Excellence in Regional Planning

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January 30, 2009

Mr. Muhaned Aljabiry
California Department of Transportation
Division of Transportation Programming, MS82
P.O. Box 942874
Sacramento, CA 64274-0001

Attention: Abhijit Bagde

Subject: Submittal of the Stanislaus Council of Governments (StanCOG) Amendment #3 to the 2009 Interim FTIP and Corresponding Conformity Analysis

Dear Mr. Aljabiry:

Enclosed for your review and approval is the Amendment #3 to the 2009 Interim Federal Transportation Improvement Program (Interim FTIP) and Corresponding Conformity Analysis. Amendment #3 to the 2009 Interim FTIP contains project phases and/or projects that were not included in the 2009 Interim TIP and meets all applicable transportation planning requirements per 23 CFR Part 450 and 40 CFR Part 93. These projects and/or project phases are consistent with the 2007 Regional Transportation Plan (RTP), which was adopted by StanCOG on May 9, 2007 and approved by FHWA/FTA on June 29, 2007. It is requested that both the State and Federal approval process be expedited to the extent possible to allow the SJV MPOs to move forward with the next amendment to program the Economic Stimulus funds.

A 30-day public review and interagency consultation period was completed on January 13, 2009. A public hearing was held at our regularly scheduled Citizens Advisory Committee meeting on January 7, 2009. The final document has been updated to address public comments received. The public participation process for Amendment #3 to the 2009 Interim FTIP and Corresponding Conformity Analysis is consistent with StanCOG's board adopted public participation plan. On January 29, 2009, the StanCOG Board of Directors approved Amendment #3 to the 2009 Interim FTIP and Corresponding Conformity Analysis. State and federal approval is required.

Included with this letter are five hard copies of Amendment #3 to the 2009 Interim FTIP and Corresponding Conformity Analysis, as well as the lump sum project listings associated with the 2009 Interim FTIP Amendment #3. An electronic copy of the four year financial plan will be sent via email. The Amendment #3 to the 2009 Interim FTIP and Corresponding Conformity Analysis is available online on StanCOG's website at http://www.stancog.org/ftip-amendments.shtm.

If you have any questions regarding this document, please contact Scott Philips, Associate Planner; Carlos Yamzon, Senior Planner; or myself at (209) 525-4600.

Sincerely,

Vincent J. Harris
Executive Director

cc:

Sue Kiser, Federal Highway Administration
Ted Matley, Federal Transit Administration

Ms. Connie Perrault, Caltrans District 10
Mr. Ken Baxter, Caltrans District 10
Ms. Sinaren Pheng, Caltrans DLAE

Executive Directors, Valley MPOs
Cari Anderson, CAC

Excellence in Regional Planning

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TO: Policy Board

Staff Report
Resolution

THROUGH: Vince Harris

FROM: Carlos Yamzon, Senior Planner
Scott Philips, Associate Planner

DATE: January 14, 2009

RE: Amendment #3 to the 2009 Interim Federal Transportation Improvement Program (Type 3 Formal Amendment)

Recommendation

By **MOTION**, via **RESOLUTION**, StanCOG staff recommends that the Policy Board adopt Amendment #3 (Type 3 Formal Amendment) to the StanCOG 2009 Interim Federal Transportation Improvement Program (FTIP), and if necessary, allow the Executive Director to make minor modifications to the 2009 Interim Federal Transportation Improvement Program.

Background

As the designated Metropolitan Planning Organization, for the Stanislaus Region, StanCOG is responsible for managing state and federal funds through a document called the Federal Transportation Improvement Program, or FTIP. This document contains the entire list of projects to which state and federal funds have been awarded through StanCOG, CalTrans, or other grantor agencies. The Policy Board adopted the Interim 2009 FTIP on July 9, 2008. Occasionally, this document must be amended to add new projects, modify project descriptions or funding amounts, change program-funding year, or delete existing projects.

The following items for consideration include are identified in Attachments 1 and 2.

Attachment 1 - **"Summary of Changes"** identifies by member agency proposed new projects, revisions and project deletions to the 2009 Interim FTIP.

Attachment 2 – **"Financial Constraints Table"** identifies the increase or decrease to the programming and revenue components of the FTIP. It is mandated that all project categories remain financially constrained within the individual FFY identified in the quadrennial planning period.

Discussion Items:

- The 2009 Interim FTIP is a listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in

Stanislaus County during the next four years that are eligible to proceed without a conformity determination.

- The Draft Amendment #3 to the 2009 Interim FTIP contains project phases and/or projects not included in the 2009 Interim TIP.

- The Draft Conformity Analysis contains the documentation to support a finding that the Draft Amendment #3 meets the air quality conformity requirements for carbon monoxide, ozone and particulate matter.

- This is a Type 3 Formal amendment to the 2009 Interim FTIP

- The amendment was circulated for comments a minimum of 30 days prior to approval.

- The proposed amendment does not interfere with the timely implementation of any approved Transportation Control Measures.

- The amendment maintains the financial constraint of the 2009 Interim FTIP.

- This amendment will require full State and Federal concurrence and, accordingly, will be forwarded to the reviewing agencies after Policy Board action.

If you have questions or concerns regarding this amendment, please call Scott Philips (swphilips@StanCOG.org) or Carlos Yamzon (cyamzon@stancog.org) at (209) 525-4600.

f-c/ 2009 Interim FTIP AMD #3

Prepared by: Scott Philips, Associate Planner
Attachments: Attachment #1 – Summary of Changes
Attachment #2 – Financial Constraints Tables

V:\STANCOG\Philips_2008\2009 Interim FTIP\Amendments\Amendment #3\staff.rpt.amendment.3_12.21.08.policy.board.doc

Attachment #1

Summary of Changes/Project List

Summary of Changes
StanCOG Amendment #3 – 2009 Interim FTIP

Project Sponsor: Caltrans

New or Existing Project	MPO FTIP/RTP ID	PROJECT TITLE	FFY of Current Programming	FFY to be Programmed	Phase	Fund Source	% Cost Increase/Decrease	Description of Change
New	214-0000-0475	HR3 – Grouped Projects	NA	09/10	CON	HR3	NA	Add: HR3 Grouped Projects FY 09/10 $13,680.00 Federal Funding $1,720 in local funds to Project described as "Install guard rail on Tim Bell Road". The "**HR3 Program Plan – 2nd Cycle 2008/09 – 2009/10 Apportionment Years**" table, page 2 of 2 dated 07/09/08 is attached The project is specifically identified as project number 29.

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 10 COUNTY: Stanislaus County ROUTE: PM: PPNO: KP: EA: MPO ID: STA0801 CTIPS ID: 214-0000-0475	TITLE (DESCRIPTION): HR3 - Grouped Projects (HR3 - Grouped Projects 1. Install Guardrail on Tim Bell Road)	MPO Aprv / / State Aprv: / / Federal Aprv: / /
IMPLEMENTING AGENCY: Caltrans	PRJ MGR: PHONE:	EPA TABLE II or III EXEMPT CATEGORY: Guardrails, median barriers, crash cushions.

PROJECT VERSION HISTORY (Printed Version is Shaded) *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	12/14/2008	DNGUYEN2	Amendment - New Project	3	15,400		

• Othr. State -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 2	PE									
• Fund Type: State Cash	RW									
	CON		13,680							13,680
• Funding Agency: Caltrans	TOTAL		13,680							13,680

• Loc Funds -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 2 of 2	PE									
• Fund Type: County Funds	RW									
	CON		1,720							1,720
• Funding Agency:	TOTAL		1,720							1,720

Project Total		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
	PE									
	RW									
	CON		15,400							15,400
	TOTAL		15,400							15,400

Comments:

RTP pg 81

******** Version 1 - 12/01/2008 ********

Add HR3 Grouped Projects list to the '09 FTIP

Existing	214-0000-0377	SHOPP Grouped Projects – Bridge Preservation	09/10	09/10	CON	SHOPP	NA	Revise reflect program funding changes provided by Caltrans on 09/30/08. FY 09/10 Change funds from $1.051M in PE $0.56M in RW $2.520M in CON FY 10/11 Change funds from $4.506M to $3.091M in CON in FY 09/10. Funding split in the CTIPS table reflect 88.53% SHOPP-AC 11.47% State Cash Revised funding program to CON was done at the request of Caltrans Staff to provide greater flexibility for their project managers. The "2008 - StanCOG SHOPP Lump Sum by Category and Fund Type" is attached for your reference. As well as the Interim 2009 FTIP page 21 of 25 originally adopted by the StanCOG Policy Board on July 9, 2008.

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 10 COUNTY: Stanislaus County	TITLE (DESCRIPTION):	MPO Aprv: / /
ROUTE: PM:	SHOPP - Bridge (SHOPP - Bridge Preservation Lump Sum)	State Aprv: / /
PPNO: KP:		Federal Aprv: / /
EA: MPO ID: 09STA003		
CTIPS ID: 214-0000-0377		
IMPLEMENTING AGENCY: Caltrans	PRJ MGR:	EPA TABLE II or III EXEMPT CATEGORY:
	PHONE:	Non capacity widening or bridge reconstruction.

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
3	Active	12/12/2008	SPHILIPS	Amendment - Cost/Scope/Sch. Change	3	3,091,000		
2	Official	05/09/2007	VANGELIN	Amendment - Cost/Scope/Sch. Change	3	40,048,000		
1	Official	07/12/2006	BABANATH	Adoption - New Project		2,355,000		

• SHOPP - Bridge Preservation -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 2	PE									
• Fund Type: SHOPP Advance Construction (AC)	RW									
• Funding Agency: Caltrans	CON			2,736,462						2,736,462
	TOTAL			2,736,462						2,736,462

• Othr. State -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 2 of 2	PE									
• Fund Type: State Cash	RW									
• Funding Agency: Caltrans	CON			354,538						354,538
	TOTAL			354,538						354,538

Project Total		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
	PE									
	RW									
	CON			3,091,000						3,091,000
	TOTAL			3,091,000						3,091,000

Comments:
RTP pg 81

******** Version 3 - 05/15/2008 ********
******** Version 2 - 03/05/2007 ********
******** Version 1 - 06/22/2006 ********

Existing	214-0000-0378	SHOPP Grouped Projects – Collision Reduction	08/09 & 09/10	08/09 & 09/10	CON	SHOPP	NA	Revise reflect program funding changes provided by Caltrans on 09/30/08. FY 09/10 Change funds from $2.365M in PE $0.132M in RW $4.157M in CON to $0.666M in CON in FY 08/09 and in FY 10/11 Add $3.561 in CON Funding split in the CTIPS table reflect 88.53% SHOPP-AC 11.47% State Cash Revised funding program to CON was done at the request of Caltrans Staff to provide greater flexibility for their project managers. The "2008 - StanCOG SHOPP Lump Sum by Category and Fund Type" is attached for your reference. As well as the Interim 2009 FTIP page 21 of 25 originally adopted by the StanCOG Policy Board on July 9, 2008.

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 10 COUNTY: Stanislaus County	TITLE (DESCRIPTION): SHOPP - Collision Reduction (SHOPP - Collisiion Reduction Lump Sum)	MPO Aprv: / /
ROUTE: PM:		State Aprv: / /
PPNO: KP:		Federal Aprv: / /
EA: MPO ID: 08STA077		
CTIPS ID: 214-0000-0378		
IMPLEMENTING AGENCY: Caltrans	PRJ MGR: PHONE:	EPA TABLE II or III EXEMPT CATEGORY: Guardrails, median barriers, crash cushions.

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
2	Active	12/12/2008	SPHILIPS	Amendment - Cost/Scope/Sch. Change	3	4,227,000		
1	Official	07/12/2006	BABANATH	Adoption - New Project		5,269,000		

• SHOPP - Collision Reduction -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 2	PE									
• Fund Type: SHOPP Advance Construction (AC)	RW									
	CON		589,610	3,152,554						3,742,164
• Funding Agency:	TOTAL		589,610	3,152,554						3,742,164

• Othr. State -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 2 of 2	PE									
• Fund Type: State Cash	RW									
	CON		76,390	408,446						484,836
• Funding Agency:	TOTAL		76,390	408,446						484,836

Project Total		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
	PE									
	RW									
	CON		666,000	3,561,000						4,227,000
	TOTAL		666,000	3,561,000						4,227,000

Comments:
RTP 61
******** Version 2 - 11/13/2006 ********
******** Version 1 - 06/22/2006 ********

Existing	114-0000-0045	SHOPP – Prior Years	-	08/09	CON	SHOPP	NA	Add: SHOPP Prior Years program category. FY 08/09 Add: $9,855,000 to CON
NEW	214-0000-482	SHOPP – Emergency Response	-	08/09	PE CON	SHOPP	NA	Add: SHOPP – Emergency Response FY 08/09 Add: $65,0000 to PE $400,000 to CON

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 10	COUNTY: Stanislaus County	TITLE (DESCRIPTION): SHOPP - Prior Years (In Modesto - L Street to San Juan Drive - rehabilitate roadway (CTC Time Extension from 2006 SHOPP Roadway preservation category))	MPO Aprv: / /
ROUTE: 132	PM: L14.9 / L16.8		State Aprv: / /
PPNO: 9798	KP:		Federal Aprv: / /
EA: 3A650K	MPO ID: 02STA045P		
CTIPS ID: 114-0000-0045			
IMPLEMENTING AGENCY: Caltrans		PRJ MGR: D. S. FRANKE PHONE: (559) 243-3467	EPA TABLE II or III EXEMPT CATEGORY: Pavement resurfacing and/or rehabilitation.

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
3	Active	01/09/2009	SPHILIPS	Amendment - Other (Explain ==>)	3	9,855,000		
2	Official	05/08/2002	CHARRIS	Adoption - Carry Over		6,863,000	130,000	1,601,000
1	Official	12/01/2000	DWHITMOR	Adoption		6,863,000		1,601,000

• SHOPP - Roadway - Roadway Rehabilitation		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 2	PE									
• Fund Type: State Cash	RW									
	CON		1,130,368							1,130,368
• Funding Agency:	TOTAL		1,130,368							1,130,368

• SHOPP - Roadway - Roadway Rehabilitation		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 2 of 2	PE									
• Fund Type: National Hwy System	RW									
	CON		8,724,632							8,724,632
• Funding Agency:	TOTAL		8,724,632							8,724,632

Project Total		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
	PE									
	RW									
	CON		9,855,000							9,855,000
	TOTAL		9,855,000							9,855,000

Comments:

SHOPP Prior Funds - CTC Time Extension

RTP pg B1 (Maintenance & Operations)

******** Version 3 - 01/09/2009 ********

******** Version 2 - 05/01/02 ********

Project data transfered from 2002 SHOPP.

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 10 COUNTY: Stanislaus County ROUTE: PM: PPNO: 0243 KP: EA: 0T850 MPO ID: SHOPPER01 CTIPS ID: 214-0000-0482	TITLE (DESCRIPTION): SHOPP - Emergency Response (Near Ceres @ Hatch Rd. Repair failed slip-out damage)	MPO Aprv: / / State Aprv: / / Federal Aprv: / /
IMPLEMENTING AGENCY: Caltrans	PRJ MGR: PHONE:	EPA TABLE II or III EXEMPT CATEGORY: Shoulder Improvements.

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	01/23/2009	SPHILIPS	Amendment - New Project	3	400,000		65,000

- SHOPP - Emergency Response -
- Fund Source 1 of 1
- Fund Type: National Hwy System
- Funding Agency: Caltrans

	PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
PE		65,000							65,000
RW									
CON		400,000							400,000
TOTAL		465,000							465,000

Comments:
RTP pg 81 (Maintenance & Operations)
******** Version 1 - 01/09/2009 ********

Existing	214-0000-0379	SHOPP Grouped Projects – Mobility	08/09	08/09	CON	SHOPP	NA	Revise reflect program funding changes provided by Caltrans on 09/30/08. FY 08/09 Change funds from $0.908M in PE $0.10M in RW $1.802M in CON to $2.441M in CON in FY 08/09. Funding split in the CTIPS table reflects 88.53% SHOPP-AC 11.47% State Cash Revised funding program to CON was done at the request of Caltrans Staff to provide greater flexibility for their project managers. The "2008 - StanCOG SHOPP Lump Sum by Category and Fund Type" is attached for your reference. As well as the Interim 2009 FTIP page 21 of 25 originally adopted by the StanCOG Policy Board on July 9, 2008.

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 10	COUNTY: Stanislaus County	TITLE (DESCRIPTION): SHOPP - Mobility (SHOPP - Mobility Lump Sum)	MPO Aprv: / /
ROUTE:	PM:		State Aprv: / /
PPNO:	KP:		Federal Aprv: / /
EA:	MPO ID: 08STA002		
CTIPS ID: 214-0000-0379			
IMPLEMENTING AGENCY: Caltrans		PRJ MGR: PHONE:	EPA TABLE II or III EXEMPT CATEGORY: Safety Improvement Program.

PROJECT VERSION HISTORY (Printed Version is Shaded) *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
2	Active	12/12/2008	SPHILLIPS	Amendment - Cost/Scope/Sch. Change	3	2,441,000		
1	Official	07/12/2006	BABANATH	Adoption - New Project		9,563,000		

• SHOPP - Mobility -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 2	PE									
• Fund Type: SHOPP Advance Construction (AC)	RW									
	CON		2,161,017							2,161,017
• Funding Agency: Caltrans	TOTAL		2,161,017							2,161,017

• Othr. State -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 2 of 2	PE									
• Fund Type: State Cash	RW									
	CON		279,983							279,983
• Funding Agency:	TOTAL		279,983							279,983

Project Total		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
	PE									
	RW									
	CON		2,441,000							2,441,000
	TOTAL		2,441,000							2,441,000

Comments:
RTP 81

******** Version 2 - 05/15/2008 ********
******** Version 1 - 08/22/2006 ********

Existing	214-0000-0380	SHOPP Grouped Projects – Roadway Preservation	09/10 & 10/11	09/10 & 10/11	CON	SHOPP	NA	Revise reflect program funding changes provided by Caltrans on 08/01/08. FY 09/10 Change funds from $6.628M in CON to $5.948M in CON FY 10/11 Change funding from $14.443M in CON to $12.688M in CON Funding split in the CTIPS table reflects 88.53% SHOPP-AC 11.47% State Cash Revised funding program to CON was done at the request of Caltrans Staff to provide greater flexibility for their project managers. The "2008 - StanCOG SHOPP Lump Sum by Category and Fund Type" is attached for your reference. As well as the Interim 2009 FTIP page 21 of 25 originally adopted by the StanCOG Policy Board on July 9, 2008.

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 10 COUNTY: Stanislaus County ROUTE: PM: PPNO: KP: EA: MPO ID: 07STA003 CTIPS ID: 214-0000-0380	TITLE (DESCRIPTION): SHOPP - Roadway Preservation (SHOPP - Roadway Preservation Lump Sum)	MPO Aprv: / / State Aprv: / / Federal Aprv: / /
IMPLEMENTING AGENCY: Caltrans PRJ MGR: PHONE:		EPA TABLE II or III EXEMPT CATEGORY: Shoulder Improvements.

PROJECT VERSION HISTORY (Printed Version is Shaded) *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
2	Active	12/12/2008	SPHILIPS	Amendment - Cost/Scope/Sch. Change	3	19,098,000		
1	Official	07/12/2006	BABANATH	Adoption - New Project		4,025,000		

• SHOPP - Roadside Preservation -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 2	PE									
• Fund Type: SHOPP Advance Construction (AC)	RW									
• Funding Agency: Caltrans	CON			5,265,765	11,232,686					16,498,451
	TOTAL			5,265,765	11,232,686					16,498,451

• Othr. State -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 2 of 2	PE									
• Fund Type: State Cash	RW									
• Funding Agency:	CON	462,000		682,235	1,455,314					2,599,549
	TOTAL	462,000		682,235	1,455,314					2,599,549

Project Total		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
	PE									
	RW									
	CON	462,000		5,948,000	12,688,000					19,098,000
	TOTAL	462,000		5,948,000	12,688,000					19,098,000

Comments:

RTP pg 81

******** Version 2 - 05/15/2008 ********

******** Version 1 - 06/22/2006 ********

NEW	114-0000-0141	SR 219 Widening – Phase 2	NA	09/10	CON	STIP	NA	Revise reflect program funding changes provided by Caltrans on 09/30/08. Add: FY 09/10 Program $8.447M in RIP funds FY 11/12 Program $18.813M in CMIA funds Program $2.240M in Demo-TEA21 Project Description: Widen 219 – Phase 2: widen to 4 lanes from Morrow Road to Rt 108

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 10 COUNTY: Stanislaus County ROUTE: 219 PM: 2.9 / 4.9 PPNO: 9940C KP: 4.7 / 7.9 EA: 0A872 MPO ID: CTIPS ID: 114-0000-0141	TITLE (DESCRIPTION): SR 219 Widening, Phase 2 (Near Salida, on Route 219 from Morrow Road to Route 108. Widen to 4 lanes.)	MPO Aprv: / / State Aprv: / / Federal Aprv: / / EPA TABLE II or III EXEMPT CATEGORY:
IMPLEMENTING AGENCY: Caltrans	PRJ MGR: Christina Hibbard PHONE: (209) 948-7889	

PROJECT VERSION HISTORY (Printed Version is Shaded) *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	01/28/2009	DNGUYEN2	Amendment - Split/Combined - Split Into	3	29,500,000	19,000,000	2,000,000

• State Bond - Corridor Mobility Improvement Account		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 4	PE									
• Fund Type: Corridor Mobility Program	RW									
• Funding Agency: Caltrans	CON					18,813,000				18,813,000
	TOTAL					18,813,000				18,813,000

• RIP - Regional Improvement Program		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 2 of 4	PE	1,528,000								1,528,000
• Fund Type: STIP Augmentation	RW									
• Funding Agency: Stanislaus Council of Governments	CON									
	TOTAL	1,528,000								1,528,000

• RIP - Regional Improvement Program		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 3 of 4	PE	472,000								472,000
• Fund Type: State Cash	RW	16,760,000								16,760,000
• Funding Agency: Stanislaus Council of Governments	CON			8,447,000						8,447,000
	TOTAL	17,232,000		8,447,000						25,679,000

• Demo - Fed Demo		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 4 of 4	PE									
• Fund Type: Demonstration-State TEA21	RW	2,240,000								2,240,000
• Funding Agency: Federal Highway Administration (FHWA)	CON					2,240,000				2,240,000
	TOTAL	2,240,000				2,240,000				4,480,000

Project Total		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
	PE	2,000,000								2,000,000
	RW	19,000,000								19,000,000
	CON			8,447,000		21,053,000				29,500,000
	TOTAL	21,000,000		8,447,000		21,053,000				50,500,000

Comments:

******** Version 1 - 01/23/09 ********

RTP Page 81.

Project data transfered from 2008 STIP 3

The construction is programmed in FY 11/12 Please note that STIP funds for construction are shown in FY 09/10 to be consistent with the CTC adopted STIP. It is anticipated that a future STIP amendment will be needed to move the RIP funds identified for construction to FY 11/12.

Project Sponsor: StanCOG

New or Existing Project	MPO FTIP/RTP ID	PROJECT TITLE	FFY of Current Programming	FFY to be Programmed	Phase	Fund Source	% Cost Increase/Decrease	Description of Change
NEW	214-0000-0429	SR-132 Express Way	08/09-11/12	08/09 - 11/12	PE ROW CON	RIP TCRP TEA – 21 Local Funds LTF	NA	Bring into the 2009 Interim FTIP Add FY 09/10 $6.2M in HPP Funds (PE) $1.143M in RIP Funds (PE) FY 10/11 $7M in HPP Funds (RW) $1.854 in RIP Funds (RW) FY 11/12 $8.39M in RIP Funds (CON) $4M in Local Fund (CON) $32.020M in LTF Funds (CON)

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 10 COUNTY: Stanislaus County ROUTE: 132 PM: PPNO: KP: EA: MPO ID: STANCOG CTIPS ID: 214-0000-0429	TITLE (DESCRIPTION): SR-132 Express Way (Widen California State Route 132 from California State Route 99 west to Dakota Ave. 4-lane expressway (TCRP#109))	MPO Aprv: / / State Aprv: / / Federal Aprv. / / EPA TABLE II or III EXEMPT CATEGORY:
IMPLEMENTING AGENCY: Stanislaus Council of Governments	PRJ MGR: CARLOS YAMZON PHONE: (209) 558-4748	

PROJECT VERSION HISTORY (Printed Version is Shaded) *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
2	Active	01/28/2009	DNGUYEN2	Amendment - New Project	3	44,410,000	8,854,000	8,843,000
1	Official	02/13/2008	SBUTLER	Amendment - New Project	7		14,400,000	

• Demo -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 5	PE	1,200,000		6,200,000						7,400,000
• Fund Type: High Priority Projects Program	RW				7,000,000					7,000,000
	CON									
• Funding Agency: Stanislaus Council of Governments	TOTAL	1,200,000		6,200,000	7,000,000					14,400,000

• RIP -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 2 of 5	PE	300,000								300,000
• Fund Type: State Cash	RW									
	CON									
• Funding Agency: Stanislaus Council of Governments	TOTAL	300,000								300,000

• TCRP (Committed) -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 3 of 5	PE			1,143,000						1,143,000
• Fund Type: State Cash	RW				1,854,000					1,854,000
	CON					8,390,000				8,390,000
• Funding Agency: Stanislaus Council of Governments	TOTAL			1,143,000	1,854,000	8,390,000				11,387,000

• Loc Funds -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 4 of 5	PE									
• Fund Type: City Funds	RW									
	CON					4,000,000				4,000,000
• Funding Agency: Modesto, City of	TOTAL					4,000,000				4,000,000

• Loc Funds -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 5 of 5	PE									
• Fund Type: Local Transportation Funds	RW									
	CON					32,020,000				32,020,000
• Funding Agency: Various Agencies	TOTAL					32,020,000				32,020,000

Project Total		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
	PE	1,500,000		7,343,000						8,843,000
	RW				8,854,000					8,854,000
	CON					44,410,000				44,410,000
	TOTAL	1,500,000		7,343,000	8,854,000	44,410,000				62,107,000

Comments:
RTP pg# 81 (SR-132 West of SR 99)

******** Version 2 - 07/25/2008 ********

******** Version 1 - 01/16/2008 ********

NEW	214-0000-0479	Regional Rideshare	NA	08/09 – 11/12	CON	CMAQ	NA	New project Add: FY 08/09 $165,000 in Federal Funds FY 09/10 $150,502 in Federal Funds $19,499 in local match FY 10/11 $154,923 in Federal Funds $20,272 in local match FY 11/12 $159,354 in Federal Funds $20,646 in local match

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 10 COUNTY: Stanislaus County ROUTE: PM: PPNO: KP: EA: MPO ID: SCOG-001 CTIPS ID: 214-0000-0479	TITLE (DESCRIPTION): Regional Rideshare (Regional Rideshare FY 08/09 - 11/12)	MPO Aprv: / / State Aprv: / / Federal Aprv: / /
IMPLEMENTING AGENCY: Stanislaus Council of Governments	PRJ MGR: PHONE:	EPA TABLE II or III EXEMPT CATEGORY: Ride-sharing and van-pooling program.

