legislation stipulates that no project may receive federal funding unless it is contained in an approved FTIP.

### **The Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU)**

SAFETEA-LU is the current transportation bill which requires that all MPOs prepare a FTIP.

StanCOG is the Stanislaus Region's MPO and is required by federal and state law to develop an FTIP (23 U.S.C. §134 (h) and 49 U.S.C. § 5303(H); Cal. Government Code §§14527, 65082 and 130301 et seq.). The FTIP is the short-range program that implements the long-range Regional Transportation Plan (RTP) to accomplish improvements in mobility and air quality. StanCOG has developed the 2011 FTIP in cooperation with the California Department of Transportation (Caltrans), the California Transportation Commission (CTC) and our member agencies and public transit operators. Federal and state rules and regulations require that the FTIP be:

- Updated at least every four years, adopted by STANCOG, and then sent to the Governor for approval. StanCOG updates the FTIP every two years.
- Developed consistent with the StanCOG Public Participation Plan and the AB 1246 consultation process with the CTC and Caltrans as set forth in the Public Utilities Code Section 130059.
- Consistent with the StanCOG long-range RTP as the FTIP implements the projects and programs in the RTP.
- Compatible with the State STIP development and approval process
- Subject to compliance with the conformity requirements established in the San Joaquin Valley federally designated non-attainment area; the FTIP shall give priority to eligible Transportation Control Measures (TCMs) identified in applicable State Implementation Plans (SIPs) in accordance with the U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR § 93) and shall provide for their timely implementation. TCMs are transportation projects and programs that are identified in applicable SIPs to help reduce air pollution from mobile sources. The 2011 FTIP must pass the five federal conformity tests, including timely implementation of TCMs, regional emissions analysis, fiscal constraints, interagency consultation, and consistency with the RTP.
- Consistent with financial constraint regulations (23 CFR §450.324(i)) that stipulate “financial constraint shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to