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	12/14/2008	SPHILIPS	Amendment - New Project	3	690,195		

• CMAQ -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 2	PE									
• Fund Type: Congestion Mitigation	RW									
	CON		165,000	150,501	154,923	159,354				629,778
• Funding Agency: Stanislaus Council of Governments	TOTAL		165,000	150,501	154,923	159,354				629,778

• Loc Funds -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 2 of 2	PE									
• Fund Type: Local Transportation Funds	RW									
	CON			19,499	20,272	20,646				60,417
• Funding Agency:	TOTAL			19,499	20,272	20,646				60,417

Project Total		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
	PE									
	RW									
	CON		165,000	170,000	175,195	180,000				690,195
	TOTAL		165,000	170,000	175,195	180,000				690,195

Comments:

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******** Version 1 - 12/14/2008 ********

Project Sponsor: City of Modesto

New or Existing Project	MPO FTIP/RTP ID	PROJECT TITLE	FFY of Current Programming	FFY to be Programmed	Phase	Fund Source	% Cost Increase/ Decrease	Description of Change
Existing	214-0000-0436	Carpenter Road Bridge Seismic Retrofit	08/09	11/12	NA	HBP	NA	Delete Project. Project is duplicated and included on the 2006/07 – 2011/12 Highway Bridge Program Lump Sum back up list issued on 12/27/07 (attached). StanCOG will use the CALTRAN Lump Sum list in lieu of line item 21400000436..
NEW	214-000-0418	Replace 7th St Bridge	08/09 – 12/13	NA	PE ROW CON	HBP	NA	Add project to the 2009 Interim FTIP HBP back-up detail is included. Add in FY 08/09 $1.25M in PE $1.106M in Federal Funds $0.143M in Local Matching Funds Add in FY 09/10 $2.0M in RW $1.770 in Federal Funds $0.229 in Local Funds Add in FY 12/13 $20.838M in CON $18.447M in Federal Funds $2.390M in local matching funds

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 10	COUNTY: Stanislaus County	TITLE (DESCRIPTION): Carpenter Road Bridge Seismic Retrofit (Seismic work to retrofit bridge and replace barrier rails)	MPO Aprv: 01/29/2009
ROUTE:	PM:		State Aprv: / /
PPNO:	KP:		Federal Aprv: / /
EA:	MPO ID: STANCOG		
CTIPS ID: 214-0000-0436			
IMPLEMENTING AGENCY: Modesto, City of		PRJ MGR: VICKY DION PHONE:	EPA TABLE II or III EXEMPT CATEGORY: Safety Improvement Program.

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
3	Official	01/29/2009	SPHILIPS	Amendment - Delete Project	3	12,019,000	49,000	500,000
2	Official	12/09/2008	SPHILIPS	Adoption - Carry Over		12,019,000	49,000	500,000
1	Official	05/14/2008	SBUTLER	Amendment - New Project	11	12,019,000	49,000	500,000

• Highway Bridge Program - State -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 2	PE	400,000								400,000
• Fund Type: Bridge - State (HBRR)	RW	44,000								44,000
• Funding Agency:	CON		10,641,000							10,641,000
	TOTAL	444,000	10,641,000							11,085,000

• Local HBRR -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 2 of 2	PE	100,000								100,000
• Fund Type: Bridge-Local Seismic	RW	5,000								5,000
• Funding Agency:	CON		1,378,000							1,378,000
	TOTAL	105,000	1,378,000							1,483,000

Project Total		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
	PE	500,000								500,000
	RW	49,000								49,000
	CON		12,019,000							12,019,000
	TOTAL	549,000	12,019,000							12,568,000

Comments:

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******** Version 3 - 12/10/2008 ********

******** Version 2 - 06/26/2008 ********

******** Version 1 - 04/21/2008 ********

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 10 COUNTY: Stanislaus County	TITLE (DESCRIPTION): Replace 7th Street Bridge (Replace 7th Street 2-Lane Bridge with 4-Lane Bridge)	MPO Aprv: / /
ROUTE: PM:		State Aprv: / /
PPNO: KP:		Federal Aprv: / /
EA: MPO ID: 08STA006		
CTIPS ID: 214-0000-0418		
IMPLEMENTING AGENCY: Stanislaus County PRJ MGR: DAVE LEAMON PHONE:		EPA TABLE II or III EXEMPT CATEGORY: Safer non-Federal-aid system roads.

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
2	Active	01/06/2009	SPHILIPS	Amendment - Other (Explain ==>)	3		2,000,000	1,250,000
1	Official	05/09/2007	VANGELIN	Amendment - New Project	3	20,838,000	2,000,000	1,250,000

• Highway Bridge Program - State -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 2	PE		1,106,625							1,106,625
• Fund Type: Bridge - State (HBRR)	RW			1,770,600						1,770,600
• Funding Agency: Caltrans	CON									
	TOTAL		1,106,625	1,770,600						2,877,225

• Loc Funds -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 2 of 2	PE		143,375							143,375
• Fund Type: City Funds	RW			229,400						229,400
• Funding Agency: Modesto, City of	CON									
	TOTAL		143,375	229,400						372,775

Project Total		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
	PE		1,250,000							1,250,000
	RW			2,000,000						2,000,000
	CON									
	TOTAL		1,250,000	2,000,000						3,250,000

Comments:
RTP pg 81
******** Version 2 - 12/12/2008 ********
******** Version 1 - 03/05/2007 ********

NEW	214-0000-0480	Virginia Corridor Phase VI	NA	08/09	PE	STIP – TE	NA	Add project to 2009 Interim FTIP Add $200K in STIP & $50K for Local Match CTC provided the project sponsor with a time extension to encumber the funds on 12/11/08. A CTC staff report will be provided when it becomes available.

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 10 COUNTY: Stanislaus County	TITLE (DESCRIPTION):	MPO Aprv: / /
ROUTE: PM:	Virginia Corridor - Phase VI (Virginia Corridor Rails to Trails Phase VI)	State Aprv: / /
PPNO: KP:		Federal Aprv: / /
EA: MPO ID: MOD-VC-6		
CTIPS ID: 214-0000-0480		
IMPLEMENTING AGENCY: Modesto, City of	PRJ MGR:	EPA TABLE II or III EXEMPT CATEGORY:
	PHONE:	Bicycle and pedestrian facilities.

PROJECT VERSION HISTORY (Printed Version is Shaded) *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	01/02/2009	DNGUYEN2	Amendment - New Project	3			250,000

• RIP -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 2	PE		200,000							200,000
• Fund Type: STP Enhancement	RW									
	CON									
• Funding Agency: Modesto, City of	TOTAL		200,000							200,000

• Loc Funds -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 2 of 2	PE		50,000							50,000
• Fund Type: City Funds	RW									
	CON									
• Funding Agency: Modesto, City of	TOTAL		50,000							50,000

Project Total		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
	PE		250,000							250,000
	RW									
	CON									
	TOTAL		250,000							250,000

Comments:

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******* Version 1 - 12/14/2003 *******

Project Sponsor: City of Turlock

New or Existing Project	MPO FTIP/RTP ID	PROJECT TITLE	FFY of Current Programming	FFY to be Programmed	Phase	Fund Source	% Cost Increase/Decrease	Description of Change
Existing	**214-0000-0375**	Construct Transfer Facility	08/09	08/09	CON	FTA 5307	NA	Revise Scope/Description to read: "Feasibility Analysis to Construct Transfer Facility"
Existing	**114-0000-0134**	Golden State Boulevard Landscaping	08/08	08/09 & 11/12	PE CON	STIP-E	NA	Revise Scope/Description to read: "In Turlock, on Golden State Boulevard from Monte Vista Avenue to Roberts. Landscape median island."

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 10	COUNTY: Stanislaus County	TITLE (DESCRIPTION): Transfer Facility (Feasibility Analysis to Construct Transfer Facility)	MPO Aprv: / /
ROUTE:	PM:		State Aprv: / /
PPNO:	KP:		Federal Aprv: / /
EA:	MPO ID: 06STA026M		
CTIPS ID: 214-0000-0375			
IMPLEMENTING AGENCY: Turlock, City of		PRJ MGR: SCOTT MEDEIROS PHONE:	EPA TABLE II or III EXEMPT CATEGORY: Const of new bus or rail storage/maint. facilities

***PROJECT VERSION HISTORY** (Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
4	Active	01/02/2009	DNGUYEN2	Amendment - Cost/Scope/Sch. Change	3			810,000
3	Official	12/09/2008	SPHILIPS	Adoption - Carry Over		810,000		100,000
2	Official	05/09/2007	VANGELIN	Amendment - Cost/Scope/Sch. Change	3			350,000
1	Official	07/12/2006	BABANATH	Adoption - New Project		872,213		100,000

• FTA Funds -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 2	PE		648,000							648,000
• Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON									
• Funding Agency: Stanislaus Council of Governments	TOTAL		648,000							648,000

• Loc Funds -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 2 of 2	PE		162,000							162,000
• Fund Type: City Funds	RW									
	CON									
• Funding Agency: Turlock, City of	TOTAL		162,000							162,000

Project Total		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
	PE		810,000							810,000
	RW									
	CON									
	TOTAL		810,000							810,000

Comments:
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******** Version 4 - 12/10/2008 ********
******** Version 3 - 04/18/2008 ********
******** Version 2 - 05/21/2007 ********
******** Version 1 - 06/12/2006 ********

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 10 COUNTY: Stanislaus County ROUTE: PM: PPNO: 0019D KP: EA: 4A2634 MPO ID: CTIPS ID: 114-0000-0134	TITLE (DESCRIPTION): Golden State Boulevard Landscaping (In Turlock, on Golden State Boulevard from Monte Vista Avenue to Roberts. Landscape median island.)	MPO Aprv: / / State Aprv: / / Federal Aprv: / /
IMPLEMENTING AGENCY: Turlock, City of PRJ MGR: Anthony Orosco PHONE: (209) 668-5599		EPA TABLE II or III EXEMPT CATEGORY: Plantings, landscaping, etc.

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
4	Active	12/12/2008	SPHILIPS	Amendment - Cost/Scope/Sch. Change	3	331,000		16,000
3	Official	12/09/2008	SPHILIPS	Adoption - Carry Over		331,000		16,000
2	Official	05/09/2007	VANGELIN	Amendment - Other (Explain ==>)	3			39,000
1	Official	07/12/2006	BABANATH	Adoption - New Project - Split From				39,000

• RIP - RIP TE		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 2	PE		14,165							14,165
• Fund Type: STP Enhancements	RW									
	CON					293,034				293,034
• Funding Agency: Stanislaus Council of Governments	TOTAL		14,165			293,034				307,199

• RIP - Locally Generated Funds		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 2 of 2	PE		1,835							1,835
• Fund Type: State Cash	RW									
	CON					37,966				37,966
• Funding Agency: Stanislaus Council of Governments	TOTAL		1,835			37,966				39,801

Project Total		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
	PE		16,000							16,000
	RW									
	CON					331,000				331,000
	TOTAL		16,000			331,000				347,000

Comments:

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******** Version 4 - 12/10/2008 ********

******** Version 3 - 06/17/08 ********

Project data transfered to 2008 STIP.

******** Version 2 - 05/17/2007 ********

******** Version 1 - 06/21/06 ********

Project data transfered from 2006 STIP 1.

Project Sponsor: City of Hughson

New or Existing Project	MPO FTIP/RTP ID	PROJECT TITLE	FFY of Current Programming	FFY to be Programmed	Phase	Fund Source	% Cost Increase/Decrease	Description of Change
NEW	**214-0000-0476**	Locust Street Renewal – Curb, Gutter, Sidewalks	NA	08/09	CON	CMAQ	NA	Add Locust Street Project to CMAQ project list/program $275,089 @ 100% Federal Funds
NEW	**214-0000-0392**	Construct Curb, Gutter, Sidewalks - Pine Street	NA	08/09	CON	CMAQ	NA	Add Pine Street Project to CMAQ FFY 08/09/program $119,742 @ 100% federal funding

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 10 COUNTY: Stanislaus County ROUTE: PM: PPNO: KP: EA: MPO ID: STAHUG-01 CTIPS ID: 214-0000-0476	TITLE (DESCRIPTION): Locust Street Renewal (Construct/Renovate sidewalks, curb & gutters Locust Street)	MPO Aprv: / / State Aprv: / / Federal Aprv: / /
IMPLEMENTING AGENCY: Hughson, City of	PRJ MGR: DAVID CHASE PHONE:	EPA TABLE II or III EXEMPT CATEGORY: Transportation enhancement activities.

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	12/12/2008	SPHILIPS	Amendment - New Project	3	275,089		

• CMAQ -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 1	PE									
• Fund Type: Congestion Mitigation	RW									
• Funding Agency: Hughson, City of	CON		275,089							275,089
	TOTAL		275,089							275,089

Comments:
RTP pg 81

******** Version 1 - 12/04/2008 ********

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 10 COUNTY: Stanislaus County ROUTE: PM: PPNO: KP: EA: MPO ID: 07STA006C CTIPS ID: 214-0000-0392	TITLE (DESCRIPTION): Construct Curb, Gutter, Sidewalk (Construct Curb, Gutter, Sidewalk on Pine Street)	MPO Aprv: / / State Aprv: / / Federal Aprv: / /
IMPLEMENTING AGENCY: Hughson, City of PRJ MGR: DAVE CHASE PHONE:		EPA TABLE II or III EXEMPT CATEGORY: Bicycle and pedestrian facilities.

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
2	Active	12/12/2008	SPHILIPS	Amendment - Cost/Scope/Sch. Change	3	49,542	50,000	20,000
1	Official	02/14/2007	BABANATH	Amendment - New Project	1	49,542	5,000	20,000

• CMAQ -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 1	PE		20,200							20,200
• Fund Type: Congestion Mitigation	RW		50,000							50,000
	CON		49,542							49,542
• Funding Agency: Stanislaus Council of Governments	TOTAL		119,742							119,742

Comments:
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******** Version 2 - 07/25/2008 ********
******** Version 1 - 11/09/2006 ********

Project Sponsor: Stanislaus County

New or Existing Project	MPO FTIP/RTP ID	PROJECT TITLE	FFY of Current Programming	FFY to be Programmed	Phase	Fund Source	% Cost Increase/Decrease	Description of Change
Existing	**214-0000-0456**	HSIP – Grouped Projects	09/10	08/09	CON	HSIP	NA	Revise as a group project listing for HSIP Back up list provided
Existing	**214-0000-0458**	Construct raised concrete median; upgrade traffic signals	08/09	09/10	CON	HSIP	NA	Delete Individual Projects
Existing			10/11	10/11	PE	HSIP	NA	
Existing			10/11	10/11	CON	HSIP	NA	

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 10 COUNTY: Stanislaus County ROUTE: PM: PPNO: KP: EA: MPO ID: STANCOG CTIPS ID: 214-0000-0456	TITLE (DESCRIPTION): HSIP Grouped Projects (Concrete median; widen radius return; install signal signs, upgrade signals, stripes and pavement markings @ Claribel @ BNSF RR Crossing; @ S 9th & Latimer Ave; @ Hatch Rd & CL)	MPO Aprv: / / State Aprv: / / Federal Aprv: / /
IMPLEMENTING AGENCY: Stanislaus County	PRJ MGR: RON CHERRIER PHONE:	EPA TABLE II or III EXEMPT CATEGORY: Safety Improvement Program.

PROJECT VERSION HISTORY (Printed Version is Shaded) *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	01/14/2009	SPHILIPS	Amendment - Other (Explain ==>)	3	634,000		

• Other Fed -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 2	PE									
• Fund Type: Highway Safety Improvement Program	RW									
• Funding Agency: Caltrans	CON		570,600							570,600
	TOTAL		570,600							570,600

• Loc Funds -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 2 of 2	PE									
• Fund Type: Local Transportation Funds	RW									
• Funding Agency: Various Agencies	CON		63,400							63,400
	TOTAL		63,400							63,400

Project Total		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
	PE									
	RW									
	CON		634,000							634,000
	TOTAL		634,000							634,000

Comments:
RTP pg 81
******* Version 1 - 06/25/2008 *******

Project Sponsor: Various Agencies

New or Existing Project	MPO FTIP/RTP ID	PROJECT TITLE	FFY of Current Programming	FFY to be Programmed	Phase	Fund Source	% Cost Increase/Decrease	Description of Change
Existing	**214-0000-0302**	RSTP Lump Sum	08/09 – 11/12	08/09 – 11/12	CON	RSTP	NA	Revise Lump Sum Allocations Add: Project Categories – Chip/Seal Preventive Maintenance and Operations

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 10 COUNTY: Stanislaus County ROUTE: PM: PPNO: KP: EA: MPO ID: 09STA001R CTIPS ID: 214-0000-0302	TITLE (DESCRIPTION): RSTP - Lump Sum (Roadway Resurfacing, Reconstruction, Rehibilitation, Cultural Resources Study, Chip/Seal, Operational Improvements - Lump Sum)	MPO Aprv: / / State Aprv: / / Federal Aprv: / /
IMPLEMENTING AGENCY: Various Agencies PRJ MGR: CARLOS YAMZON PHONE:		EPA TABLE II or III EXEMPT CATEGORY: Pavement resurfacing and/or rehabilitation.

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
3	Active	01/28/2009	SPHILIPS	Amendment - Cost/Scope/Sch. Change	3	20,034,861		2,139,000
2	Official	07/12/2006	BABANATH	Adoption - Carry Over		4,931,240		253,000
1	Official	02/09/2005	BABANATH	Amendment - New Project	3	4,931,240		253,000

• RSTP -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 2	PE		460,356	468,324	478,062	486,915				1,893,657
• Fund Type: STP Local	RW									
	CON		3,752,019	4,578,464	4,660,767	4,745,612				17,736,862
• Funding Agency: Stanislaus Council of Governments	TOTAL		4,212,375	5,046,788	5,138,829	5,232,527				19,630,519

• Loc Funds -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 2 of 2	PE		59,644	60,676	61,938	63,085				245,343
• Fund Type: County Funds	RW									
	CON		486,114	593,189	603,852	614,844				2,297,999
• Funding Agency: Various Agencies	TOTAL		545,758	653,865	665,790	677,929				2,543,342

Project Total		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
	PE		520,000	529,000	540,000	550,000				2,139,000
	RW									
	CON		4,238,133	5,171,653	5,264,619	5,360,456				20,034,861
	TOTAL		4,758,133	5,700,653	5,804,619	5,910,456				22,173,861

Comments:
RTP pg. 81

******** Version 3 - 04/17/2008 ********
******** Version 2 - 05/27/2006 ********
******** Version 1 - 05/22/2006 ********

Attachment #2

Updated Financial Plan

State of California

2008/09-2011/12 Federal Transportation Improvement Program

MPO: Stanislaus Council of Governments

AMENDMENT # 3

	REVENUE SOURCES	2008/09		2009/10		2010/11		2011/12		
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	CURRENT TOTAL
LOCA	Local Total	$13,704,154	$12,657,407	$5,952,432	$6,433,584	$4,805,609	$9,254,062	$4,409,993	$4,834,575	$33,379,628
REGIONAL[1]	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 (Please Specify)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Regional Total	$0	$0	$0	$0	$0	$0	$0	$0	$0
STATE	State Highway Operations and Protection Program (SHOPP)									$0
	SHOPP (Including Augmentation)	$2,720,000	$3,107,000	$16,909,796	$12,600,000	$18,157,271	$12,688,000	$0	$0	$28,395,000
	SHOPP Prior	$0	$0	$0	$0	$0	$0	$0	$0	$0
	State Transportation Improvement Program (STIP)									
	STIP (Including Augmentation)	$8,022,000	$8,222,000	$1,790,000	$10,237,000	$1,192,000	$1,192,000	$2,477,000	$2,477,000	$22,128,000
	STIP Prior	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Proposition 1 B[4]	$0	$0	$0	$0	$0	$0	$0	$0	$0
	GARVEE Bonds	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Traffic Congestion Relief Program	$0	$0	$0	$0	$0	$12,000,000	$0	$0	$12,000,000
	State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other (Corridor Mobility Improvement Account)	$0	$0	$0	$18,813,000	$0	$0	$0	$0	$18,813,000
	State Total	$10,742,000	$0	$18,699,796	$18,813,000	$19,349,271	$12,000,000	$2,477,000	$0	$30,813,000
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	$8,200,000	$8,200,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$0	$0	$13,200,000
	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)	$100,000	$100,000	$0	$0	$0	$0	$0	$0	$100,000
	Job Access and Reverse Commute Program (5316)	$217,000	$217,000	$236,000	$236,000	$0	$0	$0	$0	$453,000
	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)	$105,000	$105,000	$114,000	$114,000	$0	$0	$0	$0	$219,000
	Nonurbanized Area Formula Program (5311)	$358,543	$358,543	$379,127	$379,127	$0	$0	$0	$0	$737,670
	Public Transportation on Indian Reservation (5311c)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Transit in the Parks (5320)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Urbanized Area Formula Program (5307)	$16,391,000	$16,391,000	$9,179,000	$9,179,000	$9,431,000	$9,431,000	$9,991,000	$9,991,000	$44,992,000
	Other (Please specify)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Transit Total	$25,371,543	$25,371,543	$12,408,127	$12,408,127	$11,931,000	$11,931,000	$9,991,000	$9,991,000	$59,701,670
FEDERAL HIGHWAY	Federal Highway Non-Discretionary	$0		$0		$0		$0		
	Congestion Mitigation and Air Quality (CMAQ)	$6,236,468	$6,236,468	$6,348,724	$6,348,724	$6,463,001	$6,463,001	$6,579,335	$6,579,335	$25,627,528
	Surface Transportation Program (Regional)	$5,076,375	$5,016,375	$5,166,788	$5,106,788	$5,258,830	$5,198,829	$5,288,007	$5,292,527	$20,614,519
	Highway Bridge Program (HBP)	$0	$1,106,625	$0	$1,770,600	$7,389,031	$7,389,031	$32,616,530	$32,616,530	$42,882,786
	Highway Safety Improvement Program (HSIP)	$108,000	$570,600	$26,000	$0	$437,000	$0	$0	$0	$570,600
	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)	$338,000	$338,000	$0	$0	$0	$0	$0	$0	$338,000
	Transportation Improvements (TI)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Lands Highway	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other (Emergency Repair)	$10,641,000	$0	$0	$0	$0	$0	$0	$0	$0
	Subtotal	$22,399,843	$13,268,068	$11,541,512	$13,226,112	$19,547,862	$19,050,861	$44,483,872	$44,488,392	$90,033,433
	Federal Highway Discretionary Programs	$0		$0		$0		$0		
	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)	$5,160,000	$5,160,000	$0	$0	$0	$13,200,000	$0	$0	$18,360,000
	High Risk Rural Road (HRRR)	$0	$13,680	$0	$0	$0	$0	$0	$0	$13,680
	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	$125,000	$125,000	$0	$0	$0	$0	$0	$0	$125,000
	Transportation and Community and System Preservation Program	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other (Federal Demonstration)	$0	$0	$0	$2,240,000	$0	$0	$0	$0	$2,240,000
	Subtotal	$5,285,000	$5,298,680	$0	$2,240,000	$0	$13,200,000	$0	$0	$20,738,680
	Federal Highway Total	$27,684,843	$18,566,748	$11,541,512	$15,466,112	$19,547,862	$32,250,861	$44,483,872	$44,488,392	$110,772,113
	FEDERAL TOTAL[2]	$53,056,386	$43,938,291	$23,949,639	$27,874,239	$31,478,862	$44,181,861	$54,474,872	$54,479,392	$170,473,783
	TIFIA (Transportation Infrastructure Finance and Innovation Act)	$0	$0	$0	$0	$0	$0	$0	$0	$0

State of California

2008/09-2011/12 Federal Transportation Improvement Program

MPO: Stanislaus Council of Governments

AMENDMENT # 3

REVENUE SOURCES		2008/09		2009/10		2010/11		2011/12		
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	CURRENT TOTAL
INNOVATIVE FINANCE	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
	Innovative Financing Total	$0	$0	$0	$0	$0	$0	$0	$0	$0
REVENUE TOTAL		$77,502,540	$56,795,698	$48,601,867	$53,120,823	$55,633,742	$65,435,923	$61,361,865	$59,313,967	$234,666,417

NOTES:

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

[2]**Federal Total:** Is the sum of federal highway and federal transit programs.

[3]**Innovative Finance:** Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

[4]**Proposition 1B:** Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation

State of California

2008/09-2011/12 Federal Transportation Improvement Program

MPO: Stanislaus Council of Governments

AMENDMENT # 3

	PROGRAMMED	2008/09		2009/10		2010/11		2011/12		
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	CURRENT TOTAL
LOCAL	Local Total	$13,704,154	$12,857,407	$5,952,432	$6,433,584	$4,805,609	$9,254,062	$4,409,993	$4,834,575	$33,379,628
REGIONAL[1]	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 (Please Specify)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Regional Total	$0	$0	$0	$0	$0	$0	$0	$0	$0
STATE	State Highway Operations and Protection Program (SHOPP)									$0
	SHOPP (Including Augmentation)	$2,720,000	$3,107,000	$16,909,796	$12,600,000	$18,157,271	$12,688,000	$0	$0	$28,395,000
	SHOPP Prior	$0	$0	$0	$0	$0	$0	$0	$0	$0
	State Transportation Improvement Program (STIP)									
	STIP (Including Augmentation)	$8,022,000	$8,222,000	$1,790,000	$10,237,000	$1,192,000	$1,192,000	$2,477,000	$2,477,000	$22,128,000
	STIP Prior	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Proposition 1 B[4]	$0	$0	$0	$0	$0	$0	$0	$0	$0
	GARVEE Bonds	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Traffic Congestion Relief Program	$0	$0	$0	$0	$0	$12,000,000	$0	$0	$12,000,000
	State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other (Corridor Mobility Improvement Account)	$0	$0	$0	$18,813,000	$0	$0	$0	$0	$18,813,000
	State Total	$10,742,000	$0	$18,699,796	$18,813,000	$19,349,271	$12,000,000	$2,477,000	$0	$30,813,000
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	$8,200,000	$8,200,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$0	$0	$13,200,000
	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)	$100,000	$100,000	$0	$0	$0	$0	$0	$0	$100,000
	Job Access and Reverse Commute Program (5316)	$217,000	$217,000	$236,000	$236,000	$0	$0	$0	$0	$453,000
	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)	$105,000	$105,000	$114,000	$114,000	$0	$0	$0	$0	$219,000
	Nonurbanized Area Formula Program (5311)	$358,543	$358,543	$379,127	$379,127	$0	$0	$0	$0	$737,670
	Public Transportation on Indian Reservation (5311c)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Transit in the Parks (5320)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Urbanized Area Formula Program (5307)	$16,391,000	$16,391,000	$9,179,000	$9,179,000	$9,431,000	$9,431,000	$9,991,000	$9,991,000	$44,992,000
	Other (Please specify)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Transit Total	$25,371,543	$25,371,543	$12,408,127	$12,408,127	$11,931,000	$11,931,000	$9,991,000	$9,991,000	$59,701,670
FEDERAL HIGHWAY	Federal Highway Non-Discretionary									
	Congestion Mitigation and Air Quality (CMAQ)	$4,709,442	$5,269,273	$4,841,695	$4,992,196	$440,000	$594,923	$0	$159,354	$11,015,746
	Surface Transportation Program (Regional)	$5,076,375	$5,016,375	$5,166,788	$5,106,788	$5,258,830	$5,198,829	$5,288,007	$5,292,527	$20,614,519
	Highway Bridge Program (HBP)	$0	$1,106,625	$0	$1,770,600	$7,389,031	$7,389,031	$32,616,530	$32,616,530	$42,882,786
	Highway Safety Improvement Program (HSIP)	$108,000	$570,600	$26,000	$0	$437,000	$0	$0	$0	$570,600
	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)	$338,000	$338,000	$0	$0	$0	$0	$0	$0	$338,000
	Transportation Improvements (TI)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Lands Highway	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other (Emergency Repair)	$10,641,000	$0	$0	$0	$0	$0	$0	$0	$0
	Subtotal	$20,872,817	$12,300,873	$10,034,483	$11,869,584	$13,524,861	$13,182,783	$37,904,537	$38,068,411	$75,421,651
	Federal Highway Discretionary Programs									
	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)	$5,160,000	$5,160,000	$0	$0	$0	$13,200,000	$0	$0	$18,360,000
	High Risk Rural Road (HRRR)	$0	$13,680	$0	$0	$0	$0	$0	$0	$13,680
	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	$125,000	$125,000	$0	$0	$0	$0	$0	$0	$125,000
	Transportation and Community and System Preservation Program	$0	$0	$0		$0	$0	$0	$0	$0
	Other (Federal Demonstration)	$0	$0	$0	$2,240,000	$0	$0	$0	$0	$2,240,000
	Subtotal	$5,285,000	$5,298,680	$0	$2,240,000	$0	$13,200,000	$0	$0	$20,738,680

State of California

2008/09-2011/12 Federal Transportation Improvement Program

MPO: Stanislaus Council of Governments

AMENDMENT # 3

PROGRAMMED		2008/09		2009/10		2010/11		2011/12		
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	CURRENT TOTAL
	Federal Highway Total	$26,157,817	$17,599,553	$10,034,483	$14,109,584	$13,524,864	$26,382,783	$37,904,537	$38,068,411	$96,160,331
	FEDERAL TOTAL[2]	$51,529,360	$42,971,096	$22,442,610	$26,517,711	$25,455,851	$38,313,783	$47,895,537	$48,059,411	$155,862,001
INNOVATIVE FINANCE[3]	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
	Innovative Financing Total	$0	$0	$0	$0	$0	$0	$0	$0	$0
PROGRAMMED TOTAL		$75,975,514	$55,828,503	$47,094,838	$51,764,295	$49,610,741	$59,567,845	$54,782,530	$52,893,986	$220,094,829

NOTES:

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

[2]**Federal Total:** Is the sum of federal highway and federal transit programs.

[3]**Innovative Finance:** Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

[4]**Proposition 1B:** Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation

State of California

2008/09-2011/12 Federal Transportation Improvement Program

MPO: Stanislaus Council of Governments

AMENDMENT # 3

	REVENUE Vs. PROGRAMMED	2008/09		2009/10		2010/11		2011/12		
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	CURRENT TOTAL
LOCAL	Local Total	$0	$0	$0	$0	$0	$0	$0	$0	$0
REGIONAL[1]	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 (Please Specify)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Regional Total	$0	$0	$0	$0	$0	$0	$0	$0	$0
STATE	State Highway Operations and Protection Program (SHOPP)									
	SHOPP (Including Augmentation)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	SHOPP Prior	$0	$0	$0	$0	$0	$0	$0	$0	$0
	State Transportation Improvement Program (STIP)									
	STIP (Including Augmentation)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	STIP Prior	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Proposition 1 B[4]	$0	$0	$0	$0	$0	$0	$0	$0	$0
	GARVEE Bonds	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Traffic Congestion Relief Program	$0	$0	$0	$0	$0	$0	$0	$0	$0
	State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other (Corridor Mobility Improvement Account)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	State Total	$0	$0	$0	$0	$0	$0	$0	$0	$0
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	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)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	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)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Public Transportation on Indian Reservation (5311c)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Transit in the Parks (5320)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Urbanized Area Formula Program (5307)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other (Please specify)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Transit Total	$0	$0	$0	$0	$0	$0	$0	$0	$0
FEDERAL HIGHWAY	Federal Highway Non-Discretionary									
	Congestion Mitigation and Air Quality (CMAQ)	$1,527,026	$967,195	$1,507,029	$1,356,528	$6,023,001	$5,868,078	$6,579,335	$6,419,981	$14,611,782
	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
	Other (Emergency Repair)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Subtotal	$1,527,026	$967,195	$1,507,029	$1,356,528	$6,023,001	$5,868,078	$6,579,335	$6,419,981	$14,611,782
	Federal Highway Discretionary Programs									
	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	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other (Please Specify)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Subtotal	$0	$0	$0	$0	$0	$0	$0	$0	$0

State of California

2008/09-2011/12 Federal Transportation Improvement Program

MPO: Stanislaus Council of Governments

AMENDMENT # 3

REVENUE Vs. PROGRAMMED	2008/09		2009/10		2010/11		2011/12		
	Previous	Current	Previous	Current	Previous	Current	Previous	Current	CURRENT TOTAL
Federal Highway Total	$1,527,026	$967,195	$1,507,029	$1,356,528	$6,023,001	$5,868,078	$6,579,335	$6,419,981	$14,611,782
FEDERAL TOTAL[2]	$1,527,026	$967,195	$1,507,029	$1,356,528	$6,023,001	$5,868,078	$6,579,335	$6,419,981	$14,611,782
INNOVATIVE FINANCE[3]									
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
Innovative Financing Total	$0	$0	$0	$0	$0	$0	$0	$0	$0

NOTES:

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

[2]**Federal Total:** Is the sum of federal highway and federal transit programs.

[3]**Innovative Finance:** Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

[4]**Proposition 1B:** Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation

Attachment #3

Conformity Analysis

Excellence in Regional Planning

StanCOG

Stanislaus Council of Governments

Revised Draft Conformity Analysis for Amendment #3 to the 2009 Interim Federal Transportation Improvement Program & 2007 Regional Transportation Plan

December 15, 2008

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EXECUTIVE SUMMARY

This report presents the Conformity Analysis for Amendment #3 to the 2009 Interim Federal Transportation Improvement Program (2009 Interim FTIP) and the 2007 Regional Transportation Plan (2007 RTP). The Stanislaus Council of Governments (StanCOG) is the designated Metropolitan Planning Organization (MPO) in Stanislaus County, California, and is responsible for regional transportation planning.

The Clean Air Act Section 176(c) (42 U.S.C. 7506(c)) and U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR 93 Subpart A) require that each new regional transportation plan (RTP) and transportation improvement program (TIP) be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and TIP are approved by the MPO or accepted by the U.S. Department of Transportation (DOT). This analysis demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by Amendment #3 to the 2009 Interim FTIP and 2007 RTP; a finding of conformity is therefore supported. Amendment #3 to the 2009 Interim FTIP and 2007 RTP and Corresponding Conformity Analysis were approved by the StanCOG Policy Board on January 29, 2009. FHWA/FTA last issued a finding of conformity for the 2007 TIP and 2007 RTP, including amendments, on June 29, 2007.

Amendment #3 to the 2009 Interim FTIP and 2007 RTP, have been financially constrained in accordance with the requirements of 40 CFR 93.108 and consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450). A discussion of financial constraint and funding sources is included in the appropriate documents.

The applicable Federal criteria or requirements for conformity determinations, the conformity tests applied, the results of the conformity assessment, and an overview of the organization of this report are summarized below.

CONFORMITY REQUIREMENTS

The Federal transportation conformity regulations (40 Code of Federal Regulations Parts 51 and 93) specify criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. The Federal transportation conformity regulation was first promulgated in 1993 by the U.S. EPA, following the passage of amendments to the Federal Clean Air Act in 1990. The Federal transportation conformity regulation has been revised several times since its initial release to reflect both EPA rule changes and court opinions. The transportation conformity regulation is summarized in Chapter 1.

The conformity regulation applies nationwide to "all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan" (40 CFR 93.102). Currently, the San Joaquin Valley (or portions thereof) is designated as nonattainment with respect to Federal air quality standards for ozone, and particulate matter under 2.5 microns in diameter (PM2.5); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10), as well as a maintenance plan for

carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties. Therefore, transportation plans and programs for the nonattainment areas for the Stanislaus area must satisfy the requirements of the Federal transportation conformity regulation.

Under the transportation conformity regulation, the principal criteria for a determination of conformity for transportation plans and programs are:

(1) the TIP and RTP must pass an emissions budget test using a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test;

(2) the latest planning assumptions and emission models specified for use in conformity determinations must be employed;

(3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and,

(4) interagency and public consultation.

On-going interagency consultation is conducted through the San Joaquin Valley Model Coordinating Committee to ensure Valley-wide coordination, communication and compliance with Federal and California Clean Air Act requirements. Each of the eight Valley Metropolitan Planning Organizations (MPOs) and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) are represented. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the U.S. EPA, the California Air Resources Board (ARB) and Caltrans are also represented on the committee. The final determination of conformity for the TIP and RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration within the U.S. DOT.

FHWA has developed a Conformity Checklist (included in Appendix A) that contains the required items to complete a conformity determination. Appropriate references to these items are noted on the checklist.

CONFORMITY TESTS

The conformity tests specified in the Federal transportation conformity regulation are: (1) the emissions budget test, and (2) the interim emission test. For the emissions budget test, predicted emissions for the TIP/RTP must be less than or equal to the motor vehicle emissions budget specified in the approved air quality implementation plan or the emissions budget found to be adequate for transportation conformity purposes. If there is no approved air quality plan for a pollutant for which the region is in nonattainment or no emission budget has been found to be adequate for transportation conformity purposes, the interim emission test applies. Chapter 1 summarizes the applicable air quality implementation plans and conformity tests for carbon monoxide, ozone, PM-10, and PM2.5.

RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 2010, 2011, 2014, 2017, 2020, 2023 and 2030 for each applicable pollutant. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of the StanCOG Conformity Analysis are:

- For carbon monoxide, the total regional on-road vehicle-related emissions associated with implementation of Amendment #3 to the 2009 Interim FTIP and the 2007 RTP for the analysis years are projected to be less than the approved emissions budget established in the *2004 Revision to the California State Implementation Plan for Carbon Monoxide*. The applicable conformity test for carbon monoxide is therefore satisfied.

- For ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the Amendment #3 to the 2009 Interim FTIP and the 2007 RTP for all years tested are projected to be less than the adequate emissions budgets specified in the *2007 Ozone Plan*. The conformity tests for ozone are therefore satisfied.

- For PM-10, the total regional vehicle-related emissions (PM-10 and NOx) associated with implementation of the Amendment #3 to the 2009 Interim FTIP and the 2007 RTP for all years tested are either (1) projected to be less than the approved emissions budgets, or (2) less than the emission budgets using the approved PM-10 and NOx trading mechanism for transportation conformity purposes from the *2007 PM-10 Maintenance Plan*. The conformity tests for PM-10 are therefore satisfied.

- For PM2.5, areas violating both the annual and 24-hour standards for PM2.5 must address both standards in the conformity determination. The San Joaquin Valley currently violates both standards, and the conformity determination includes both analyses. Before an adequate or approved SIP budget is available, conformity is generally demonstrated with interim emission tests. Conformity may be demonstrated if the emissions from the proposed transportation system are either less than or no greater than the 2002 motor vehicle emissions in a given area (see Section 93.119). The San Joaquin Valley chooses to use the "no-greater-than-2002 emissions test". The modeling results for all analysis years indicated that the "Build" scenarios are less than the 2002 Base Year emissions estimates for both the 24-hour and annual standards. The Amendment #3 to the 2009 Interim FTIP and the 2007 RTP therefore satisfies the conformity emissions tests for PM2.5.

- The Amendment #3 to the 2009 Interim FTIP and the 2007 RTP will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans. The current status of TCM implementation is documented in Chapter 4 of this report.

- Since the local SJV procedures (e.g., SJVUAPCD Rule 9120 Transportation Conformity) have not been approved by EPA, consultation has been conducted in accordance with Federal requirements.

REPORT ORGANIZATION

The report is organized into six chapters. Chapter 1 provides an overview of the applicable Federal and State conformity regulations and requirements, air quality implementation plans, and conformity test requirements. Chapter 2 contains a discussion of the latest planning assumptions and transportation modeling. Chapter 3 describes the air quality modeling used to estimate emission factors and mobile source emissions. Chapter 4 contains the documentation required under the Federal transportation conformity regulation for transportation control measures. Chapter 5 provides an overview of the interagency requirements and the general approach to compliance used by the San Joaquin Valley Metropolitan Planning Organizations. The results of the conformity analysis for the TIP/RTP are provided in Chapter 6.

Appendix F includes public meeting documentation conducted on Amendment #3 to the 2009 Interim FTIP and 2007 RTP and Corresponding Conformity Analysis on January 7, 2009. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix G.

CHAPTER 1

FEDERAL AND STATE REGULATORY REQUIREMENTS

The criteria for determining conformity of transportation programs and plans under the Federal transportation conformity regulation (40 CFR Parts 51 and 93) and the applicable conformity tests for the San Joaquin Valley nonattainment areas are summarized in this section. The Conformity Analysis for Amendment #3 to the 2009 Interim Federal Transportation Improvement Program (2009 Interim TIP) and the 2007 Regional Transportation Plans (RTP), was prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity regulation and guidance procedures, followed by summaries of conformity regulation requirements, air quality designation status, conformity test requirements, and analysis years for the Conformity Analysis.

The Stanislaus Council of Governments (StanCOG) is the designated Metropolitan Planning Organization (MPO) for Stanislaus County in the San Joaquin Valley. As a result of this designation, StanCOG prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed four-year programming document for the preservation, expansion, and management of the transportation system. The 2007 RTP has a 2030 horizon that provides the long term direction for the continued implementation of the freeway/expressway plan, as well as improvements to arterial streets, transit, and travel demand management programs. The TIP and RTP include capacity enhancements to the freeway/expressway system commensurate with available funding.

FEDERAL AND STATE CONFORMITY REGULATIONS

CLEAN AIR ACT AMENDMENTS

Section 176(c) of the Clean Air Act (CAA, 1990) requires that Federal agencies and MPOs not approve any transportation plan, program, or project that does not conform to the approved State Implementation Plan (SIP). The 1990 amendments to the Clean Air Act expanded Section 176(c) to more explicitly define conformity to an implementation plan to mean:

> "Conformity to the plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards; and that such activities will not (i) cause or contribute to any new violation of any standard in any area; (ii) increase the frequency or severity of any existing violation of any standard in any area; or (iii) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area."

Section 176(c) also provides conditions for the approval of transportation plans, programs, and projects, and requirements that the Environmental Protection Agency (EPA) promulgate conformity determination criteria and procedures no later than November 15, 1991.

FEDERAL RULE

The initial November 15, 1991 deadline for conformity criteria and procedures was partially completed through the issuance of supplemental interim conformity guidance issued on June 7, 1991 (EPA/DOT, 1991a and 1991b) for carbon monoxide, ozone, and particulate matter ten microns or less in diameter (PM-10). EPA subsequently promulgated the Conformity Final Rule in the November 24, 1993 *Federal Register* (EPA, 1993). The 1993 Rule became effective on December 27, 1993. The Federal Transportation Conformity Final Rule has been amended several times from 1993 to 2002. These amendments have addressed a number of items related to conformity lapses, grace periods, and other related issues to streamline the conformity process.

On July 1, 2004 EPA published the final rule, Transportation Conformity Rule Amendments for the New 8-hour Ozone and PM2.5 National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments – Response to Court Decision and Additional Rule Changes (EPA, 2004).

EPA issued a final rule on May 6, 2005 to add the following PM2.5 precursors to the transportation conformity rule: nitrogen oxides (NOx), volatile organic compounds (VOCs), sulfur oxides (SOx), and ammonia (NH3) (EPA, 2005). The rule specifies when each of these precursors must be considered in PM2.5 nonattainment areas, before and after PM2.5 SIPs are submitted.

In late March 2006, EPA and FHWA published "Transportation Conformity Guidance for Qualitative Hot-Sport Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas". This guidance affects Federal project-level approvals for "projects of air quality concern" in PM2.5 and PM10 nonattainment areas on or after April 5, 2006.

EPA issued a final rule on January 24, 2008 regarding changes to make the rule consistent with the Clean Air Act as amended by the most recent transportation funding legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Comments were due June 1, 2007 and the final rule has not been published as of November 2007. The "Transportation Conformity Rule Amendments to Implement Provisions Contained in SAFETEA-LU does not have any impact on the San Joaquin Valley process and/or methodology contained in this document since the changes were already in place under the Joint EPA-DOT Interim Guidance for Implementing SAFETEA-LU's Conformity Provisions, published in February 2006.

MULTI-JURISDICTIONAL GUIDANCE

EPA issued "multi-jurisdictional" guidance on July 21, 2004 to clarify how nonattainment areas with multiple agencies should conduct conformity determinations based on the changes to the Conformity Rule (EPA, 2004b). This guidance applies to the San Joaquin Valley since there are multiple MPOs within a single nonattainment area. The main principle of the guidance is that one regional emissions analysis is required for the entire nonattainment area. However, separate modeling and conformity documents may be developed by each MPO.

Part 2 of the guidance applies to nonattainment areas that do not have conformity budgets for an air quality standard that can be used for conformity. This Part currently applies to the San Joaquin Valley for PM2.5. As a result, the individual modeling and conformity results are compiled into one regional emissions analysis for the entire nonattainment area that accompanies each plan/TIP conformity determination (see Appendix D). DOT will then issue its conformity determination on the TIPs/RTPs at the same time.

Part 3 of the guidance applies to nonattainment areas that have adequate or approved conformity budgets addressing a particular air quality standard. This Part currently applies to the San Joaquin Valley for carbon monoxide, ozone and PM-10. The guidance allows MPOs to make independent conformity determinations for their plans and TIPs as long as all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and DOT conformity determination.

DISTRICT RULE

The San Joaquin Valley Unified Air Pollution Control District adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the 1990 Clean Air Act Amendments. Rule 9120 contains the Transportation Conformity Rule promulgated November 24, 1993 verbatim. The Rule provides guidance for the development of consultation procedures and processes at the local level. As required by the Transportation Conformity Rule, Rule 9120 was submitted to EPA on January 24, 1995 as a revision to the State SIP. The rule becomes effective on the date EPA promulgates interim, partial, or final approval in the Federal Register.

To date, the Rule has not received approval by EPA. Section 51.390(b) of the Transportation Conformity Rule states: "Following EPA approval of the State conformity provisions (or a portion thereof) in a revision to the applicable implementation plan, conformity determinations would be governed by the approved (or approved portion of the) State criteria and procedures." It should also be noted that EPA has changed 40 CFR 51.390 to streamline the requirements for State conformity SIPs. Since a transportation conformity SIP has not been approved for the SJV, the Federal transportation conformity rule still governs.

CONFORMITY REGULATION REQUIREMENTS

The Federal regulations identify general criteria and procedures that apply to all transportation conformity determinations, regardless of pollutant and implementation plan status. These include:

1) *Conformity Tests* — Sections 93.118 and 93.119 specify emissions tests (budget and interim emissions) that the TIP/RTP must satisfy in order for a determination of conformity to be found. The final transportation conformity regulation issued on July 1, 2004 requires a submitted SIP motor vehicle emissions budget to be found adequate or

approved by EPA prior to use for making conformity determinations. The budget must be used on or after the effective date of EPA's adequacy finding or approval.

2) *Methods / Modeling:*

Latest Planning Assumptions — Section 93.110 specifies that conformity determinations must be based upon the most recent planning assumptions in force at the time the conformity analysis begins. This is defined as "the point at which the MPO begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation" (EPA, 2004a). All analyses for the Conformity Analysis were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis started in January 2007 (see Chapter 2).

Latest Emissions Models — Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the conformity analysis. EMFAC2007 was used in the Conformity Analysis and is documented in Chapter 3.

3) *Timely Implementation of TCMs* — Section 93.113 provides a detailed description of the steps necessary to demonstrate that the new TIP/RTP are providing for the timely implementation of TCMs, as well as demonstrate that the plan and/or program is not interfering with this implementation. TCM documentation is included in Chapter 4 of the Conformity Analysis.

4) *Consultation* — Section 93.105 requires that the conformity determination be made in accordance with the consultation procedures outlined in the Federal regulations. These include:

- MPOs are required to provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, the USDOT and EPA (Section 93.105(a)(1)).

- MPOs are required to establish a proactive public involvement process, which provides opportunity for public review and comment prior to taking formal action on a conformity determination (Section 93.105(e)).

The TIP, RTP, and corresponding conformity determinations are prepared by each MPO. Copies of the Draft documents are provided to member agencies and others, including the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), EPA, Caltrans, CARB, and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) for review. Both the TIP and RTP are required to be publicly available and an opportunity for public review and comment is provided. The consultation process for the conformity analysis includes a 30-day comment period followed by a public meeting.

AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY

The conformity regulation (section 93.102) requires documentation of the applicable pollutants and precursors for which EPA has designated the area nonattainment or maintenance. In addition, the nonattainment or maintenance area and its boundaries should be described.

StanCOG is located in the federally designated San Joaquin Valley Air Basin. The borders of the basin are defined by mountain and foothill ranges to the east and west. The northern border is consistent with the county line between San Joaquin and Sacramento Counties. The southern border is less defined, but is roughly bounded by the Tehachapi Mountains and, to some extent, the Sierra Nevada range. Conformity for Amendment #3 to the 2009 Interim FTIP and the 2007 RTP includes analysis of existing and future air quality impacts for each applicable pollutant.

The San Joaquin Valley is currently designated as nonattainment for the National Ambient Air Quality Standards (NAAQS) for 8-hour ozone, and particulate matter under 2.5 microns in diameter (PM2.5); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10), as well as a maintenance for carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties. State Implementation Plans have been prepared to address carbon monoxide, ozone, and PM-10:

- The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 30, 2005 (effective January 30, 2006).

- EPA is anticipated to publish a budget adequacy determination for the 2011, 2014, and 2017 conformity budgets contained in the 2007 Ozone Plan in November 2008.

- The 2007 PM-10 Maintenance Plan, which included revisions to the attainment plan, was approved by EPA on November 12, 2008.

EPA also designated the San Joaquin Valley as nonattainment for the 1997 PM2.5 standards. A State Implementation Plan has been developed to address the 1997 PM2.5 standards; however, EPA has not issued an adequacy determination on the conformity budgets nor approved the Plan. It should be noted that EPA issued a final rule establishing revisions to the 24-hour and annual PM2.5 national ambient air quality standard on October 17, 2006. EPA subsequently issued a guidance memo addressing how transportation conformity will be implemented under the revised 24-hour PM2.5 standard. In summary, transportation conformity is unaffected because there has been no change to the nonattainment designations.

CONFORMITY TEST REQUIREMENTS

The conformity (Section 93.109(c)–(k)) rule requires that either a table or text description be provided that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. In addition, documentation regarding which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years is required.

Specific conformity test requirements established for the San Joaquin Valley nonattainment areas for carbon monoxide, ozone, and particulate matter are summarized below.

Section 93.124(d) of the 1997 Final Transportation Conformity regulation allows for conformity determinations for subregional emission budgets by MPOs if the applicable implementation plans (or implementation plan submission) explicitly indicates an intent to create such subregional budgets for the purpose of conformity. In addition, Section 93.124(e) of the 1997 rules states: "...if a nonattainment area includes more than one MPO, the implementation plan may establish motor vehicle emission budgets for each MPO, or else the MPOs must collectively make a conformity determination for the entire nonattainment area." Each applicable implementation plan and estimate of baseline emissions in the San Joaquin Valley provides motor vehicle emission budgets by county, to facilitate county-level conformity findings.

CARBON MONOXIDE

The urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties are classified maintenance for carbon monoxide (CO). The motor vehicle emission budgets for carbon monoxide are specified in the *2004 Revision to the California State Implementation Plan for Carbon Monoxide* in tons per average winter day. EPA published a direct final rulemaking approving the plan on November 30, 2005, effective January 30, 2006.

For carbon monoxide, the Federal transportation conformity regulation requires that the TIP and RTP must pass an emissions budget test with a budget that has been approved by EPA for transportation conformity purposes. New conformity budgets have been approved for 2003, 2010 and 2018 for portions of the San Joaquin Valley as provided in the following table.

Table 1-1
On-Road Motor Vehicle CO Emissions Budgets

County	2003 Emissions (winter tons/day)	2010 Emissions (winter tons/day)	2018 Emissions (winter tons/day)
Fresno	240	240	240
Kern	180	180	180
San Joaquin	170	170	170
Stanislaus	130	130	130

OZONE

Under the existing conformity regulation, regional emissions analyses for ozone areas must address nitrogen oxides (NOx) and volatile organic compounds (VOC) precursors. It is important to note that in California, reactive organic gases (ROG) are considered equivalent to and are used in place of volatile organic compounds (VOC). The motor vehicle emission budgets for ozone are specified in the 2007 Ozone Plan in tons per average summer day. EPA is

anticipated to publish the notice of adequacy determination for the 2011, 2014, and 2017 budgets in the Federal Register in November 2008.

The SJV has been classified as a Serious nonattainment area for the 8-hour ozone standard. However, the 2007 Ozone Plan requests an Extreme nonattainment classification and attainment date of 2023, and includes the corresponding additional RFP years. The SIP has identified subarea budgets for each MPO in the nonattainment area. For this Conformity Analysis, the SJV will continue to conduct determinations for subarea emission budgets as established in the applicable implementation plan.

The conformity budgets from Table 9.3 of the Plan are provided in the table below; it is anticipated that EPA will publish a budget adequacy determination for the 2011, 2014, and 2017 conformity budgets contained in the 2007 Ozone Plan in November 2008. These budgets will be used to compare to emissions resulting from Amendment #3 to the 2009 Interim FTIP and 2007 RTP. ARB subsequently updated Madera County and San Joaquin County budgets; these updates are reflected in the table below.

Table 1-2
Budgets from the 2007 Ozone Plan
(summer tons/day)

County	2008		2011		2014		2017		2020		2023	
	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx
Fresno	18.6	58.5	15.5	47.9	12.9	37.2	11.1	29.1	8.0	16.9	7.8	15.7
Kern (SJV)	18.1	93.9	15.7	79.4	13.5	64.1	11.6	49.5	8.5	28.4	8.1	24.8
Kings	3.9	18.3	3.4	15.9	2.8	12.3	2.3	9.4	1.7	5.3	1.6	4.7
Madera	4.4	14.6	3.7	12.2	3.1	9.7	2.6	7.7	1.9	4.8	1.9	4.5
Merced	7.4	35.5	6.2	28.8	5.1	22.3	4.2	17.1	2.9	9.9	2.8	9.0
San Joaquin	13.9	40.0	12.1	34.7	10.1	27.8	8.6	21.3	6.3	12.7	6.3	11.9
Stanislaus	10.5	26.7	9.0	22.3	7.5	17.2	6.5	13.4	4.9	8.0	4.6	7.1
Tulare	10.5	23.4	9.2	20.9	7.7	16.6	6.7	13.1	5.2	8.4	4.8	7.4

PM-10

The 2007 PM-10 Maintenance Plan was approved by EPA on November 12, 2008, which contains motor vehicle emission budgets for PM-10 and NOx, as well as a trading mechanism. Motor vehicle emission budgets are established based on average annual daily emissions. The motor vehicle emissions budget for PM-10 includes regional reentrained dust from travel on paved roads, vehicular exhaust, travel on unpaved roads, and road construction.

The conformity budgets from Tables 6 and 7 of the Plan are provided below (including the minor technical corrections) and will be used to compare emissions for each analysis year. ARB subsequently updated the 2005 attainment budgets; these updates are reflected in the table below.

Table 1-3
On-Road Motor Vehicle PM-10 Emissions Budgets
(tons per average annual day)

County	2005		2020	
	PM-10	NOx	PM-10	NOx
Fresno	13.5	59.2	16.1	23.2
Kern(a)	12.1	88.3	14.7	39.5
Kings	3.1	16.7	3.6	6.8
Madera	3.6	13.9	4.7	6.5
Merced	6.2	39.4	6.4	12.9
San Joaquin	9.1	42.6	10.6	17.0
Stanislaus	5.6	29.7	6.7	10.8
Tulare	7.3	25.1	9.4	10.9

(1) Kern County subarea includes only the portion of Kern County within the San Joaquin Valley Air Basin

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NOx to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the 2005 budget for PM-10 with a portion of the 2005 budget for NOx, and use these adjusted motor vehicle emissions budgets for PM-10 and NOx to demonstrate transportation conformity with the PM-10 SIP for analysis years after 2005. As noted above, EPA approved the 2007 PM-10 Maintenance Plan on November 12, 2008, which includes continued approval of the trading mechanism.

The trading mechanism will be used only for conformity analyses for analysis years after 2005. To ensure that the trading mechanism does not impact the ability to meet the NOx budget, the NOx emission reductions available to supplement the PM-10 budget shall only be those remaining after the NOx budget has been met.

PM2.5

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address both standards in the conformity determination. The San Joaquin Valley currently violates both standards, and the conformity determination includes both analyses. Before an adequate or approved SIP budget is available, conformity is generally demonstrated with interim emission tests.

Conformity may be demonstrated if the emissions from the proposed transportation system are either less than or no greater than the 2002 motor vehicle emissions in a given area (see Section 93.119). The 2002 baseline year emissions level must be based on the latest planning assumptions available for the year 2002, the latest emissions model, and appropriate methods for estimating travel and speeds as required by the conformity regulation. PM2.5 nonattainment

areas may also elect to use the "build-no-greater-than-no-build test". Conformity is demonstrated if the emissions from the proposed transportation system ("build" scenario) are less than or equal to emissions from the existing transportation system ("no-build" scenario).

The rule allows PM2.5 nonattainment areas to choose between the two interim emissions test each time that they determine conformity before adequate or approved PM2.5 SIP budgets are established. However, the same test must be used for each analysis year in a given conformity determination. The San Joaquin Valley chooses to use the "no-greater-than-2002 emissions test". The regional emissions analyses in PM2.5 nonattainment areas must consider directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use EMFAC2007.

Prior to adequate or approved PM2.5 SIP budgets, re-entrained road dust and construction-related fugitive dust from highway or transit projects will only be included in the regional emissions analyses if EPA or ARB has determined that it is a "significant contributor" to the PM2.5 regional air quality problem. Until a significance finding is made, PM2.5 areas can presume that re-entrained road dust is not a significant contributor and not include road dust in the PM2.5 transportation conformity analysis prior to the SIP. In addition, construction-related dust emissions are not to be included in any PM2.5 conformity analyses before adequate or approved PM2.5 SIP budgets are established. As a result, the SJV PM2.5 conformity analysis will not include re-entrained road dust or construction-related fugitive dust from transportation projects. It is important to note that the San Joaquin Valley 2008 PM2.5 Plan has been developed and submitted to EPA. This plan indicates that re-entrained road dust and construction-related dust emissions are not significant. However, EPA has not acted on the budgets at this time.

In addition, prior to the submission of a SIP, NOx emissions must be considered, unless both ARB and EPA make a finding the NOx is not a "significant contributor" to the PM2.5 air quality problem. Conversely, VOC, SOx, and ammonia emissions do not have to be considered in conformity, unless either ARB or EPA makes a finding that onroad emissions of any of these precursors is a "significant contributor" to the area's PM2.5 air quality issues. It is important to note that the San Joaquin Valley 2008 PM2.5 Plan has been developed and submitted to EPA. This plan indicates that VOC, Sox, and ammonia emissions are not significant. However, EPA has not acted on the budgets at this time. As a result, the SJV PM2.5 conformity analysis will only address the precursor NOx.

Table 1-4 summarizes PM2.5 and NOx emission estimates for the 2002 base year by sub-area, as documented in the Final PM2.5 Conformity Analysis. These emission estimates were calculated by running EMFAC2007 for the 2002 base year using default vehicle population, VMT, and speed fraction data; the result is then rounded up to the next tenths place (consistent with ARB policy). The 24-hour estimate is multiplied by 365 to yield an annual estimate (rounded to the whole ton).

Table 1-4
On-Road Motor Vehicle PM2.5 Emissions Budgets

County	2002 24-Hour (average annual tons per day)		2002 Annual (average annual tons per year)	
	PM2.5	NOx	PM2.5	NOx
Fresno	2.2	63.4	803	23141
Kern	3.7	94.1	1351	34347
Kings	0.8	18.5	292	6753
Madera	0.5	13.7	183	5001
Merced	1.5	37.1	548	13542
San Joaquin	1.5	43.4	548	15841
Stanislaus	1.0	30.2	365	11023
Tulare	0.8	26.4	292	9636

ANALYSIS YEARS

The conformity regulation (Section 93. 118 b and d) requires documentation of the years for which consistency with motor vehicle emission budgets must be shown. In addition, any interpolation performed to meet tests for years in which specific analysis is not required need to be documented.

For the selection of the horizon years, the conformity regulation requires: (1) that if the attainment year is in the time span of the transportation plan, it must be modeled; (2) the last year forecast in the transportation plan must be a horizon year; and (3) horizon years may not be more than ten years apart. In addition, the conformity regulation requires that conformity must be demonstrated for each year for which the applicable implementation plan specifically establishes motor vehicle emission budgets.

Section 93.118(b)(2) clarifies that when a maintenance plan has been submitted, conformity must be demonstrated for the last year of the maintenance plan and any other years for which the maintenance plan establishes budgets in the time frame of the transportation plan. Section 93.118(d)(2) indicates that a regional emissions analysis may be performed for any years, the attainment year, and the last year of the plan's forecast. Other years may be determined by interpolating between the years for which the regional emissions analysis is performed.

On March 8, 2005, EPA issued Guidance for Determining the "Attainment Year" for Transportation Conformity in new 8-hour ozone and PM2.5 Nonattainment Areas (EPA, 2005b). Per CAA section 172(a)(2), all PM2.5 nonattainment areas will have an initial maximum statutory attainment date of April 5, 2010.

Nonattainment areas that do not have any adequate or approved budgets are not required to demonstrate conformity and perform a regional emissions analysis for their attainment year. For

the SJV, this applies to PM2.5. It is important to note that the San Joaquin Valley 2008 PM2.5 Plan has been developed and submitted to EPA. However, EPA has not acted on the budgets at this time. Under Section 93.119(g)(1) of the conformity regulation, nonattainment areas using interim emission tests are required to perform a regional emissions analysis for the following years:

- A year no more than 5 years beyond the year in which the conformity determination is made (e.g., 2010);
- The last year of the transportation plan's forecast period (e.g., 2030); and
- Any additional years within the time frame of the transportation plan so that analysis years are no more than 10 years apart (e.g., 2020).

A summary of the analysis years resulting from the above described rules and guidance for the Conformity Analysis is provided below.

Table 1-5
San Joaquin Valley Conformity Analysis Years

Pollutant	Budget Years[1]	Attainment/Maintenance Year	Intermediate Years	RTP Horizon Year
CO	2010	2018	2020	2030
Ozone	2011/2014/2017	2023[2]	2020	2030
PM-10	NA	2020	2010	2030
PM2.5	NA	2010	2020	2030

Section 93.118 (d)(2) indicates that the regional emissions analysis may be performed for any years in the time frame of the transportation plan provided they are not more than ten years apart and provided the analysis is performed for the attainment year (if it is in the time frame of the transportation plan) and the last year of the plan's forecast period. Emissions in years for which consistency with motor vehicle emissions budgets must be demonstrated, as required in paragraph (b) of this section (i.e., each budget year), may be determined by interpolating between the years for which the regional emissions analysis is performed. For CO, the analysis year 2018 will be interpolated from 2010 and 2020.

1 Budget years that are not in the time frame of the transportation plan are not included as analysis years (e.g., CO 2003, Ozone 2008, and PM-10 2005), although they may be used to demonstrate conformity.
2 The attainment year for Serious 8-hour Ozone areas is 2013; however, the 2007 Ozone Plan requests reclassification to Extreme which has an attainment year of 2023.

CHAPTER 2

LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING

LATEST PLANNING ASSUMPTIONS

The Clean Air Act states that "the determination of conformity shall be based on the most recent estimates of emissions, and such estimates shall be determined from the most recent population, employment, travel, and congestion estimates as determined by the MPO or other agency authorized to make such estimates." On January 18, 2001, the USDOT issued guidance developed jointly with EPA to provide additional clarification concerning the use of latest planning assumptions in conformity determinations (USDOT, 2001).

According to the conformity regulation, the time the conformity analysis begins is "the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions." The conformity analysis and initial modeling began in January 2007. A summary of transportation model updates and latest planning assumptions was transmitted to the Model Coordinating Committee (MCC) for interagency consultation. The summary was discussed on the October 11, 2007 MCC conference call. Both EPA and FHWA subsequently indicated that there were no comments or concerns regarding the summary.

Key elements of the latest planning assumption guidance include:

- Areas are strongly encouraged to review and strive towards regular five-year updates of planning assumptions, especially population, employment and vehicle registration assumptions.

- The latest planning assumptions must be derived from the population, employment, travel and congestion estimates that have been most recently developed by the MPO (or other agency authorized to make such estimates) and approved by the MPO.

- Conformity determinations that are based on information that is older than five years should include written justification for not using more recent information. For areas where updates are appropriate, the conformity determination should include an anticipated schedule for updating assumptions.

- The conformity determination must use the latest existing information regarding the effectiveness of the transportation control measures (TCMs) and other implementation plan measures that have already been implemented.

The StanCOG uses the TP+/VIPER transportation model. The model was validated in 2004 for the 2000 base year. The latest planning assumptions used in the transportation model validation and Conformity Analysis is summarized in Table 2-1.

Table 2-1
Summary of Latest Planning Assumptions for the StanCOG Conformity Analysis

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Population	Base Year: 2000 Census Projections: Association of Bay Area Governments, 2004	This data is disaggregated to the TAZ level for input into the TP+/VIPER for the base year validation as well as for each analysis year.	2005 data from the census, Department of Finance, and regional and local agencies will be used for the next traffic model validation.
Employment	Base Year: 2000 Census and State Employment Development Department Projections: Association of Bay Area Governments, 2004	This data is disaggregated to the TAZ level for input into the TP+/VIPER for the base year validation as well as for each analysis year.	2005 data from the census, Department of Finance, and regional and local agencies will be used for the next traffic model validation.
Traffic Counts	2000, HPMS, Cities, Stanislaus County, Caltrans, DKS, Consulting	Traffic Model was validated in summer of 2004 to 2000 base year conditions using these traffic counts.	Traffic counts are updated every five years, if funds are available.
Vehicle Miles of Travel	The transportation model was validated in 2004 to the 2000 base year by Dowling Associates	Travel Demand Model validated by Dowling Associates in summer of 2004 to year 2000 base year conditions.	VMT is an output of the transportation model; VMT is affected by the TIP/RTP project updates and is included in each new conformity analysis.
Speeds	Survey data collected in 2000. Speed distributions were updated in EMFAC2007, using methodology approved by ARB and with information from the transportation model.	The Traffic Demand Model includes a feedback loop that assures congested speeds are consistent for both trip distribution and assignment. EMFAC2007	It is anticipated that new speed data and calculations will be included in the next transportation model validation
Vehicle Registrations	EMFAC2007 is the most recent model for use in California conformity analyses. Vehicle registration data is included by ARB in the model and cannot be updated by the user.	EMFAC2007	ARB has committed to update the fleet information in EMFAC on a 3-year cycle (see 1/31/06 letter to EPA and FHWA). The next update is scheduled to occur in 2010.
State Implementation Plan Measures	Latest implementation status of commitments in prior SIPs.	Emission reduction credits consistent with the SIPs are post-processed via spreadsheets as documented in Ch. 4.	Updated for every conformity analysis.

SOCIOECONOMIC DATA

POPULATION, EMPLOYMENT AND LAND USE

The conformity regulation requires documentation of base case and projected population, employment, and land use used in the transportation modeling. USDOT/EPA guidance indicates that if the data is more than five years old, written justification for the use of older data must be provided. In addition, documentation is required for how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.

Supporting Documentation:

All population and employment data were developed in 2004 by the Association of Bay Area Governments (ABAG) specifically for use in the StanCOG Transportation Model. ABAG updated 2000 base year data as well as countywide projections for Population, Employment and Housing in 5-year increments to year 2030. Staff divided the data among the 487 traffic analysis zones to accurately reflect model connectivity.

ABAG utilized its "HENRY" model to develop the forecasts, which have been approved by the Stanislaus County Planning Directors and the Stanislaus Council of Government's Policy Board.

The employment forecasts were developed primarily from general plan land use data applying estimates of market absorption rates, employment and housing balance ratios and/or past growth patterns. Population and employment growth was distributed among the County jurisdictions based on local data and a consensus process.

Land use and socioeconomic data at the zonal level are used for determining trip generation. The housing forecasts are based on the US Census and State of California Department of Finance (DOF) projections or locally adopted forecasts based on historic performance. The employment forecasts were developed primarily from general plan land use data applying estimates of market absorption rates, jobs housing balance ratios and/or past growth patterns. Population and employment growth were distributed among the County jurisdictions based on local data and a consensus process.

All land use data and projections were completed by the Association of Bay Area Governments (ABAG). Their analysis included all necessary data required for input into the StanCOG Transportation Model: Population, Single Family Households, Multiple Family Households, and employment represented by retail, service, governments, education, and other.

ABAG was very thorough in their collection and analysis of the data, meeting with all jurisdiction representatives. Major future developments, such as the Kaiser-Permanente Medical Center, and the Salida Business Park were included in the projections. These two projects, as well as others have been discussed with local officials and planners to ensure transportation model accuracy.

In January 2004, updated land use projections were adopted for use in the StanCOG Transportation Model. The land use projections were developed in 5-year increments out to 2030, and specifically include population, single and multiple family households, and employment representing retail, service, government, and other.

TRANSPORTATION MODELING

The San Joaquin Valley Metropolitan Planning Organizations (MPOs) utilize the TP+/Viper traffic modeling software. The Valley TPA regional traffic models consist of traditional four-step traffic forecasting models. They use land use, socioeconomic, and road network data to estimate facility-specific roadway traffic volumes. Each TPA model covers the appropriate county area, which is then divided into hundreds or thousands of individual traffic analysis zones (TAZs). In addition the model roadway networks include thousands of nodes and links. Link types include freeway, freeway ramp, other State route, expressway, arterial, collector, and local collector. Current and future-year road networks were developed considering local agency circulation elements of their general plans, traffic impact studies, capital improvement programs, and the State Transportation Improvement Program. The models use equilibrium, a capacity sensitive assignment methodology, and the data from the model for the emission estimates differentiates between peak and off-peak volumes and speeds. In addition, the model is reasonably sensitive to changes in time and other factors affecting travel choices. The results from model validation/calibration were analyzed for reasonableness and compared to historical trends.

Specific transportation modeling requirements in the conformity regulation are summarized below, followed by a description of how the StanCOG transportation modeling methodology meets those requirements.

The StanCOG Travel Demand Model is a conventional four-step travel model used for traffic forecasting. It uses land use, socioeconomic, and road network data to estimate facility-specific transit and roadway traffic volumes based on input of zonal variables (population, housing units: single and multi-family, employment: education, government, other, retail, and service, and roadway network data: speed, lanes) in its 487 Traffic Analysis Zones. The model predicts travel by purpose including home-based-work, home-based-shop, home-based-other, work-other, other-other, and external travel.

The model has traditionally been a daily ADT forecast model. In 2007, a peak hour module was added to allow for forecasting of worst case conditions. Using the Cube Base/Voyager domain, the Travel Model produces daily, AM, and PM data, and incorporates a congestion feedback loop process. The model study area covers all of Stanislaus County and utilizes a gateway internal/external and thru-trip trip forecasting process.

TRAFFIC COUNTS

The conformity regulation requires documentation that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for

reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).

Supporting Documentation:

The Stanislaus Council of Government's Transportation Model was validated to observed 2000 traffic counts. The transportation-consulting firm of Dowling, Inc., of Oakland, California completed the validation. At the completion of the validation process, all facility types were within acceptable parameters to traffic counts, with total model VMT within 1% of the target VMT.

SPEEDS

The conformity regulation requires documentation of the use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes. In addition, documentation of the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split. Finally, document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.

Supporting Documentation:

The Stanislaus Council of Government's Transportation Model includes a feedback loop process that uses congested travel times as an additional input into the trip distribution step. The feedback loop ensures that the congested travel speeds used as input to the air pollution emissions model are consistent with the travel speeds used throughout the traffic modeling process. StanCOG Travel Demand Model is a produce am/pm peak hour output.

TRANSIT

The conformity regulation requires documentation of any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls.

Supporting Documentation:

Transit service assumptions are included in the Transit File as a direct input into the StanCOG Transportation Model. Variables including historical ridership trends, current and future transit routes and projected fare increases are analyzed. Potential transit ridership for each Traffic Analysis Zone (TAZ) is projected and then input into the model as low/medium/high for each

TAZ.

VALIDATION/CALIBRATION

The conformity regulation requires documentation that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.). In addition, documentation of how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices is required. The use of HPMS, or a locally developed count-based program or procedures that have been chosen to reconcile and calibrate the network-based travel model estimates of VMT must be documented.

Supporting Documentation:

For the 2006 FTIP Conformity Determination StanCOG is, utilizing its latest Travel Demand Model. This Latest Version was validated and recalibrated by Dowling Associates in 2004. There have been no significant revisions to the model since then.

The models were validated by comparing its estimates of base year traffic conditions with base year traffic counts. The base year validations meet standard criteria for replicating total traffic volumes on various road types and for percent error on links. The base year validation also meets standard criteria for percent error relative to traffic counts on groups of roads (screenlines) throughout each county.

For Serious and above nonattainment areas, transportation conformity guidance, Section 93.122(b)(3) of the conformity rule states:

Highway Performance Monitoring System (HPMS) estimates of vehicle miles traveled (VMT) shall be considered the primary measure of VMT within the portion of the nonattainment or maintenance area and for the functional classes of roadways included in HPMS, for urban areas which are sampled on a separate urban area basis. For areas with network-based travel models, a factor (or factors) may be developed to reconcile and calibrate the network-based travel model estimates of VMT in the base year of its validation to the HPMS estimates for the same period. These factors may then be applied to model estimates of future VMT. In this factoring process, consideration will be given to differences between HPMS and network-based travel models, such as differences in the facility coverage of the HPMS and the modeling network description Locally developed count-based programs and other departures from these procedures are permitted subject to the interagency consultation procedures.

When StanCOG Travel Demand Model was validated in 2004, Base Year Projections fell within acceptable parameters (+/- 3%) of Highway Performance Monitoring System observed counts, both by facility type and overall. As a result, these adjustments were not needed.

FUTURE NETWORKS

The conformity regulation requires that a listing of regionally significant projects and federally-funded non-regionally significant projects assumed in the regional emissions analysis be provided in the conformity documentation. In addition, all projects that are exempt must also be documented.

§93.106(a)(2)ii and §93.122(a)(1) requires that regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year be documented for both Federally funded and non-federally funded projects (see Appendix B).

§93.122(a)(1) requires that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis. It is assumed that all SJV MPOs include these projects in the transportation network (see Appendix B).

§93.126, §93.127, §93.128 require that all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis be documented. In addition, the reason for the exemption (Table 2, Table 3, traffic signal synchronization) must also be documented (see Appendix B). It is important to note that the CTIPs exemption code is provided in response to FHWA direction.

Supporting Documentation:

The build highway networks include qualifying projects based on Amendmnet #3 to the 2009 Interim Federal Transportation Improvement Program (2009 Interim FTIP) and 2007 Regional Transportation Plan (2007 RTP). Not all of the street and freeway projects included in the TIP/RTP qualify for inclusion in the highway network. Projects that call for study, design, right-of-way acquisition, or non-capacity improvements are not included in the networks. When these projects result in actual facility construction projects, the associated capacity changes are coded into the network as appropriate. Since the networks define capacity in terms of number of through traffic lanes, only construction projects that increase the lane-miles of through traffic are included.

Generally, Valley TPA highway networks include all roadways included in the county or cities classified system. These links typically include all freeways plus expressways, arterials, collectors and local collectors. Highway networks also include regionally significant planned local improvements from Transportation Impact Fee Programs and developer funded improvements required to mitigate the impact of a new development.

Small-scale local street improvements contained in the TIP/RTP are not coded on the highway network. Although not explicitly coded, traffic on collector and local streets is simulated in the models by use of abstract links called "centroid connectors". These represent local streets and driveways which connect a neighborhood to a regionally-significant roadway. Model estimates of centroid connector travel are reconciled against HPMS estimates of collector and local street travel.

TRAFFIC ESTIMATES

A summary of the population, employment, and travel characteristics for the StanCOG transportation modeling area for each scenario in the Conformity Analysis is presented in Table 2-2.

Table 2-2
Traffic Network Comparison for Horizon Years Evaluated in Conformity Analysis

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Total Lane Miles
2010	568	206	12.0	3550
2011	580	210	12.3	Not Applicable
2014	618	222	12.9	Not Applicable
2017	656	234	13.9	Not Applicable
2020	694	246	14.5	3794
2023	732	260	15.5	Not Applicable
2030	822	297	17.7	3939

VEHICLE REGISTRATIONS

StanCOG does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by CARB and included in the EMFAC2007 model. EMFAC2007 is the most recent model for use in California conformity analyses. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user.

STATE IMPLEMENTATION PLAN MEASURES

The air quality modeling procedures and associated spreadsheets contained in Chapter 3 Air Quality Modeling assume emission reductions consistent with the applicable air quality plans. The emission reductions assumed for these committed measures reflect the latest implementation status of these measures. Committed control measures in the applicable air quality plans that reduce mobile source emissions and are used in conformity, are summarized below.

CARBON MONOXIDE

No committed control measures are included in the conformity demonstration.

OZONE

Committed control measures in the 2007 Ozone Plan that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-3.

Table 2-3
2007 Ozone Plan Measures Assumed in the Conformity Analysis

Measure Description	Pollutants
District Existing Indirect Source Mitigation and School Bus Fleets rules	Summer NOx
ARB existing Reflash, Idling, and Moyer	Summer ROG Summer NOx
District Proposed Employee Trip Reduction	Summer ROG Summer NOx

NOTE: While the ARB Proposed passenger and truck measures included in the Draft State Strategy were included in the 2007 Ozone Plan and conformity budgets, they are not included in the conformity analysis. EPA has indicated that these measures cannot be included, since there is no written commitment to the specific control measures contained in the SIP.

PM-10

Committed control measures in the EPA approved 2007 PM-10 Maintenance Plan that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-4.

Table 2-4
2007 PM-10 Maintenance Plan Measures Assumed in the Conformity Analysis

Measure Description	Pollutants
ARB existing Reflash, Idling, and Moyer	PM-10 annual exhaust NOx annual exhaust
District Rule 8061	PM-10 paved road dust PM-10 unpaved road dust
District Rule 8021 Controls	PM-10 road construction dust

PM2.5

Committed control measures in the EPA approved 2007 PM-10 Maintenance Plan that reduce mobile source emissions (exhaust only) are shown in the table above. It is important to note that the PM-10 exhaust reductions are reduced by the ARB size fraction for diesel exhaust to yield a PM2.5 exhaust reduction.

The ARB size fraction data can be accessed at http://www.arb.ca.gov/ei/speciate/speciate.htm The PMSIZE link (under speciation profiles) opens a spreadsheet that contains size fractions. Row 75 of the spreadsheet specifies that the diesel exhaust fraction of PM-10 that represents PM2.5 or smaller is 0.92. This fraction was used because the approved ARB control measure in the EPA approved Amended 2003 PM-10 Plan only affects diesel vehicle exhaust.

The PM-10 diesel exhaust emission reductions are reduced by the ARB size fraction for diesel vehicle exhaust to yield a PM2.5 diesel exhaust emission reduction. This is documented in the spreadsheet EMFAC explanation tab. The PM2.5 fraction is calculated by multiplying the PM-10 diesel exhaust fraction by the ARB size fraction 0.92.

CHAPTER 3

AIR QUALITY MODELING

The model used to estimate vehicle exhaust emissions for carbon monoxide, ozone precursors, and particulate matter is EMFAC2007. ARB emission factors for PM-10 have been used to calculate reentrained paved and unpaved road dust, and fugitive dust associated with road construction. For the Conformity Analysis, model inputs not dependent on the Transportation Improvement Program or Regional Transportation Plan (RTP) are consistent with the applicable SIPs, which include:

- The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 30, 2005 (effective January 30, 2006).
- EPA is anticipated to publish an adequacy determination for the 2011, 2014, and 2017 conformity budgets contained in the 2007 Ozone Plan in November 2008.
- The 2007 PM-10 Maintenance Plan was approved by EPA on November 12, 2008.

It is important to note that the San Joaquin Valley 2008 PM2.5 Plan has been developed and submitted to EPA. However, EPA has not acted on the budget at this time; therefore, the PM2.5 Plan is not an applicable SIP.

Regional emissions have been estimated for the horizon years 2010, 2020, 2023 and 2030; other analysis years are interpolated per conformity regulation. The conformity regulation requirements for the selection of the horizon years are summarized in Chapter 1.

EMFAC2007

The EMFAC model (short for EMission FACtor) is a computer model that can estimate emission rates for motor vehicles for calendar years from 1970 to 2040 operating in California. Pollutant emissions for hydrocarbons, carbon monoxide, nitrogen oxides, particulate matter, lead, sulfur oxides, and carbon dioxide are output from the model. Emissions are calculated for passenger cars, eight different classes of trucks, motorcycles, urban and school buses and motor homes.

EMFAC is used to calculate current and future inventories of motor vehicle emissions at the state, county, air district, air basin, or county within air basin level. EMFAC contains default vehicle activity data that can be used to estimate a motor vehicle emission inventory in tons/day for a specific day, month, or season, and as a function of ambient temperature, relative humidity, vehicle population, mileage accrual, miles of travel and speeds.

Section 93.111 of the conformity regulation requires the use of the latest emission estimation model in the development of conformity determinations. EMFAC2007 is the latest update to the EMFAC model for use by California State and local governments to meet Clean Air Act (CAA, 1990) requirements. On January 18, 2008 EPA announced the availability of this latest version

of the California EMFAC model for use in State Implementation Plan (SIP) development in California.

Since the transportation conformity regulation (40 CFR 93.110) requires areas to use the latest information for estimating vehicle activity, EPA approved the CARB methodology for updating the default vehicle activity data in EMFAC2002 in April 2003. CARB's methodology, "Recommended Methods for Use of EMFAC2002 to Develop Motor Vehicle Emission Budgets and Assess Conformity," explains how vehicle activity data should be updated. This methodology has not been updated for EMFAC2007, but remains applicable. The methodology explains how each parameter associated with vehicle activity was originally developed in EMFAC, how each parameter is related, and how each can be updated when new data becomes available. These relationships are important when adjusting vehicle trips or VMT (vehicle miles traveled). For example, VMT in EMFAC2007 is directly related to vehicle population and mileage accrual rate. Similarly, start and evaporative vehicle emissions are also related to vehicle population levels. If new VMT data is available, CARB suggests modifying the input vehicle population levels, instead of directly inputting new VMT data, so that start and evaporative emissions are revised appropriately. Updated vehicle activity data can also be input to EMFAC using the WIS interface.

A transportation data template has been prepared to summarize the transportation model output for use in EMFAC 2007. The template includes allocating VMT by speed bin by modeling period, as well as creating a 24-hour VMT percentage by speed bin array for input into EMFAC 2007.

EMFAC was used to estimate exhaust emissions for CO, ozone, PM-10, and PM2.5 conformity demonstrations consistent with the applicable air quality plan. These estimates are further reduced by SIP measures as documented in Chapter 2.

ADDITIONAL PM-10 ESTIMATES

PM-10 emissions for reentrained dust from travel on paved and unpaved roads will be calculated separately from roadway construction emissions. It is important to note that with the final approval of the 2007 PM-10 Maintenance Plan, EPA approved a methodology to calculate PM-10 emissions from paved and unpaved roads in future San Joaquin Valley conformity determinations. The Conformity Analysis uses these methodologies and estimates construction-related PM-10 emissions consistent with the 2007 PM-10 Maintenance Plan. The National Ambient Air Quality Standards for PM-10 consists of a 24-hour standard, which is represented by the motor vehicle emissions budgets established in the 2007 PM-10 Maintenance Plan. It is important to note that EPA revoked the annual PM-10 Standard on October 17, 2006. The PM-10 emissions calculated for the conformity analysis represent emissions on an annual average day and are used to satisfy the budget test.

this information is provided in Appendix E.

In March 2005, the SJV MPOs began interagency consultation with FHWA and EPA to address outstanding RACM/TCM issues. In general, criteria were developed to identify commitments that require timely implementation documentation. The criteria was applied to the 2002 RACM Commitments approved by reference as part of the Amended 2003 PM-10 Plan. In April 2006, EPA transmitted final tables that identified the approved RACM commitments that require timely implementation documentation for the Conformity Analysis. Subsequently, an approach to provide timely implementation documentation was developed in consultation with FHWA.

A new 2002 RACM TID Table was prepared in 2006 to address the more general RACM commitments that require additional timely implementation documentation per EPA. A brief summary of the commitment, including finite end dates if applicable, is included for each measure. The MPOs provided a status update regarding implementation in consultation with their member jurisdictions. If a specific project has been implemented, it is included in the Project TID Table under "Additional Projects Identified". This documentation was included in the Conformity Analysis for the 2007 TIP and 2004 RTP (as amended) that was approved by FHWA in October 2006. The 2002 RACM TID Table has been updated part of this Conformity Analysis. A summary of this information is provided in Appendix E.

TCM FINDINGS FOR THE TIP AND REGIONAL TRANSPORTATION PLAN

Based on a review of the transportation control measures contained in the applicable air quality plans, as documented in the two tables contained in Appendix E, the required TCM conformity findings are made below:

> The TIP/RTP provide for the timely completion or implementation of the TCMs in the applicable air quality plans. In addition, nothing in the TIP or RTP interferes with the implementation of any TCM in the applicable implementation plan, and priority is given to TCMs.

RTP CONTROL MEASURE ANALYSIS IN SUPPORT OF 2003 PM-10 PLAN

In May 2003, the San Joaquin Valley COG Directors committed to conduct feasibility analyses as part of each new RTP in support of the 2003 PM-10 Plan. While this commitment was retained in the 2007 PM-10 Maintenance Plan, it is important to note that there is no new RTP development with Amendment #3 to the 2009 Interim FTIP. As a result, there is no update to the 2007 conformity analysis with respect to inclusion of additional long-range local government control measures.

CHAPTER 5

INTERAGENCY CONSULTATION

The requirements for consultation procedures are listed in the Transportation Conformity Regulations under section 93.105. Consultation is necessary to ensure communication and coordination among air and transportation agencies at the local, State and Federal levels on issues that would affect the conformity analysis such as the underlying assumptions and methodologies used to prepare the analysis. Section 93.105 of the conformity regulation notes that there is a requirement to develop a conformity SIP that includes procedures for interagency consultation, resolution of conflicts, and public consultation as described in paragraphs (a) through (e). Section 93.105(a)(2) states that prior to EPA approval of the conformity SIP, "MPOs and State departments of transportation must provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, DOT and EPA, including consultation on the issues described in paragraph (c)(1) of this section, before making conformity determinations." The SJVUAPCD adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the Clean Air Act as amended in 1990. Since EPA has not approved Rule 9120 (the conformity SIP), the conformity regulation requires compliance with 40 CFR 93.105 (a)(2) and (e) and 23 CFR 450.

Section 93.112 of the conformity regulation requires documentation of the interagency and public consultation requirements according to Section 93.105. A summary of the interagency consultation and public consultation conducted to comply with these requirements is provided below. Appendix F includes the public hearing process documentation. The response to comments received as part of the public comment process are included in Appendix G.

INTERAGENCY CONSULTATION

Consultation is generally conducted through the San Joaquin Valley Model Coordinating Committee. The San Joaquin Valley Model Coordinating Committee (MCC) has been established by the Valley Transportation Planning Agency's Director's Association to provide a coordinated approach to valley air quality, conformity and transportation modeling issues. The committee's goal is to ensure Valley wide coordination, communication and compliance with Federal and California Clean Air Act requirements. Each of the eight Valley Metropolitan Planning Organizations (MPOs) and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) are represented. In addition, the Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans are all represented on the committee. The MCC meets approximately monthly; agendas, minutes, and other air quality related items are posted on the Fresno COG website at http://www.fresnocog.org

The interagency consultation process for the 2009 TIP Conformity Analysis began on the October 11, 2007 MCC conference call with a discussion of the timeline and approach, as well as a review of the latest planning assumptions to be used. A comment period was provided for the summary of latest planning assumptions and both FHWA and EPA responded that they had no

comments. Interagency consultation was conducted on the proposed processes, instructions for regional emission estimates, and draft boilerplate documentation in March 2008. All documentation is contained on the 2009 Conformity web-page on Fresno COG website (see information located at http://www.fresnocog.org.

Due to uncertainty with EPA's PM10 Maintenance Plan approval schedule, each MPO prepared both the 2009 FTIP/Conformity Analysis and an Interim TIP (which would allow some, but not all projects to move forward) for public review.

The 2007 PM-10 Maintenance Plan and Request for Redesignation was submitted to EPA on November 16, 2007. EPA proposed approval of the Plan and conformity budgets on April 25, 2008. In early April, EPA indicated that final action on the plan could be available by late June 2008. On May 15, 2008, EPA provided a signed Federal Register notice for the technical corrections to the motor vehicle budgets which included an extension of the public comment period to June 10, 2008. EPA then indicated that final action on the plan could be available by late July 2008.

In early June 2008, EPA indicated that they would be unable to issue final action on the PM-10 Maintenance Plan (thus providing conformity budgets needed for the 2009 FTIP) by July 31, 2008 due to two exceedances of the standard monitored in late-May. Consequently, the 2009 Interim FTIPs were then adopted in July 2008 by each of the SJV MPOs and submitted to Caltrans by August 1, 2008 for inclusion in the 2009 FSTIP. There was no action taken on the Draft 2009 TIP, corresponding Conformity Analysis, or Draft 2007 RTP Amendments. In summary, there are approximately 100 projects with $2.4 billion in funding that are not included in the Interim TIP four year element (FY 08/09 through FY 11/12).

In July, 2008, EPA indicated that the anticipated date of final action on the Maintenance Plan was September 20008. However, it was unclear what impact the current and/or future exceedances of the PM-10 standard have on meeting this schedule. Consequently, both FHWA and Caltrans requested that the SJV MPOs process a first off-cycle amendment to the 2009 Interim FTIP that relies on a previous emissions analysis. In response, the SJV MPOs drafted Amendment #1 and released for public review in September, with Board adoption scheduled for October. This amendment included approximately 75 (of the 100) projects that were determined to be eligible to rely on a previous emissions analysis and be added to the Interim TIPs.

On September 24, 2008, EPA signed the approval notice for the San Joaquin Valley 2007 PM-10 Maintenance Plan, including motor vehicle emissions budgets for conformity. These budgets replace the previously approved budgets and invalidates Amendment #1 that Relies on a Previous Emissions Analysis. Consequently, each MPO has withdrawn Amendment #1 from public review and Board consideration in October.

At least three MPOs need to process Type #2 and/or Type #3 amendments (no conformity analysis required) prior to this conformity analysis. These amendments are being labeled #2 to the 2009 Interim FTIP and will be processed in accordance with the applicable Public Participation Plan.

The SJV MPOs began drafting Amendment #3 to the 2009 Interim FITP to add project phases and/or projects that were not included in the 2009 Interim TIPs in October. A new conformity determination and new regional emissions analysis is required for Amendment #3. It is anticipated that Amendment #3 will be released for public review in November, with public hearings to be conducted in December, followed by Board adoption in January 2009. Federal approval of Amendment #3 and the corresponding Conformity Analysis is anticipated in March 2009.

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In general, agencies making conformity determinations shall establish a proactive public involvement process that provides opportunity for public review and comment on a conformity determination for TIPs/RTPs. In addition, all public comments must be addressed in writing.

All MPOs in the San Joaquin Valley have standard public involvement procedures. In general the TIP/RTP and corresponding conformity analysis the subject of a public notice and 30 day review period prior to adoption. A public meeting is also conducted prior to adoption and all public comments are responded to in writing. The Appendices contain corresponding documentation supporting the public involvement procedures.

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PUBLIC CONSULTATION

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All MPOs in the San Joaquin Valley have standard public involvement procedures. In general the TIP/RTP and corresponding conformity analysis the subject of a public notice and 30 day review period prior to adoption. A public meeting is also conducted prior to adoption and all public comments are responded to in writing. The Appendices contain corresponding documentation supporting the public involvement procedures.

CHAPTER 6

TIP AND RTP CONFORMITY

The principal requirements of the transportation conformity regulation for TIP/RTP assessments are: (1) the TIP and RTP must pass an emissions budget test with a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test; (2) the latest planning assumptions and emission models must be employed; (3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and (4) consultation. The final determination of conformity for the TIP/RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

The previous chapters and the appendices present the documentation for all of the requirements listed above for conformity determinations except for the conformity test results. Prior chapters have also addressed the updated documentation required under the transportation conformity regulation for the latest planning assumptions and the implementation of transportation control measures specified in the applicable air quality implementation plans.

This chapter presents the results of the conformity tests, satisfying the remaining requirement of the transportation conformity regulation. Separate tests were conducted for carbon monoxide (CO), 8-hour ozone (ROG and NOx), particulate matter under ten and 2.5 microns in diameter (PM-10 and PM2.5). The applicable conformity tests were reviewed in Chapter 1. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the transportation conformity regulation and summarized in Chapters 2 and 3. The results are summarized below, followed by a more detailed discussion of the findings for each pollutant. Table 6-1 presents results for CO, ozone (ROG/NOx), PM-10 (PM-10/NOx), and PM2.5 (PM2.5/NOx) respectively, in tons per day for each of the horizon years tested.

For carbon monoxide, the applicable conformity test is the emissions budget test, using the budgets established in the 2004 Revision to the California State Implementation Plan for Carbon Monoxide. The carbon monoxide budgets were approved by EPA for conformity purposes, effective January 30, 2006. The modeling results indicated that the on-road vehicle CO emissions predicted for the "Build" scenario for 2010 are less than the 2010 emissions budgets and 2018, 2020, and 2030 are less than the 2018 emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for carbon monoxide.

For ozone, the applicable conformity test is the emissions budget test, using the 2007 Ozone Plan budgets established for ROG and NOx for an average summer (ozone) season day. EPA is anticipated to publish the notice of adequacy determination for the 2011, 2014, and 2017 conformity budgets in the Federal Register in November 2008. The modeling results for all analysis years indicate that the on-road vehicle ROG and NOx emissions predicted for each of the "Build" scenarios are less than the emissions budgets. The TIP/RTP therefore satisfy the conformity emissions test for volatile organic compounds and nitrogen oxides.

For PM-10, the applicable conformity test is the emissions budget test, using the 2007 PM-10 Maintenance Plan budgets for PM-10 and NOx. This Plan was approved by EPA on November 12, 2008. The modeling results for all analysis years indicate that the PM-10 emissions predicted for the "Build" scenarios are less than the emissions budgets for 2005 and 2020. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

For PM2.5, areas violating both the annual and 24-hour standards for PM2.5 must address both standards in the conformity determination. The San Joaquin Valley currently violates both standards, and the conformity determination includes both analyses. Before an adequate or approved SIP budget is available, conformity is generally demonstrated with interim emission tests. Conformity may be demonstrated if the emissions from the proposed transportation system are either less than or no greater than the 2002 motor vehicle emissions in a given area (see Section 93.119). The San Joaquin Valley chose to use the "no-greater-than-2002 emissions test". The modeling results for all analysis years indicated that the "Build" scenarios are less than the 2002 Base Year emissions estimates for both the 24-hour and annual standards. The TIP/RTP therefore satisfy the conformity emissions tests for PM2.5.

As all requirements of the Transportation Conformity regulation have been satisfied, a finding of conformity for Amendment #3 to the 2009 Interim Federal Transportation Improvement Program and the 2007 Regional Transportation Plan is supported.

Table 6-1
Conformity Results Summary

2009 Conformity Results Summary -- STANISLAUS

Pollutant	Scenario	Emissions Total		DID YOU PASS?
		CO (tons/day)		CO
Carbon Monoxide	2010 Budget	130		
	2010	75		YES
	2018 Budget	130		
	2018	45		YES
	2020	38		YES
	2030	29		YES

		ROG (tons/day)	NOx (tons/day)		ROG	NOx
Ozone	2011 Budget	9.0	22.3			
	2011	8.9	22.2		YES	YES
	2014 Budget	7.5	17.2			
	2014	7.4	17.2		YES	YES
	2017 Budget	6.5	13.4			
	2017	6.4	13.3		YES	YES
	2020	5.6	10.5		YES	YES
	2023	5.2	8.9		YES	YES
	2030	4.5	7.4		YES	YES

		PM-10 (tons/day)	NOx (tons/day)		PM-10	NOx
PM-10	Adjusted 2005 Budget	5.8	29.4			
	2010	5.8	24.8		YES	YES
	Adjusted 2020 Budget	6.7	10.8			
	2020	6.7	10.8		YES	YES
	Adjusted 2030 Budget	7.8	9.2			
	2030	7.8	7.6		YES	YES

		PM2.5 (tons/day)	NOx (tons/day)		PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	1	30.2			
	2010	0.9	24.8		YES	YES
	2020	0.6	10.1		YES	YES
	2030	0.6	7.0		YES	YES

		PM2.5 (tons/year)	NOx (tons/year)		PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	365	11023			
	2010	329	9052		YES	YES
	2020	219	3687		YES	YES
	2030	219	2555		YES	YES

REFERENCES

CAA. 1990. *Clean Air Act*, as amended November 15, 1990. (42 U. S. C. Section 7401et seq.) November 15, 1990.

EPA. 1993. 40 CFR Parts 51 and 93. *Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act.* U.S. Environmental Protection Agency. Federal Register, November 24, 1993, Vol. 58, No. 225, p. 62188.

EPA. 2004. 40 CFR Part 93. *Transportation Conformity Rule Amendments for the New 8-hour Ozone and PM2.5 National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments – Response to Court Decision and Additional Rule Changes.* U.S. Environmental Protection Agency. Federal Register, July 1, 2004, Vol. 69, No. 126, p. 40004.

EPA. 2004b. *Companion Guidance for the July 1, 2004, Final Transportation Conformity Rule: Conformity Implementation in Multi-jurisdictional Nonattainment and Maintenance Areas for Existing and New Air Quality Standards.* U.S. Environmental Protection Agency. July 21, 2004.

EPA. 2005. *Transportation Conformity Rule Amendments for the New PM2.5 National Ambient Air Quality Standards: PM2.5 Precursors; Final Rule.* U.S. Environmental Protection Agency. Federal Register, May 6, 2005, Vol. 70, No. 87, p. 24280.

EPA. 2005b. *Guidance for Determining the "Attainment Years" for Transportation Conformity in New 8-Hour Ozone and PM2.5 Nonattainment Areas.* U.S. Environmental Protection Agency. Memorandum, March 8, 2005.

EPA. 2005c. *Guidance for Creating Annual On-Road Mobile Source Emission Inventories for PM2.5 Nonattainment Areas for Use in SIPs and Conformity.* U.S. Environmental Protection Agency. EPA420-B-05-008. August 2005

EPA/DOT. 1991a. *Guidance for Determining Conformity of Transportation Plans, Programs, and Projects with Clean Air Act Implementation Plans During Phase I of the Interim Period.* U.S. Environmental Protection Agency and Department of Transportation. June 7, 1991.

EPA/DOT. 1991b. *Guidance for Determining Conformity of Transportation Plans, Programs, and Projects with Clean Air Act Implementation Plans During Phase I of the Interim Period.* Extended Applicability of the Interim Conformity Guidance. U.S. Environmental Protection Agency and Department of Transportation. October 25, 1991.

USDOT. 2001. *Use of Latest Planning Assumptions in Conformity Determinations.* Memorandum from U.S. Department of Transportation. January 18, 2001.

APPENDIX A

CONFORMITY CHECKLIST

Conformity Analysis Documentation

FHWA Checklist for MPO TIPs/RTPs

June 27, 2005

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	Ch. 1, p. 9	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.	E.S., p. 1	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	
§93.106 (a)(2)ii	Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	Ch. 2, p. 23 App. B	
§93.108	Document that the TIP/RTP is financially constrained (23 CFR 450).	E.S., p. 1	
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	Ch. 1, 2, 3, 4, 5, 6	
§93.109 (c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	Ch. 1, p. 9	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	Ch. 2	
USDOT/EPA guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (1/18/02)	Ch. 2	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls. Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented. Document the key assumptions and show that they were agreed to through Interagency and public consultation.	Ch. 2	
§93.111	Document the use of the latest emissions model approved by EPA.	Ch. 3, p. 27	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies	Ch. 5, p. 38	

40 CFR	Criteria	Page	Comments
	as well as responses to written comments.		
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	Ch. 4, App. E	
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	Analysis addresses both documents	
§93.118 (a, c, e)	For areas with SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	Ch. 6, Table 6-1	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Ch. 1, p. 14	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	Ch. 6, Table 6-1	
§93.119 [1]	For areas without applicable SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with the requirements of the "Action/Baseline", "Action/1990" and/or "Action/2002" interim emissions tests as applicable.	Ch. 6, Table 6-1	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	Ch. 1, p. 14	
§93.119 (h,i)	Document how the baseline and action scenarios are defined for each analysis year.	N/A	
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	Ch. 2,, p. 23 App B	
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	Ch. 2, p. 24	
§93.122 (a)(4,5,6)	For nonregulatory measures that are not included in the STIP, include written commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios. Document that factors such as	N/A	

Disclaimers

This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and Transportation Improvement Programs for adequacy of their conformity documentation. It is in no way intended to replace or supersede the Transportation Conformity regulations of 40 CFR Parts 51 and 93, the Statewide and Metropolitan Planning Regulations of 23 CFR Part 450 or any other EPA, FHWA or FTA guidance pertaining to transportation conformity or statewide and metropolitan planning. This checklist is not intended for use in documenting transportation conformity for individual transportation projects in nonattainment or maintenance areas. 40 CFR Parts 51 and 93 contain additional criteria for project-level conformity determinations.

Document #46711

APPENDIX B

TRANPORTATION PROJECT LISTING

1.01 Railroad/highway crossing.
1.03 Safer non-Federal-aid system roads.
1.04 Shoulder Improvements.
1.05 Increasing Sight Distance.
1.06 Safety Improvement Program.
1.07 Traffic control devices and operating assistance other than signalization projects.
1.08 Railroad/highway crossing warning devices.
1.09 Guardrails, median barriers, crash cushions.
1.10 Pavement resurfacing and/or rehabilitation.
1.11 Pavement marking demonstration.
1.12 Emergency Relief (23 U.S.C. 125).
1.13 Fencing.
1.14 Skid treatments.
1.15 Safety roadside rest areas.
1.16 Adding medians.
1.17 Truck climbing lanes outside the urbanized area.
1.18 Lighting improvements.
1.19 Widening narrow pavements or reconstructing bridges (no additional travel lanes).
1.20 Emergency truck pullovers.
2.01 Operating assistance to transit agencies.
2.02 Purchase of support vehicles.
2.03 Rehabilitation of transit vehicles.
2.04 Purchase of office, shop, and operating equipment for existing facilities.
2.05 Purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc.).
2.06 Construction or renovation of power, signal, and communications systems.
2.07 Construction of small passenger shelters and information kiosks.
2.08 Reconstruction or renovation of transit buildings and structures.
2.09 Rehabilitation or reconstruction of track structures, track, and trackbed in existing right of way.
2.10 Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.
2.11 Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771.
3.01 Continuation of ride-sharing and van-pooling promotion activities at current levels
3.02 Bicycle and pedestrian facilities.
4.01 Non Construction related activities.
4.05 Engineering studies
4.06 Noise attenuation.
4.07 Advance land acquisitions
4.08 Acquisition of scenic easements.
4.09 Plantings, landscaping, etc.
4.10 Sign removal.
4.11 Directional and informational signs.
4.12 Transportation enhancement activities
4.13 Repair of damage caused by natural disasters, civil unrest, or terrorist actgs, except projects involving substantial functional, locational or capacity increases
5.01 Intersection channelization projects.
5.02 Intersection signalization projects at individual intersections.
5.03 Changes in vertical and horizontal alignment.
5.04 Interchange reconfiguration projects.
5.05 Truck size and weight inspection stations.
5.06 Bus terminals and transfer points.
5.07 Traffic signal synchronization projects.

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description	Estimated Cost	Exemption Code (per CTIPs - next sheet)
Ceres, City of	04STA017	21400000224	Traffic Signal Coordination Project	$ 55,001	5.02
Ceres, City of	04STA018	21400000225	Intall Traffic Signal at Morgan Road and Hacket Road	$ 55,001	5.02
Ceres, City of	04STA019	21400000226	Hatch Road Pedestrian Bicycle Path	$ 164,892	3.02
Ceres, City of	07STA005	21400000390	Upgrade existin ATMS and CCTV cameras and software	$ 271,843	5.07
Ceres, City of	04STA020	21400000227	Purchase CNG Vehicles	$ 140,000	2.02
Ceres, City of	04STA052	21400000258	Street Project - Overlay Reconstruction at various locations	$ 590,400	1.10
Hughson, City of	07STA006	31400000392	Construt curb, gutter, sidewalk - Pine Street	$ 74,742	3.02
Hughson, City of	04STA200	21400000272	Purchase CNG Vehicles	$ 140,000	4.01
Modesto, City of	02STA190C	11400000068	College Avenue - ATMs	$ 10,000	5.07
Modesto, City of	03STA506C	21400000206	Sharon and Maid Marianne Ln - Install Roundabout	$ 160,000	1.07
Modesto, City of	04STA021	21400000228	Wood Lane Avenue improvements - install roundabout	$ 400,000	5.04
Modesto, City of	04STA022	21400000229	Construction of collector roundabouts at 4 locations	$ 617,401	5.01
Modesto, City of	04STA023	21400000230	Upgrade traffic signals at La Loma/Santa Ana Avenue and Needham St/12 Street	$ 320,000	5.02
Modesto, City of	04STA024	21400000231	Dale Road - construct right turn lane onto Pelandale Avenue	$ 230,000	5.04
Modesto, City of	04STA026	21400000233	Install lighted crosswalks at various locations within the city	$ 250,000	1.18
Modesto, City of	04STA028	21400000235	Arterial roundabouts at 4 locations	$ 1,000,000	5.01
Modesto, City of	04STA029	21400000236	Pelendale Avenue - fiber optic cable and installation	$ 40,000	1.07
Modesto, City of	04STA030	21400000237	Construct new traffic signals downtown	$ 385,000	5.02

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description	Estimated Cost	Exemption Code (per CTIPs - next sheet)
Modesto, City of	04STA031	21400000238	Synchronize the traffic signals outside the downtown core	$ 350,000	5.07
Modesto, City of	04STA032	21400000239	Traffic signal modification at 7 locations within the city	$ 450,000	5.07
Modesto, City of	04STA202C	21400000274	Encina Avenue roundabout - install roundabout with signing, striping, and speed-hump - Encina/Conejo in La Loma neighborhood	$ 388,000	5.01
Modesto, City of	07STA007	21400000393	Ride-share employer based trip reduction program	$ 130,000	3.01
Modesto, City of	07STA008	21400000394	Intstall the CCTV cameras	$ 350,000	5.07
Modesto, City of	07STA009	21400000395	Construct roundabout - 14th and D Streets	$ 1,500,000	5.01
Modesto, City of	07STA010	21400000396	Purchase transit busses	$ 660,000	7.01
Modesto, City of	07STA011	21400000397	Intersection control device	$ 360,000	1.07
Modesto, City of	07STA012	21400000398	Construct traffic signals	$ 450,000	5.02
Modesto, City of	07STA013	21400000399	Construct right turn lanes	$ 975,000	5.01
Modesto, City of	7STA014	21400000400	Construct roundabout	$ 500,000	5.01
Modesto, City of	07STA015	21400000401	Construct left turn lane McHenry Avenue onto Orangeburg Avenue	$ 550,000	5.01
Modesto, City of	07STA016	21400000402	Construct right turn lane Standifor Avenue onto Sisk Road	$ 550,000	5.01
Modesto, City of	07STA017	21400000403	Construct right turn lane Standiford Avenue onto Sisk Road	$ 1,170,000	5.01
Modesto, City of	04STA025	21400000232	Modesto share program employee rideshare	$ 120,000	3.01
Modesto, City of	04STA027	21400000234	MCI Commuter bus service	$ 450,000	2.02
Modesto, City of	04STA062M	21400000277	Purchase transit busses for 04-07	$ 945,000	2.10
Modesto, City of	04STA063M	21400000278	Capotal costs of contracting for demand response 04-07	$ 6,375,000	2.01
Modesto, City of	04STA034M	21400000279	Bus stop. BusRail transfer station improvements 04-07	$ 1,030,000	2.08

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description	Estimated Cost	Exemption Code (per CTIPs - next sheet)
Modesto, City of	04STA065M	21400000280	Transit Center Expansion 04-06	$ 250,000	2.08
Modesto, City of	04STA066M	21400000281	Support equipment and vehicles, various specialty tools, and machines and technology improvements for 04-07	$ 660,000	2.04
Modesto, City of	04STA067M	21400000282	Costs to operate ADA Paratransit system 04-07	$ 195,000	2.01
Modesto, City of	04STA068M	21400000283	Transit enhancement funds for the operation of the Historic Transportation Facility 04-07	$ 405,000	2.01
Modesto, City of	04STA069M	21400000284	Preventative maintenance 04-07	$ 6,375,000	2.03
Modesto, City of	04STA070M	21400000285	Traning and education 04-07	$ 15,000	2.01
Modesto, City of	04STA071M	21400000286	New bus maintenance facility	$ 2,500,000	2.11
Modesto, City of	04STA105H	21400000292	Relocated or breakaway utility poles - Briggsmore Avenue - betwee Oakdale/Claue and Prescott/McHenry	$ 178,000	1.04
Modesto, City of	04STA053	21400000259	Pavement Maintenance Program Resurface and/or reconstruction at various locations	$ 1,621,342	1.10
Modesto, City of	04STA054	21400000260	Pavement Maintenance Program Resurface and/or reconstruction at various locations	$ 130,000	1.10
Modesto, City of	04STA203S	21400000275	Pavement Maintenance Program Resurface and/or reconstruction at various locations	$ 1,621,342	1.10
Modesto, City of	03STA159T	21400000158	City Gateway Project - 2 locations within the city	$ 344,540	4.12
Modesto, City of	01STA1531	11400000053	Modesto at Pelandale Road Interchange Reconstruct Interchange environmental only	$ 550,000	4.01
Modesto, City of	04STA201	21400000273	Scenis & lakewood, install lighted crosswalks	$ 30,000	1.18
Newman, City of	07STA018C	21400000405	Purchase CNG vehicles	$ 129,467	4.01
Newman, City of	02STA198C	11400000077	City sidewalk infill project	$ 175,950	3.02

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description	Estimated Cost	Exemption Code (per CTIPs - next sheet)
Newman, City of	04STA033C	21400000240	Purchase CNG vehicles	$ 100,500	4.01
Oakdale, City of	04STA055	21400000261	Overlay projet at various locations	$ 151,272	1.10
Oakdale, City of	04STA056	21400000262	Overlay projet at various locations	$ 151,272	1.10
Oakdale, City of	01STA196C	11400000075	J Street at Yosemite Avenue - install traffic signal	$ 154,575	5.02
Oakdale, City of	00STA209C	11400000096	G Street and Sierra 0 Oakdale generator elimination project	$ 44,500	4.01
Oakdale, City of	00STA211C	11400000098	F Street and Yosemite Avenue Sidewalk Project	$ 66,835	3.02
Oakdale, City of	00STA213C	11400000100	Valley View Drive to Kerr Park - Construct multi-use trail	$ 243,636	3.02
Oakdale, City of	00STA058C	21400000058	Gilbert/G Street roundabout	$ 175,000	1.07
Oakdale, City of	04STA034C	21400000241	Purchase CNG powered street sweeper	$ 180,000	4.01
Oakdale, City of	04STA035C	21400000242	Purchase GNC powered hydro vac vehicle	$ 200,000	4.01
Patterson, City of	01STA195C	1140000074	Ward Avenue at American Eagle - install traffic signal	$ 142,953	5.02
Patterson, City of	00STA214C	11400000101	M Street and Highway 33 - Signalization and realignment of a section of M Street to provide for bike/ped crossing	$ 93,000	5.01
Patterson, City of	04STA036C	21400000243	Install signal - West Las Palmas and Ward Avenue	$ 164,000	5.02
Patterson, City of	04STA057	21400000057	M Street overlay - Petromat project	$ 225,000	1.10
Riverbank, City of	07STA019C	21400000406	Install traffic signal - Oakdake and Morrill Roads	$ 1,084,072	5.02
Riverbank, City of	04STA038	21400000245	Purchase CNG fueled vac truck	$ 270,000	4.01
Riverbank, City of	04STA058	21400000264	Oakdale Road Bridege Expansion	$ 730,000	1.19
Riverbank, City of	07STA020C	21400000407	Construct curb, gutter, sidewalk, and ADA ramps - First Street	$ 150,000	3.02

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description	Estimated Cost	Exemption Code (per CTIPs - next sheet)
StanCOG	04STA049	21400000255	Regional rideshare program - include Commute Connection contract, park and ride lease costs, and StanCOG staff administrative changes	$ 186,377	3.01
Stanislaus County	04STA045C	21400000251	Purchase CNG vehicleeeeeeeeeeeees to replace existing gas and diesel powered vehicles	$ 583,173	2.02
Stanislaus County	97STA083C	21400000288	Construct curb, gutter, sidewalk and paveout drainage at various schools	$ 853,211	1.06
Stanislaus County	04STA102C	21400000289	Construct CNG Maintenance Facility	$ 870,000	2.11
Riverbank, City of	07STA022C	21400000409	Signal synchronization project - Monte Vista Avenue	$ 484,700	5.07
Turlock, City of	04STA040	21400000246	Install traffic signal - Lander Avenue and South Avenue	$ 534,000	5.02
Turlock, City of	08STA003	21400000411	Signal synchronization - Geer Road	$ 319,000	5.07
Turlock, City of	07STA023C	21400000410	Install signal - West Main at Washington	$ 535,000	5.02
Turlock, City of	04STA041	21400000247	Purchase CNG paint stripper	$ 261,000	4.01
Turlock, City of	04STA042	21400000247	Install traffic signal at Tuolumne Road and Colorado Avenue	$ 175,000	5.02
Turlock, City of	04STA001	21400000208	Purchase 3 expansion vehicles, rolling stock	$ 1,200,000	2.02
Turlock, City of	04STA003	21400000210	Purchase 2 new dial-a-ride expansion vehicles	$ 125,000	2.02
Turlock, City of	04STA004	21400000211	Maintenance facility upgrade and CNG equipment	$ 931,500	2.04
Turlock, City of	04STA006M	21400000213	Purchase 2 dial-a-ride expansion ve	$ 125,000	2.02
Turlock, City of	04STA009	21400000216	Sam eas above - purshace 3 expansiion vehicles - rolling stock	$ 1,200,000	2.02
Turlock, City of	04STA009	21400000217	Maintenance facility	$ 1,150,778	2.11

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description	Estimated Cost	Exemption Code (per CTIPs - next sheet)
Turlock, City of	04STA100M	21400000218	Purchase 2 dial-a-ride vehicles in FY 03/04	$ 125,000	2.02
Turlock, City of	04STA014M	21400000220	Annual operating assistance of FY 03/04	$ 935,316	2.01
Turlock, City of	04STA016	21400000223	Operating assistance	$ 1,870,632	2.01
Turlock, City of	04STA059	21400000265	Resurface - arterial/collectors at various locations	$ 550,000	1.10
Turlock, City of	04STA061	21400000266	Street improvement - Berkeley Avenue to Quincy Road	$ 178,000	1.10
Turlock, City of	04STA060	21400000267	Resurface - arterial/collectors at various locations	$ 372,000	1.10
Waterford, City of	00STA219C	11400000106	Welch Street, Amy to Bentley - construct bicycle path	$ 156,325	3.02
Waterford, City of	98STA077C	21400000077	Signalization for the F Street and Hwy 132 intersection	$ 165,445	5.02
Waterford, City of	04STA044	21400000250	Purchase CNG vehicles	$ 180,000	2.02
Waterford, City of	04STA051	21400000257	CNG slow fill stations	$ 358,468	2.05
Waterford, City of	01STA165T	21400000164	Install class I bicycle path various locations within the city	$ 384,763	3.02
Stanislaus County	07STA023C	21400000412	Purchase CNG vehicles 07/08	$ 801,725	4.01
Stanislaus County	08STA004	21400000413	Purchase CNG vehicles 08/09	$ 809,476	4.01
Stanislaus County	07STA025C	21400000414	Transit fare subsidy program	$ 62,400	4.01
Stanislaus County	07STA026C	21400000415	Purchase busses for expand transit service	$ 922,802	2.10
Stanislaus County	04STA046C	21400000252	Purchase CNG vehicles to replace existin gas and diesel powered vehicles	$ 564,781	4.01
Stanislaus County	04STA047	21400000253	Transit Fare Subsidy Program 03/04	$ 31,200	4.01
Stanislaus County	04STA048C	21400000254	Transit fare Subsidy Program 04/05	$ 62,400	4.01
Stanislaus County	04STA050C	21400000256	CNG refueling facilities	$ 175,082	2.11

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description	Estimated Cost	Exemption Code (per CTIPs - next sheet)
Stanislaus County	00STA173R	11400000058	La Grange Road Bridge - Replace Elastometric Bearing Pads; Mitchell Road Bridge - replace approach pads	$ 430,000	1.19
Stanislaus County	00STA022R	21400000022	Carpenter Road - reconstruct 1.5 miles n/o Crows Landing Road	$ 370,000	1.10
Stanislaus County	04STA061	21400000268	Road resurfacing - overlay 24 miles of various county roads	$ 1,578,092	1.10
Stanislaus County	04STA062M	21400000269	Raod resurfacing - overlay 21 miles of various county roads	$ 1,578,092	1.10
Stanislaus County	04STA109	21400000295	Fire restoration - Frank Raines Park	$ 157,200	4.09
Stanislaus County	00STA255R	21400000287	Focused general Plan Update	$ 178,435	4.01
StanCOG	04STA107A	21400000293	Minor A Projec - 7 projects within Stanislaus County	$ 3,056,000	1.10
StanCOG	01STA171R	11400000056	Include local and STIP Project Delivery and Tracking	$ 208,969	4.01
StanCOG	04STA103R	21400000290	Consultant services for Project Delivery	$ 338,887	4.01
StanCOG	99STA028	21400000291	Route 132 East Infill Project - in Modelsto from Riverside to Frazine/Codoni Road. Widen to 4 lanes.	$ 615,000	1.10
StanCOG	04STA108B	21400000294	Bridge list for Staislaus County - 8 projects	$ 28,692,000	1.19
StanCOG	98STA0141	11400000014	Plan, Program and Monitor	$ 1,011,000	4.01
StanCOG	08STA001A	21400000474	Regional rideshare program - include Commute Connection contract, park and ride lease costs, and StanCOG staff administrative changes	$ 165,000	3.01
Caltrans	06STA034	21400000417	Local section 130 grade crossings Hatch Road and BNSF	$ 500,000	1.06
Caltrans	07STA027C	21400000416	Local section 130 grade crosings grouped projects (11 projects)	$ 3,300,000	1.06

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description	Estimated Cost	Exemption Code (per CTIPs - next sheet)
Caltrans	02STA300P	21400000198	highway 99/Briggsmore Expressway gateway landscape enhancement project	$ 1,436,588	1.06
Various Agencies	N/A	N/A	Local Road Mainatenance	$ 901,730,589	1.10

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)						
			Type of Improvement	Facility Name/Route	Project Limits		2010	2011	2014	2017	2020	2023	2030
Cities of Modesto, Riverbank, Oakdale & Stanislaus County			Construct 4-Lane Expressway	Route 108 Corridor	Modesto City Limits to east of Oakdale via SR-108 or Claribel Road (State Highway designation)	$ 40,951,519							X
City of Ceres			Construct Interchange at at Overpass in Ceres	SR-99	Whitmore Avenue	$ 25,249,298	X						
City of Ceres and Stanislaus County			Service and Mitchell Road Interchange	SR-99	Service/Mitchel Interchange	$ 50,000,000					X		
City of Modesto			Reconstruct interchange to add capacity	SR-99	Pelendale Avenue	$ 59,877,520					X		
City of Modesto & Stanislaus County			SR-132 East Improved connection to SR-99 (may include new interchange at SR-99 and widening of SR-132	SR-132 East	SR-99 to Frazine/Codoni	$ 80,000,000					X		
City of Modesto & Stanislaus County			Widen to 4 lanes	Sr-132 East of SR-99	Riverside Drive to Frazine/Codoni Road	$ 8,006,965	X						
City of Modesto & Stanislaus County			Construct Modesto Freeway	SR-132 West of SR-99	SR 132 from SR-99 to west of Dakota/Nebraska	$ 38,844,538			X				
City of Modesto & Stanislaus County			Construct expressway	SR-219 (Kiernan)	From SR-99 to SR-108 (McHenry Avenue)	$ 27,066,622			X				
City of Modesto & Stanislaus County			Kiernan Interchange	SR-99	Kiernan	$ 38,000,000				X			
City of Patterson			Reconstruct Sperry Road interchange, widen Sperry Road to 4-lane expressway	I-5/Sperry Road	Reconstruct Sperry Road interchange, widen Sperry Road to 4-lane expressway	$ 33,000,000	X						
City of Turlock & Stanislaus County			SR-165 Interchange	SR-99	Landar Avenue	$ 25,000,000				X			
Stanislaus County			Widening to 4-Lane Expressway	SR-132 West of SR-99	Butler Road to Dakota Road	$ 68,000,000				X			
Stanislaus County			Construct new 2-lane expressway	SR-120	Valley Home Road to east of Oakdale	$ 26,627,470							X
Stanislaus County			Widen to 4-lane expressway	SR-132 West	From SR-580 to SR-33 (in san Joaquin County)	$ 8,000,000			X				
Stanislaus County			Widening to 4-lane expressway	SR-132 West	SR-132 west from SR-33 to San Joaquin River	$ 16,206,660					X		
Stanislaus County			Widening to 4-lane expressway	SR-132 West	From san Joaquin River to Butler Road	$ 65,000,000					X		

Federally-Funded Non-Regionally Significant Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)						
			Type of Improvement	Facility Name/	Project Limits		2010	2011	2014	2017	2020	2023	2030

None

APPENDIX C

CONFORMITY ANALYSIS DOCUMENTATION

- 2009 adjust_vmt Spreadsheet
- 2009 Conformity EMFAC Spreadsheet
- 2009 Conformity Paved Road Spreadsheet
- 2009 Conformity Unpaved Road Dust Spreadsheet
- 2009 Conformity Construction Spreadsheet
- 2009 Conformity Trading Spreadsheet
- 2009 Conformity Totals Spreadsheet

Stanislaus COG 2009 Conformity

Variable	Source	Analysis Year						
		2010	2011	2014	2017	2020	2023	2030
EDP	EMFAC 2007	365,923	371,970	390,719	410,417	431,111	454,936	515,780
EVMT	EMFAC 2007	11,915,141	12,085,012	12,796,523	13,613,519	14,338,863	15,135,808	17,065,934
MVMT	TPA Model	12,021,241	12,253,092	12,921,200	13,864,474	14,502,068	15,466,535	17,716,956
N	Calculated	369,184	377,143	394,526	417,983	436,018	464,877	535,456

<=Enter Modeled Daily VMT Here

<= Read New Vehicle Population H

N = New Population
EDP = EMFAC Default Population
MVMT = Modeled VMT
EVMT = EMFAC Default VMT

12/12/2008

EMFAC Emissions (tons/day)

STANISLAUS

Pollutant	Source	Description	2010	2020	2030
Carbon Monoxide	EMFAC 2007 (Winter Run)	CO Total Exhaust (All Vehicles Total)	74.76	38.17	29.17
		[redacted]		[redacted]	[redacted]

Pollutant	Source	Description	2011	2014	2017	2020	2023	2030
Ozone	EMFAC 2007 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	9.00	7.54	6.50	5.70	5.24	4.59
	District Existing Local Reductions	Indirect Source Mitigation and School Bus Fleet rules	0.00	0.00	0.00	0.00	0.00	0.00
	ARB Existing Local Reductions	Reflash, Idling, and Moyer	0.01	0.01	0.01	0.00	0.00	0.00
	District New/Proposed Local Reductions	Employee Trip Reduction	0.09	0.09	0.09	0.09	0.09	0.09
	ARB New/Proposed State Reductions	Passenger and Truck Measures included in the Draft State Strategy	0.00	0.00	0.00	0.00	0.00	0.00
		[redacted]	[redacted]					
Ozone	EMFAC 2007 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	24.02	18.71	14.76	11.85	10.22	8.72
	District Existing Local Reductions	Indirect Source Mitigation and School Bus Fleet rules	0.23	0.14	0.21	0.20	0.18	0.18
	ARB Existing Local Reductions	Reflash, Idling, and Moyer	1.52	1.35	1.20	1.10	1.09	1.09
	District New/Proposed Local Reductions	Employee Trip Reduction	0.03	0.03	0.04	0.04	0.04	0.04
	ARB New/Proposed State Reductions	Passenger and Truck Measures included in the Draft State Strategy	0.00	0.00	0.00	0.00	0.00	0.00
		[redacted]	[redacted]					

Pollutant	Source	Description	2010	2020	2030
PM-10	EMFAC 2007 (Annual Run)	PM-10 Total (All Vehicles Total) * Includes tire & brake wear	1.18	0.90	0.98
	ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Reflash)	0.01	0.02	0.02
		[redacted]		[redacted]	[redacted]
PM-10	EMFAC 2007 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	25.76	11.64	8.68
	ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Reflash)	1.00	1.71	1.71
		[redacted]		[redacted]	[redacted]

Pollutant	Source	Description	2010	2020	2030
PM2.5	EMFAC 2007 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * Includes tire & brake wear	0.91	0.61	0.64
	ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Reflash)	0.01	0.02	0.02
		[redacted]		[redacted]	[redacted]
PM2.5	EMFAC 2007 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	25.76	11.64	8.68
	ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Reflash)	1.00	1.71	1.71
		[redacted]		[redacted]	[redacted]

Paved Road Dust Emissions (tons/day)

STANISLAUS 2010

		VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>	Freeway	3,218,031	1,175	338,983	325,674	0.892	0.075	0.825
Enter Arterial VMT ==>	Arterial	7,168,187	2,616	1079,946	1043,704	2.859	0.282	2.053
Enter Collector VMT ==>	Collector	1,171,902	428	176,557	170,632	0.467	0.407	0.277
	Urban	295,008	108	187,297	181,011	0.496	0.324	0.335
Enter Total of Urban and Rural Local VMT Here => 463,121	Rural	168,113	61	303,828	293,632	0.604	0.090	0.732
	Totals	12,021,241	4,388	2084,610	2014,653	5,520		[illegible]

STANISLAUS 2020

		VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>	Freeway	4,090,118	1,493	428,306	413,832	1.134	0.075	1.049
Enter Arterial VMT ==>	Arterial	8,654,190	3,159	1303,824	1260,070	3.452	0.282	2.479
Enter Collector VMT ==>	Collector	1,173,084	428	176,735	170,804	0.468	0.407	0.277
	Urban	372,439	136	236,456	228,521	0.626	0.324	0.423
Enter Total of Urban and Rural Local VMT Here => 584,676	Rural	212,237	77	383,573	370,701	1.016	0.090	0.924
	Totals	14,602,068	5,293	2528,893	2444,028	6,696		[illegible]

STANISLAUS 2030

		VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>	Freeway	5,329,154	1,945	558,054	539,326	1.478	0.075	1.367
Enter Arterial VMT ==>	Arterial	10,478,485	3,825	1578,669	1525,691	4.180	0.282	3.001
Enter Collector VMT ==>	Collector	1,178,930	430	177,615	171,655	0.470	0.407	0.279
	Urban	465,257	170	295,385	285,472	0.782	0.324	0.529
Enter Total of Urban and Rural Local VMT Here => 730,387	Rural	265,130	97	479,166	463,086	1.269	0.090	1.155
	Totals	17,716,956	6,467	3088,889	2985,231	8,179		[illegible]

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

STANISLAUS

HPMS Local Urban/Rural Percent
From 1999 Assembly of Statistical Reports - Caltrans
[illegible] Urban
[illegible] Rural
100.0% Total

Road Type	Base EF (lb PM10/VMT)
Freeway	0.000573793
Arterial	0.000825524
Collector	0.000825524
Local	0.003478826
Rural	0.000902924

STANISLAUS

	January	February	March	April	May	June	July	August	September	October	November	December	Total/Average
Rain Days	9.0	8.0	7.7	4.7	2.0	1.0	0	0	1.0	2.3	5.7	7.3	48.7
Total Days	31	28	31	30	31	30	31	31	30	31	30	31	365
Rain Reduction Factor	0.93	0.93	0.94	0.98	0.98	0.99	1.00	1.00	0.99	0.98	0.95	0.94	0.97

Unpaved Road Dust Emissions (tons/day)

STANISLAUS 2010

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	47.02	10	171.6	171.623	148.585	0.407	0.333	[illegible]

STANISLAUS 2020

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	47.02	10	171.6	171.623	148.585	0.407	0.333	[illegible]

STANISLAUS 2030

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	47.02	10	171.6	171.623	148.585	0.407	0.333	[illegible]

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

STANISLAUS	January	February	March	April	May	June	July	August	September	October	November	December	Total/Average
Rain Days	9.0	8.00	7.7	4.7	2.0	1.0	0	0	1.0	2.3	5.7	7.3	46.7
Total Days	31	28.00	31	30	31	30	31	31	30	31	30	31	365
Rain Reduction Factor	0.71	0.71	0.75	0.84	0.94	0.97	1.00	1.00	0.97	0.92	0.81	0.76	0.87

Road Construction Dust

STANISLAUS

Description	2010		2020		2030	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2005	3513	2010	3550	2020	3794
Horizon	2010	3,550	2020	3,794	2030	3,939
Difference	5	37.000	10	244.000	10	145.000
Lane Miles per Year		7.400		24.400		14.500
Acres Disturbed		28.703		94.642		56.242
Acre-Months		516.655		1,703.564		1,012.364
Emissions (tons/year)		56.832		187.392		111.360
Annual Average Day Emissions (tons)		0.156		0.513		0.305
District Rule 8021 Control Rates		0.290		0.290		0.290
Total Emissions (tons/per day)		0.111		0.365		0.217

PM10 Emission Trading Worksheet

STANISLAUS CONFORMITY ESTIMATES (tons/day)

	2010		2020		2030	
	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	1.170	24.760	0.890	10.750	0.970	7.590
Paved Road Dust	4.223		5.153		6.330	
Unpaved Road Dust	0.272		0.272		0.272	
Road Construction Dust	0.111		0.365		0.217	
Total	**5.776**	**24.760**	**6.680**	**10.750**	**7.789**	**7.590**

Difference (2005 Budget - 2010)

	PM10	NOx
2005 Budgets	5.6	29.7
2010	5.8	24.8
Difference	-0.2	4.9
* 1.5 (Adjustment to NOx Budget)	0.3	

Difference (2020 Budget - 2020)

	PM10	NOx
2020 Budgets	6.7	10.8
2020	6.7	10.8
Difference	**0.0**	**0.0**
* 1.5 (Adjustment to NOx Budget)	0.0	

Difference (2020 Budget - 2030)

	PM10	NOx
2020 Budgets	6.7	10.8
2030	7.8	7.6
Difference	-1.1	3.2
* 1.5 (Adjustment to NOx Budget)	1.7	

1:1.5 PM10 to NOx Trading

	PM10	NOx
2005 Budget	**5.6**	**29.7**
Adjusted 2005 Budget	**5.8**	**29.4**
2010 Conformity Total	**5.8**	**24.8**
Difference	**0.0**	**4.6**

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

	PM10	NOx
2020 Budget	**6.7**	**10.8**
Adjusted 2020 Budget	**6.7**	**10.8**
2020 Conformity Total	**6.7**	**10.8**
Difference	**0.0**	**0.0**

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

Adjusted 2020 Budget	**7.8**	**9.2**
2030 Conformity Total	**7.8**	**7.6**
Difference	**0.0**	**1.6**

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

2009 Conformity Results Summary -- STANISLAUS

Pollutant	Scenario	Emissions Total	DID YOU PASS?
		CO (tons/day)	CO
Carbon Monoxide	2010 Budget	130	
	2010	75	YES
	2018 Budget	130	
	2018	45	YES
	2020	38	YES
	2030	29	YES

		ROG (tons/day)	NOx (tons/day)	ROG	NOx
Ozone	2011 Budget	9.0	22.3		
	2011	8.9	22.2	YES	YES
	2014 Budget	7.5	17.2		
	2014	7.4	17.2	YES	YES
	2017 Budget	6.5	13.4		
	2017	6.4	13.3	YES	YES
	2020	5.6	10.5	YES	YES
	2023	5.2	8.9	YES	YES
	2030	4.5	7.4	YES	YES

		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	Adjusted 2005 Budget	5.8	29.4		
	2010	5.8	24.8	YES	YES
	Adjusted 2020 Budget	6.7	10.8		
	2020	6.7	10.8	YES	YES
	Adjusted 2030 Budget	7.8	9.2		
	2030	7.8	7.6	YES	YES

		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	1	30.2		
	2010	0.9	24.8	YES	YES
	2020	0.6	10.1	YES	YES
	2030	0.6	7.0	YES	YES

		PM2.5 (tons/year)	NOx (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	365	11023		
	2010	329	9052	YES	YES
	2020	219	3687	YES	YES
	2030	219	2555	YES	YES

APPENDIX D

PM2.5 CONFORMITY RESULTS SUMMARY FOR EACH MPO IN THE SAN JOAQUIN VALLEY NONATTAINMENT AREA

PM2.5 Conformity Results Summary – Fresno

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	2.2	63.4		
	2010	2.0	52.7	YES	YES
	2020	1.3	23.0	YES	YES
	2030	1.2	15.5	YES	YES

		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	803	23141		
	2010	730	19236	YES	YES
	2020	475	8395	YES	YES
	2030	438	5658	YES	YES

PM2.5 Conformity Results Summary – Kern

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	3.7	94.1		
	2010	3.2	86.0	YES	YES
	2020	1.8	38.5	YES	YES
	2030	1.5	27.2	YES	YES

		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	1351	34347		
	2010	1168	31390	YES	YES
	2020	657	14053	YES	YES
	2030	548	9928	YES	YES

PM2.5 Conformity Results Summary – Kings

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	0.8	18.5		
	2010	0.6	16.1	YES	YES
	2020	0.3	6.7	YES	YES
	2030	0.3	4.7	YES	YES

		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	292	6753		
	2010	219	5877	YES	YES
	2020	110	2446	YES	YES
	2030	110	1716	YES	YES

PM2.5 Conformity Results Summary – Madera

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	0.5	13.7		
	2010	0.5	13.6	YES	YES
	2020	0.4	6.5	YES	YES
	2030	0.4	4.9	YES	YES

		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	183	5001		
	2010	183	4964	YES	YES
	2020	146	2373	YES	YES
	2030	146	1789	YES	YES

PM2.5 Conformity Results Summary – Merced

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	1.5	37.1		
	2010	1.3	30.4	YES	YES
	2020	0.7	12.8	YES	YES
	2030	0.7	10.0	YES	YES

		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	548	13542		
	2010	475	11096	YES	YES
	2020	256	4672	YES	YES
	2030	256	3650	YES	YES

PM2.5 Conformity Results Summary – San Joaquin

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	1.5	43.4		
	2010	1.5	37.7	YES	YES
	2020	1.0	16.8	YES	YES
	2030	1.1	12.3	YES	YES

		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	548	15841		
	2010	548	13761	YES	YES
	2020	365	6132	YES	YES
	2030	402	4490	YES	YES

PM2.5 Conformity Results Summary – Stanislaus

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	1.0	30.2		
	2010	0.9	24.8	YES	YES
	2020	0.6	10.1	YES	YES
	2030	0.6	7.0	YES	YES

		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	365	11023		
	2010	329	9052	YES	YES
	2020	219	3687	YES	YES
	2030	219	2555	YES	YES

PM2.5 Conformity Results Summary – Tulare

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	0.8	26.4		
	2010	0.8	22.9	YES	YES
	2020	0.6	10.5	YES	YES
	2030	0.6	7.4	YES	YES

		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	292	9636		
	2010	292	8359	YES	YES
	2020	219	3833	YES	YES
	2030	219	2701	YES	YES

APPENDIX E

TIMELY IMPLEMENTATION DOCUMENTATION FOR TRANSPORTATION CONTROL MEASURES

Stanislaus Council of Governments
Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status (as of 1/07)	2009 Conformity Update (as of 10/08)
ST 1.4	Ceres	Implement fixed route bus service	FY 2002/2003	CMAQ	2002	11400000089	Purchase new CNG Minibus	Complete	Complete
ST 9.2/9.3/9.11/15.1	Hughson	Install pedestrian facilities along the north side of Whitmore Avenue from Charles Avenue to 6th Street	2003	CMAQ	2002	21400000029	Whitmore Avenue--Install pedestrian facilities along north side from Charles Ave to 6th St	Complete	Complete
		Install pedestrian and bike facilities on Charles Street from Hughson Avenue to north of Fox Road	2004	TEA	2000	1001STA163C	bike/ped. Facilities on Charles St. from Hughson Ave to north of Fox Road	Complete	Complete
ST 1.7	Modesto	Free Transit During Special Events	not specified	FTA, Local and fares	2000	21400000053	Try Transit Week, Modesto's International Festival and annual Thanksgiving dinner	Complete	Complete
ST 5.1	Modesto	Expansion of ATMS Northeast, ATMS Northwest and Phase III of CCT	2002, 2003, 2002	$490,426/$805,000/$1,290,940 CMAQ					
					2000	None	Expand ATMS Northeast	Complete	Complete
					2002	21400000039	Expand ATMS Northwest	Complete	Complete
					2002	11400000067	Phase III of CCTV	Complete	Complete
ST 1.4	Oakdale	Restructure transit to a fixed route service	2003	CMAQ	2002	11400000073	Purchase 2 natural gas trollays	Complete	Complete
ST 5.3	Oakdale	roundabout at Gilbert avenue and G Street	2004	$154,928 CMAQ	2004	21400000058	Gilbert Ave/"G" St Round-about	Complete	Complete
ST 9.2/9.3/9.5/15.1	Oakdale	two bicycle/pedestrian trail projects and one bike rack	2005	$192,000/$10,000 CMAQ					
					2002	21400000055	Bicycle/pedestrian trail (PG & E)	Complete	Complete
					2002	11400000100	Bicycle/pedestrian trail (Valley View)	Construction will be delayed due to additional environmental information required by Caltrans Construction date will be determined on the basis of SHPO process. Caltrans sent the project to SHPO (June 2006) for environmental purposes and haven't received any comments from SHPO to date.	Environmental information from Caltrans received. E76 for preliminary engineering has been received. Projected construction start date is summer/fall of 2009
ST 9.2/9.3/9.5/15.1	Oakdale				2002	11400000097	Bike Racks	Complete	Complete
ST 10.2	RCTA (Riverbank Oakdale Transit Authority)	Bike Racks on Buses	ongoing	CMAQ	2000	11400000073	add bike racks to buses	Complete	Complete
ST 5.3	Patterson	Reduce Traffic Congestion at Major Intersections	ongoing	CMAQ	2000	11400000101	Install traffic signals at 1. Ward @ Eagle and	1. Project Completed.	Complete

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status	2009 Conformity Update
							2. Hwy 33 and M Street	2. City of Patterson is working with the Caltrans to resolve ROW and Design issues. Project is in the PE stage, construction date will be determined as soon as ROW issues are resolved. Project Design was submitted to Caltrans for design exception in June 2006. We have not received any comments from them to date. A traffic study (to establish new speed limit) was also requested. The Traffic Study will determine how much ROW needs to be purchased. Traffic stucy to be completed by July 2007.	Traffic study has been completed. 90% of Preliminary Engineering Phase (Design) phase is complete. Currently working with railroad on ROW issues. Projected construction start date Summer 2009.
ST 1.4/1.5	Riverbank	Restructure transit to include a fixed route service	2003	CMAQ	2002	11400000073	Purchase 2 natural gas trolleys	Complete	Complete
ST 9.3	Riverbank	Infill project to provide sidewalks	2004	$192,253 CMAQ	2002	21400000199	Downtown sidewalk infill project	Complete	Complete
ST 5.2/5.3/5.4/5.13	Turlock	Signal project at intersection of Hawkeye and Del	2003	CMAQ	2002	11400000102	E Hawkeye & Dale Lane – Install signal with interconnection and coordination with existing signals	Complete	Complete
ST 9.2/9.3/9.5/15.1	Turlock	Bike/ped trail on Canal Drive	2005	CMAQ	2002	11400000103 - 11400000104	Canal drive, Quincy to deutenburger – extend class I bicycle path	Complete	Complete
ST 9.2/9.3	Waterford	Welch bike path extension from Amy Lane to Bentley Street	2003	$135,336 CMAQ	2004	11400000106	Welch St, Amy to Bentley - construct bicycle path	Complete	Complete
ST 5.3/5.4	County	Reduce Traffic Congestion at Major Intersections; Site-specific TCMs	2004	PFP; STP; STIP	2000		1. Albert Road Widening and Improvements;	Complete	Complete
							2. Install five (5) traffic signals at:		
							(a) Carpenter Rd @ Robertson;	2.(a) Carpenter Rd. @ Robertson - All the ROW have been acquired Project will go out for bid in third quarter of the year 2007.	Project out to bid. RFA to be submitted as soon as 2009 Interim FTIP is approved. Planned construction to start FY 2008/09 (Est. Spring 2009).
							(b) Crows Landing @ Butte Ave;	2(b) Project completed	Complete
							(c) Finch Rd @ Mariposa;	2(c) Project Completed	Complete
							(d) Keyes Rd @ Geer; and,	2(d) Project Completed	Complete
							(e) Stoddard Rd @ Kiernan Ave	2(e)Stoddard/Kiernan project is merged with SR 219 expressway project (TIP# 11400000023). This portion of the project is Phase 1b of the SR219 project. Project is in design phase. Project completion date can be determined after the ROW acquisition. The Cooperative agreement is completed and a new Project Manager is in place to complete the project. Additional funds are being programmed through the STIP Augmentation to support construction.	Design phase completed. Additional funds have been programmed. Project under construction. Planned completion by fall 2010.
ST 8.1	County	Employee Ride Program	on-going	CMAQ	2002 - Amendment	21400000087	Transit Fare Subsidy Program	05/06 Funds expended. 06/07 Funds are obligated and will be spent throughout the year.	Complete

Stanislaus Council of Governments
Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status	2009 Conformity Update
ST 9.3/9.11	County	River Road bicycle project, Shackleford area sidewalk project, and Glenn/Luster/Maud sidewalk project	2004	CMAQ					
					2002	21400000088	River Rd Bike Lane from Ninth St to Michael Rd	StanCOG processed amendment #8 reinstating the project; received federal approval on August 23,2005. Project is in Preliminary Engineering phase. Project needed to revert to Preliminary Engineering for Re-Design, Environmental and Engineers estimates. Project in process	On May 7, 2008 EPA concurred on TCM substitution for this project. The substitute project (Grayson Road Bike Lane) was completed in August 2005. No further updates are required.
					2002	11400000110	Construct sidewalks and curb ramps	Complete	Complete
					2002	21400000083	School Sidewalk Program	Project Completed	Complete
Additional Projects Identified									
ST 3.1	StanCOG	Commute Connection	2002/2003	CMAQ	2002	11400000015	Provide regional rideshare services through FY2002/03	Completed	Completed
ST5.2	Ceres	Coordinate Traffic Signal Systems		CMAQ	2004	21400000204	Upgrade traffic signal coordination program within the existing system	Project Completed	Completed
ST5.4	Ceres	Site-Specific Transportation Control Measures		RSTP	2004	21400000258	Evaluate intersections (a) widen the south approach of the Central Avenue / Hatch Road intersection. (b) widen Service Road / Mitchell Road intersection (c) Widen Whitmore Overpass	(a)Project Completed in September 2005. (b)Project Completed in May 2005 (c) ROW purchasing is in process. Construction date will be determined after the ROW acquisition.	ROW purchase completed. Mobile home park relocation completed. Project under construction. Projected completion date is 2010.
ST1.1	Modesto	Regional Express Bus Program		CMAQ	2004	21400000234	Purchase of buses to operate regional express bus service	Project Completed	Completed
				CMAQ	2007	21400000395		New buses will be acquired in 2007/08	Completed
ST5.2	Modesto	Coordinate Traffic Signal Systems		CMAQ	2002	11400000066	Downtown Traffic Signal Coordination	Project Completed in February 2006.	Complete
				CMAQ	2004/2007	21400000238	Traffic Signal coordination outside the Downtown Core	Project is under construction. Expected to be completed by January 2007.	January update incorrectly states "Project under construction". Should have read "Project consultant selection process underway". As of 10/2008, consultant has been selected and due to project complexities, is converting new plans from Syncure to BiTran Systems Quick Net to solve compatibility issues.
	Modesto	Coordinate Traffic Signal Systems	2006/2007	CMAQ	2004	21400000238	Outside Downtown Traffic Signal Coordination.	Project will be going to bid in January 2007. Construction date can be determined after the bids have been finalized	As of 10/2008, consultant has been selected and due to project complexities, is converting new plans from Syncure to BiTran Systems Quick Net to solve compatibility issues.

Stanislaus Council of Governments
Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status	2009 Conformity Update
ST5.3	Modesto	Reduce Traffic Congestion at Major Intersections		CMAQ	2002	11400000082	Construction of right turns at Scenic Ave & Sodem Ave.	Project Completed.	Complete
				CMAQ/Local	2004	EA 956525	Right Turn Lanes (a) Briggsmore Overpass (b) Orangsburg at Sisk	Project Design is under negotiations with consultant.	Consultant negotiations completed, and consultant hired. hired, Design phase 90% complete. Construction funding was approved 9/15/2008. Estimated completion date is summer 2009.
				CMAQ/Local	2004	EA 956531	Construction of left turn lanes Briggsmore at McHenry	Project went out for bidding. Completion date can be determined after the bids are received.	Complete
				CMAQ/Local	2004	EA 4A0544	Install Traffic Signal detector loops	Project Completed	Complete
				CMAQ/Local	2007/07	21400000206	Install Roundabout at Sharon and Maid Mariane	Project is under construction will be completed by the end of year 2007.	Complete
ST5.4	Modesto	Site-Specific Transportation Control Measures		Local Funds(CFD)	N/A	N/A	Geometric or traffic control improvements at specific congested intersections (a) Briggsmore Ave (b) Polanda's Ave (c) Floyd Ave	(a) Project Completed (b) Project Completed (c) Phase I completed, Phase II under design Project in under Construction	(c) Phase I complete. Phase II under construction. Estimated completion date spring 2009.
				CMAQ/Local	2004	EA 656420	Traffic signal modification at 10th and G Streets, 11th and G Streets, 12th and G Streets, 14th and G Streets, and 17th and G Streets	Project completed	Complete
ST15.2	Modesto	Pedestrian and Bicycle Overpasses Where Safety Dictates		CFD(Community facilities District) and Modesto City Schools	N/A	N/A	Pedestrian overpass on Sylvan Avenue at Milbrook Avenue	Project is under construction will be completed by the end of year 2007.	Complete
ST5.13	Modesto	Fewer stop signs		CMAQ	2004	21400000204	Encinia Ave Roundabout- Install Roundabout w/signing & striping La Loma at Buena Vista & Conejo @ Encia	Project Completed.	Complete
	Modesto	Fewer stop signs		CMAQ	2004	21400000235	Roundabout at Sylvan/Rosella	Project is under construction will be completed by the end of year 2007.	Complete
ST5.2	Patterson	Coordinate Traffic Signal Systems		CMAQ	2004	21400000243	Ward Avenue/Las Palmas Ave Traffic Signals	Project is under construction will be completed in the second quarter of the year 2007.	Complete
ST17.15	Riverbank	Encourage the Purchase and use of alternative, cleaner vehicles.		CMAQ	2002	11400000078	Purchase CNG Vehicles	Project Completed	Complete
ST 17.15	Riverbank	Encourage the Purchase and use of alternative, cleaner vehicles	2002/2003	CMAQ	2002	01STA200	Purchase CNG Vehicles	Completed	Complete
			2002	FTA Section 5307 funds	N/A	N/A	Purchase CNG Vehicles	Completed	Complete
			2003/2004	CMAQ	2002	01STA201	Purchase CNG Vehicles	Completed	Complete
			2004/2005	FTA Section 5307 funds	N/A	N/A	Purchase CNG Vehicles	Completed	Complete
New Projects Identified									

Stanislaus Council of Governments
Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status	2009 Conformity Update
ST5.0	Ceres	Reduce Traffic Congestion at Major Intersections	2007	CMAQ	2004/2007	21400000224	Traffic Signal Coordination	Completed	Complete
ST 9.2/9.3/9.5/15.1/10.2	Oakdale/Riverbank	Bike racks on buses			2002	21400000336	Bike racks	Project completed	Complete
ST9.2	Patterson	Encouragement of Pedestrian Travel	2007	CMAQ/Local	2004/07	21400000349	Class I and II Bike Lane and pedestrian facilities	Project is under PE	RFA submitted to Caltrans. Project started summer 2008, Project 75% completed. Estimated completion date is March 2009.

Stanislaus Council of Governments
2002 RACM Timely Implementation Documentation

RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status	2009 Conformity Update
				(as of 1/07)	(as of 10/08)
ST3.1	StanCOG	Commute Solutions	Provide regional rideshare services through FY2002/03	Project and commitment Completed. See Project TID Table.	Commitment Completed
ST5.3	Ceres	Reduce Traffic Congestion at Major Intersections	Evaluate 3 critical intersections per year to determine if delays exceed allowable limits (if...then)	Evaluated 20 intersections between 2003 and 2005 to see if the intersections still meet city's General Plan Level of service requirements of D for the major roads. Subsequently, changed timing at 14 intersections, implemented split phase timing at 3 locations and removing 2 locations from the coordination program. Also see ST5.4. The City of Ceres has completed two additional signal coordination projects and has added signals at one intersection, previously controlled by stop signs, to relieve congestion.	Continued evaluation of intersections.
ST5.9	Ceres	Bus Pullouts in Curbs for Passenger Loading	Provide bus pull-outs in curbs or parking lanes beginning FY2002/2003 and continue through FY2010/2011	Bus pull-outs have been constructed along the south side of Service Road at the Central Valley High School. A bus pull-out will be installed on the north side of Hatch Road, east of Herndon this calendar year. The pull-out will be used by MAX buses, CDAR, and CAT heading westbound. The City of Ceres continues to implement this program through its plan check and permitting process.	Bus pullout installed on the north side of Hatch Road, east of Herndon Road April 2008. The City of Ceres continues to implement this program through its plan check and permitting process.
ST1.1	Modesto	Regional Express Bus Program	Purchase of buses to operate regional express bus service	See Project TID Table. The latest bus ordered has been received (12/06) and placed into service. No further expansions are expected at this time.	Five buses have ben received since last update. Projected to receive seven more buses by 2nd quarter 2009.
ST1.5	Modesto	Expansion of Public Transportation Systems	Monitor needs on heavily used routes and newly develop areas and implement as appropriate	Based on current service levels and ridership monitoring, no service expansions expected in 2007. Route expansions are expected to occur within the next 3-5 years.	No service expansions necessary (implemented) since last update.
ST5.2	Modesto	Coordinate Traffic Signal Systems	Implement and enhance synchronized traffic signal systems	See Project TID Table. Modesto continues to implement the signal coordination program.	Data collection complete. Consultant is converting new plans from Syncure to BiTran Systems Quick Net to solve compatibility issues. Once conversion is complete, consultant will implement signal coordination program
ST5.3	Modesto	Reduce Traffic Congestion at Major Intersections	Implement a wide range of traffic control techniques designed to facilitate smooth, safe travel through intersections	See Project TID Table. Modesto continues to review and improve traffic flow at congested intersections through the use of design modifications, addition of turn lanes, signalization and roundabout installation to replace stop sign controlled intersections.	Traffic signal installed on Sisk Road at Vintage Faire Mall. A second traffic signal on Sisk Road has been approved with estimated installation date of spring 2009.
ST5.4	Modesto	Site-Specific Transportation Control Measures	Geometric or traffic control improvements at specific congested intersections or at other substandard locations	Congested street segments have been improved. See Project TID Table. Modesto continues to review and improve traffic flow at congested intersections through the use of design modifications, addition of turn lanes, signalization and roundabout installation to replace stop sign controlled intersections.	Installation of trafic signal approved for intersection of Tully Raod and Stoddard Avenue adjacent to Modesto Junior College to improve traffic flow and student safety.
ST5.13	Modesto	Fewer stop signs	Remove stop signs and implement alternative intersection control devices	See Project TID Table. Modesto continues to review and improve traffic flow at congested intersections through the use of design modifications, addition of turn lanes, signalization and roundabout installation to replace stop sign controlled intersections.	Installation of traffic signals approved for intersections of Sylvan Avenue and Claus Road, and Floyd Avenue and Lincoln Oak Drive. Completion date estimated to be spring 2009.
ST9.5	Modesto	Encouragement of Bicycle Travel	Bike to work day and family cycling festival	Bike to Work Day will take place on May 17, 2007. The Family Cycling Festival will occur on May 19, 2007.	Modesto participated in 2008 Bike to Work Day and the Family Cycling Festival
ST10.2	Modesto	Bike Racks on Buses	Add bicycle racks to new buses	All new urban buses have Bike Racks on them. Two new buses are on order and they will have bike racks on them.	Bike racks have been installed on all new buses. Racks will be installed as new buses are purchased.
ST15.2	Modesto	Pedestrian and Bicycle Overpasses Where Safety Dictates	Implementation as development occurs	See Project TID Table.	The Sylnvan/Millbrokk pedestrian/bicycle overcrossing was completed in 2008. Further overcrossings will be added as development occurs.

Stanislaus Council of Governments
2002 RACM Timely Implementation Documentation

RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status (as of 1/07)	2009 Conformity Update (as of 10/08)
ST10.2	Oakdale	Bike Racks on Buses	The Riverbank-Oakdale Transit Authority currently is adding bicycle racks to buses and hopes to continue doing so as long funding remains available.	See Project TID Table. All currently serviceable buses have bike racks on them and all the new buses will be purchased with the bike racks. No expansion of the bus fleet is anticipated at this time. Program will continue as needed	Bike racks have been installed on all new buses. Racks will be installed as new buses are purchased.
ST1.5	Patterson	Expansion of Public Transportation Systems	The City of Patterson continually monitors their Dial-A-Ride service to determine the transit needs within the city.	City of Patterson have an MOU with the Stanislaus County to operate Patterson Dial-a-Ride. Stanislaus County monitor the need for additional public transportation through the number of ride denials and the number of calls being received from Patterson residents. City of Patterson plan to expand public transportation as a need is shown and readership would be adequate to meet the requirements of the Transportation Development Act farebox requirements. No additional implementation needs have been identified at this time.	The City of Patterson is cuurently planning a new transit hub for all major transit vehicles in the patterson area. The location has been selected and the hub should be operational by the end of 2009.
ST5.2	Patterson	Coordinate Traffic Signal Systems	City of Patterson will evaluate signals as they are installed to measure their performance with the adjacent signals.	See Project TID Table. The City of Patterson will continue to coordinate signals throughout the City. The City will also continue to evaluate signals as they are installed to measure their performance with adjacent signals.	Ward Avenue/Las Palmas Avenue traffic signal coordination completed. The City of patterson will continue to corrdinate traffic signal throughout the city.
ST5.13	Patterson	Fewer stop signs	This is on going process and city of Patterson is constantly evaluating the intersections for potential implementation of roundabouts	City is reviewing the intersections. There has not been a need identified.	City has continued to monitor need for additional traffic signals
ST9.2	Patterson	Encouragement of Pedestrian Travel	City of Patterson will continue to encourage the pedestrian travel	The Miscellaneous Sidewalk Repairs Project has been completed. The City anticipates further curb & gutter improvements to occur during the new FY 07/08. Traffic safety improvements and rumble dots have been installed in the Walnut Square subdivision. New improvements have been incorporated under the Traffic safety improvements program and will move further as soon as Caltrans issues the "Notice to Proceed" . Patterson has one bicycle/pedestrian project currently under construction (see Project TID Table)	Construction started for the Las Palmas pedestrian/bikeway; completion expected in 2009. City will comtinue to monitor development for further pedestrain/bikeway projects.
ST5.1	Riverbank	Develop Intelligent Transportation Systems	City of Riverbank currently operates two message signs to divert traffic and will continue to use as needed.	The City of Riverbank continues to operate two changeable message signs to divert traffic for major events and traffic operations.	The City of Riverbank continues to operate two changeable message signs to divert traffic for major events and traffic operations.
ST5.9	Riverbank	Bus Pullouts in Curbs for Passenger Loading	City of riverbank will implement this measure as needed as development occurs and transit expands	The bus pullouts has installed on the Oakdale Road. In addition, the transit system uses the crossroads commercial development parking lot as a bus pullout for the commercial center. No additional implementation is warranted at this time.	New bus pullouts installed as warranted.

Stanislaus Council of Governments
2002 RACM Timely Implementation Documentation

RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status	2009 Conformity Update
				(as of 1/07)	(as of 10/08)
ST10.2	Riverbank	Bike Racks on Buses	The Riverbank-Oakdale Transit Authority currently is adding bicycle racks to buses and hopes to continue doing so as long funding remains available.	All of the buses have bike racks on them. Bike racks will be ordered for all the new buses. See Project TID Table.	All of the buses have bike racks on them. Bike racks will be ordered for all the new buses.
ST17.15	Riverbank	Encourage the purchase and use of alternative, cleaner vehicles	The city of riverbank will continue to purchase cleaner vehicles as funding remains available.	See Project TID Table.	The city of Riverbank will continue to purchase cleaner vehicles as funding remains available.
ST1.4	Turlock	Mass Transit Alternatives	Implement a fixed route bus service. Establish routes and procure a CNG minibus.	The City of Turlock has expanded its fixed routes from two routes to four fixed routes and has increased the number of completed runs per route per day from 12 to 17.The City of Turlock has also increased its fixed route bus fleet from 12 passenger buses to 30 passenger buses. The City of Turlock has completed the purchase of the Minibus and continues to monitor the need for expanded fixed and demand route transit service through the Transit Needs Assessment Process. See Project TID Table.	The City of Turlock has decreased headway times from 45 to 35 minutes, thereby increasing efficiency.
ST10.2	Turlock	Bike Racks on Buses	Bike Rakes on Buses	All currently serviceable buses have bike racks on them and all the new buses will be purchased with the bike racks. See Project TID Table.	All currently serviceable buses have bike racks on them and all the new buses will be purchased with the bike racks. See Project TID Table.
ST17.15	Turlock	Encourage the purchase and use of alternative, cleaner vehicles	Purchase of Compressed Natural Gas Vehicles (CNG)	The City has purchased a number of different types of CNG vehicles. The City of Turlock continues to replace gas burning vehicles with CNG Vehicles. See Project TID Table.	The City has purchased a number of different types of CNG vehicles. The City of Turlock continues to replace gas burning vehicles with CNG Vehicles. See Project TID Table.
ST1.5	Stanislaus County	Expansion of Public Transportation Systems	Expand and enhance existing public transit services. Monitor needs for increased frequencies on heavily used routes; implement as appropriate; implement service as appropriate for newly developed areas.	In August 2007, on a demonstration basis, the County plans to start a hybrid non-emergency medical, student and commuter service to Modesto to Merced and to medical facilities in Madera and Fresno.	No service expansions are planned for 2008. Will continue to monitor needs for increased services.
ST1.7	Stanislaus County	Free transit during special events		The County continues to offer free transit coupons for "Try Transit Week" in October.	The County continues to offer free transit coupons for "Try Transit Week" in October.
ST5.9	Stanislaus County	Bus Pullouts in Curbs for Passenger Loading	Provide Bus Pullouts in curbs, or queue jumper lanes for passenger loading in future developments.	As per the Stanislaus County General Plan, the County will continue to require bus pullouts, shelter, and/or park-and-ride lots on all new developments where appropriate. County Public Works will continue to monitor all new developments to ensure compliance. County has not identified a need at this time.	As per the Stanislaus County General Plan, the County will continue to require bus pullouts, shelter, and/or park-and-ride lots on all new developments where appropriate. County Public Works will continue to monitor all new developments to ensure compliance. County has not identified a need at this time.
ST5.16	Stanislaus County	Adaptive traffic signals and signal timing	Future traffic signal projects will be evaluated to determine if adaptive traffic signals and signal timing can be implemented in a safe and cost-effective manner.	Signals Constructed since 2002, as well as all our signals, are as adaptive as technology allows. All of the signals are actuated , the timing is traffic driven during the non-peak hours. During the peak hour the signal inmost likely to operate using the maximum time allotted per phase, which has been determined from the traffic study.	Signals Constructed since 2002, as well as all our signals, are as adaptive as technology allows. All of the signals are actuated , the timing is traffic driven during the non-peak hours. During the peak hour the signal inmost likely to operate using the maximum time allotted per phase, which has been determined from the traffic study.

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2002 RACM Timely Implementation Documentation

RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status (as of 1/07)	2009 Conformity Update (as of 10/08)
ST10.2	Stanislaus County	Bike Racks on Buses	Bicycle racks would be placed on a to-be-determined number of buses to increase bicycle travel.	All County fixed route transit buses have bike racks.	All County fixed route transit buses have bike racks. Bike racks will be installed on all new bus purchases.

APPENDIX F

PUBLIC MEETING PROCESS DOCUMENTATION

NOTICE OF PUBLIC HEARING ON THE

DRAFT AMENDMENT #3 TO THE 2009 INTERIM FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND CORRESPONDING DRAFT CONFORMITY ANALYSIS

NOTICE IS HEREBY GIVEN that the Stanislaus Council of Governments (StanCOG) will hold a public hearing on December 17, 2008 @ 6:00 PM at the Citizen's Advisory Committee Meeting to be held at the StanCOG Conference Room located at 900 H Street, Suite D, Modesto, CA, regarding the Draft Amendment #3 to the 2009 Interim Federal Transportation Improvement Program (Interim FTIP) and corresponding Draft Conformity Analysis. The purpose of the hearing is to receive public comments.

- The 2009 Interim FTIP is a listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Stanislaus County during the next four years that are eligible to proceed without a conformity determination.

- The Draft Amendment #3 to the 2009 Interim FTIP contains project phases and/or projects that were not included in the 2009 Interim TIP.

- The Draft Conformity Analysis contains the documentation to support a finding that the Draft Amendment #3 meets the air quality conformity requirements for carbon monoxide, ozone and particulate matter.

Individuals with disabilities may call the StanCOG offices at 209-525-4600 (with 3-working-day advance notice) to request auxiliary aids necessary to participate in the public hearing. Translation services are available (with 3-working-day advance notice) to participants speaking any language with available professional translation services.

A concurrent 30-day public review and comment period will commence on November 24, 2008 and conclude December 23, 2008. The draft documents are available for review at the StanCOG office, located at 900 H Street, Suite D, Modesto, CA and on the StanCOG website at www.stancog.org.

Public comments are welcomed at the hearing, or may be submitted in writing by 5:00 PM, December 23, 2008, to Carlos Yamzon, Senior Planner at the address below.
After considering the comments, the documents will be considered for adoption, by resolution, by the StanCOG Policy Board at a regularly scheduled meeting to be held on January 14, 2009 @ 6:00 PM in the City Council Chambers located at 1010 10th Street, Modesto, CA. The documents will then be submitted to state and federal agencies for approval.

Contact:
Carlos Yamzon, Senior Planner
StanCOG
900 H Street, Suite D
Modesto, CA 95354
209-525-4600
www.stancog.org

REVISED NOTICE OF PUBLIC HEARING ON THE

REVISED DRAFT AMENDMENT #3 TO THE 2009 INTERIM FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND CORRESPONDING REVISED DRAFT CONFORMITY ANALYSIS

NOTICE IS HEREBY GIVEN that the Stanislaus Council of Governments (StanCOG) will hold a public hearing on Wednesday, January 7, 2008 @ 6:00 PM at the Citizen's Advisory Committee Meeting to be held at the StanCOG Conference Room located at 900 H Street, Suite D, Modesto, CA, regarding the Revised Draft Amendment #3 to the 2009 Interim Federal Transportation Improvement Program (Interim FTIP) and corresponding Revised Draft Conformity Analysis. The previously noticed public hearing scheduled for December 17, 2008 is hereby cancelled. The purpose of the hearing is to receive public comments.

The 2009 Interim FTIP is a listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Stanislaus County during the next four years that are eligible to proceed without a conformity determination.

The Revised Draft Amendment #3 to the 2009 Interim FTIP contains project phases and/or projects that were not included in the 2009 Interim TIP.

The Revised Draft Conformity Analysis contains the documentation to support a finding that the Revised Draft Amendment #3 meets the air quality conformity requirements for carbon monoxide, ozone and particulate matter.

Individuals with disabilities may call the StanCOG offices at 209-525-4600 (with 3-working-day advance notice) to request auxiliary aids necessary to participate in the public hearing. Translation services are available (with 3-working-day advance notice) to participants speaking any language with available professional translation services.

The current public review and comment period is being extended and will conclude on January 13, 2009. The revised draft documents are available for review at the StanCOG office, located at 900 H Street, Suite D, Modesto, CA and on the StanCOG website at www.stancog.org.

Public comments are welcomed at the hearing, or may be submitted in writing by 5:00 PM, January 13, 2009, to Carlos Yamzon, Senior Planner at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the StanCOG Policy Board at a regularly scheduled meeting to be held on January 29 2009 @ 6:00 PM in the City Council Chambers located at 1010 10th Street, Modesto, CA. The previously noticed adoption scheduled for January 14, 2009 is hereby cancelled. The documents will then be submitted to state and federal agencies for approval.

Contact:
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APPENDIX G

RESPONSE TO PUBLIC COMMENTS

NOTE: This appendix cannot be finalized until after the last public hearing in case comments are received on the PM2.5 nonattainment area demonstration.

Attachment #4

Response to Comments

STANCOG
2009 Interim FTIP
Response to Comments
Formal Amendment #3

Summary of StanCOG Response to Caltrans Comments on StanCOG Formal Amendment #3

Caltrans Comments on Formal Amendment #3

1. Total Project Cost

   StanCOG Response: At this time, StanCOG is reviewing CTIPs projects and contacting local agencies, as needed, to incorporate total project cost figures on CTIPs projects. Those changes will be summarized at the time of StanCOG Board adoption in a formal summary of responses to comments.

2. Year of Expenditure

   StanCOG Response: This has been provided via e-mail on 1/02/08 transmitting the Draft SAFETEA LU Compliance Letter to Steve Luxenberg with cc: to Cathy Gomes. It is identified as Attachment 2 to the letter.

3. RTP documentation/information. Info for some, but not all.

   StanCOG Response: StanCOG has revised all of the projects listed in Amendment #3 to provide greater detail correlating the projects to the RTP. All of this has been inputted into CTIPs.

4. Financial Summary, Revenue Sheet, Local Funds. Template has been modified to consolidate all local funds. May need information by template category (ie...sales tax, gas tax, other local funds, and transit).

   StanCOG Response: The local funds have been broken out and shown below. They will be provided in the final FTIP financial tables going to the StanCOG Board for adoption on January 29·2009. To illustrate, the revised local fund tables are attached.

Project Specific:

1. 214-0000-0429, SR-132 Express Way, has HPP, RIP, TCRP and local funding. What STIP project is this? If it's 114-0000-0022, PPNO 0944M, major discrepancies between STIP and FTIP fund sources, amounts, and fiscal years. (refer to pdf attachments). FYI: Caltrans recommends using CTIPS transfer function to move projects from STIP to FTIP. This maintains continuity of funding, project description, etc.

   StanCOG response: StanCOG will utilize this transfer function so that there is continuity. StanCOG is currently working on resolving any discrepancies in funding information so the project information is reflected accurately.

2. Projects without funding in current cycle should provide explanation as to why the project is included in the FTIP. Example: 214-0000-0477, widen Claribel Road programs $10M, CON, 12/13. (This project doesn't seem to match a project on the RTP page 68? FTIP project description seems to differ from STIP, 114-0000-1060. Is phase, and/or project fully funded?).

   StanCOG Response: Because this project is in an outer year of the FTIP, it does not need to be a part of Formal Amendment #3. StanCOG merely provided the information in order to correlate with the STIP project listing. StanCOG will remove this project from Formal Amendment #3. Until which time the project cost information is further known and developed, StanCOG will re-introduce it in a future TIP amendment as information only.

3. 214-0000-0375, City of Turlock, revising project description from "Construct Transfer Facility" to "Transfer Facility (Feasibility Analysis to Construct Transfer Facility)". Project scope changed from construction to study, but 8/9 funding still programmed as construction (change to PE?).

   StanCOG Response: The FY 08/09 funds have been modified to reflect PE. The revised CTIPs information sheet is attached.

Miscellaneous/Other

1. Status of Amendment #2?

   StanCOG Response: StanCOG will formally withdraw Amendment #2 at the January 29, 2009 Policy Board Meeting. Amendment #2 was adopted by the Policy Board in November, and thus must be formally be withdrawn by the policy board. A copy of the withdraw request is attached for informational purposes. StanCOG staff will post the official notice of withdraw on its web site after Policy Board action. A hard copy will also be issued to interested parties.

2. CTIPS: No option for Caltrans to save Amendment #3 info in order to input Adopted FTIP info.

   StanCOG Response: StanCOG is enforcing internal quality control measures that are effective immediately. Following StanCOG Board adoption of the FTIP amendment #3, StanCOG will ensure that the CTIPS listings are formally approved by the MPO so that no further changes can occur to the CTIPs. Also, this will be the practice with Administrative Modifications, including Modification #4. Again, after the MPO approval, the CTIPs will immediately be locked down (for the applicable project listings) and no further inconsistencies can happen in the future.

3. CTIPS fund types and fund splits (ie state cash s/b HR3; TE match requirements)

   StanCOG Response: StanCOG will followup with Caltrans to clarify what fund splits are needed for which Caltrans programs.

4. Grouped Project back-up detail.
   a. HSIP back-up detail provided doesn't support programmed funding.

   StanCOG Response: The HSIP federal funding is correct. The data entry of the local funds was incorrect and this correction has been made in CTIPs. The revised project listing is attached

Documentation For Responses to Formal Amendment #3

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 10 COUNTY: Stanislaus County	TITLE (DESCRIPTION):	MPO Aprv: / /
ROUTE: PM:	SHOPP - Collision Reduction (SHOPP - Collision Reduction Lump Sum)	State Aprv: / /
PPNO: KP:		Federal Aprv: / /
EA: MPO ID: 08STA077		
CTIPS ID: 214-0000-0376		
IMPLEMENTING AGENCY: Caltrans	PRJ MGR:	EPA TABLE II or III EXEMPT CATEGORY:
	PHONE:	Guardrails, median barriers, crash cushions.

PROJECT VERSION HISTORY (Printed Version is Shaded) *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
2	Active	12/12/2008	SPHILIPS	Amendment - Cost/Scope/Sch. Change	3	4,227,000		
1	Official	07/12/2006	BABANATH	Adoption - New Project		5,269,000		

• SHOPP - Collision Reduction -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 2	PE									
• Fund Type: SHOPP Advance Construction (AC)	RW									
• Funding Agency:	CON		589,610	3,152,554						3,742,164
	TOTAL		589,610	3,152,554						3,742,164

• Othr. State -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 2 of 2	PE									
• Fund Type: State Cash	RW									
• Funding Agency:	CON		76,390	408,446						484,836
	TOTAL		76,390	408,446						484,836

Project Total		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
	PE									
	RW									
	CON		666,000	3,561,000						4,227,000
	TOTAL		666,000	3,561,000						4,227,000

Comments:
RTP 81
******** Version 2 - 11/13/2006 ********
******** Version 1 - 06/22/2006 ********

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 10 COUNTY: Stanislaus County ROUTE: PM: PPNO: KP: EA: MPO ID: 08STA006 CTIPS ID: 214-0000-0418	TITLE (DESCRIPTION): Replace 7th Street Bridge (Replace 7th Street 2-Lane Bridge with 4-Lane Bridge)	MPO Aprv: / / State Aprv: / / Federal Aprv: / /
IMPLEMENTING AGENCY: Modesto, City of PRJ MGR: DEAN PHILLIPS PHONE:		EPA TABLE II or III EXEMPT CATEGORY: Safer non-Federal-aid system roads.

PROJECT VERSION HISTORY (Printed Version is Shaded) *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
2	Active	01/02/2009	DNGUYEN2	Amendment - Other (Explain ==>)	3		2,000,000	1,250,000
1	Official	05/09/2007	VANGELIN	Amendment - New Project	3	20,838,000	2,000,000	1,250,000

• Highway Bridge Program - State -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 2	PE		1,106,625							1,106,625
• Fund Type: Bridge - State (HBRR)	RW			1,770,600						1,770,600
• Funding Agency: Caltrans	CON									
	TOTAL		1,106,625	1,770,600						2,877,225

• Loc Funds -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 2 of 2	PE		143,375							143,375
• Fund Type: City Funds	RW			229,400						229,400
• Funding Agency: Modesto, City of	CON									
	TOTAL		143,375	229,400						372,775

Project Total		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
	PE		1,250,000							1,250,000
	RW			2,000,000						2,000,000
	CON									
	TOTAL		1,250,000	2,000,000						3,250,000

Comments:
RTP pg 81
******** Version 2 - 12/12/2008 ********
******** Version 1 - 03/05/2007 ********

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 10 COUNTY: Stanislaus County	TITLE (DESCRIPTION):	MPO Aprv: / /
ROUTE: PM:	Virginia Corridor - Phase VI (Virginia Corridor Rails to Trails Phase VI)	State Aprv: / /
PPNO: KP:		Federal Aprv: / /
EA: MPO ID: MOD-VC-6		
CTIPS ID: 214-0000-0480		
IMPLEMENTING AGENCY: Modesto, City of	PRJ MGR:	EPA TABLE II or III EXEMPT CATEGORY:
	PHONE:	Bicycle and pedestrian facilities.

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	01/02/2009	DNGUYEN2	Amendment - New Project	3			250,000

• RIP -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 2	PE		200,000							200,000
• Fund Type: STP Enhancement	RW									
• Funding Agency: Modesto, City of	CON									
	TOTAL		200,000							200,000

• Loc Funds -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 2 of 2	PE		50,000							50,000
• Fund Type: City Funds	RW									
• Funding Agency: Modesto, City of	CON									
	TOTAL		50,000							50,000

Project Total		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
	PE		250,000							250,000
	RW									
	CON									
	TOTAL		250,000							250,000

Comments:
RTP pg 61
******** Version 1 - 12/14/2008 ********

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 10 COUNTY: Stanislaus County ROUTE: PM: PPNO: KP: EA: MPO ID: 09STA001R CTIPS ID: 214-0000-0302	TITLE (DESCRIPTION): Pavement Maintenance, Lump Sum (Roadway Resurfacing and/or Reconstruction and/or Cultural Resources Study - Lump Sum)	MPO Aprv: / / State Aprv: / / Federal Aprv: / /
IMPLEMENTING AGENCY: Various Agencies PRJ MGR: CARLOS YAMZON PHONE:		EPA TABLE II or III EXEMPT CATEGORY: Pavement resurfacing and/or rehabilitation.

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
3	Active	01/02/2009	DNGUYEN2	Amendment - Cost/Scope/Sch. Change	3	20,034,861		2,139,000
2	Official	07/12/2006	BABANATH	Adoption - Carry Over		4,931,240		253,000
1	Official	02/09/2005	BABANATH	Amendment - New Project	3	4,931,240		253,000

• RSTP -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 2	PE		460,356	468,324	478,062	486,915				1,893,657
• Fund Type: STP Local	RW									
• Funding Agency: Stanislaus Council of Governments	CON		3,752,019	4,578,464	4,660,767	4,745,612				17,736,862
	TOTAL		4,212,375	5,046,788	5,138,829	5,232,527				19,630,519

• Loc Funds -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 2 of 2	PE		59,644	60,676	61,938	63,085				245,343
• Fund Type: County Funds	RW									
• Funding Agency: Various Agencies	CON		486,114	593,189	603,852	614,844				2,297,999
	TOTAL		545,758	653,865	665,790	677,929				2,543,342

Project Total		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
	PE		520,000	529,000	540,000	550,000				2,139,000
	RW									
	CON		4,238,133	5,171,653	5,264,619	5,360,456				20,034,861
	TOTAL		4,758,133	5,700,653	5,804,619	5,910,456				22,173,861

Comments:
RTP pg. 81

******** Version 3 - 04/17/2008 ********
******** Version 2 - 05/27/2006 ********
******** Version 1 - 05/22/2006 ********

State of California

2008/09-2011/12 Federal Transportation Improvement Program

MPO: Stanislaus Council of Governments

AMENDMENT # 3

REVENUE SOURCES	2008/09		2009/10		2010/11		2011/12		
	Previous	Current	Previous	Current	Previous	Current	Previous	Current	CURRENT TOTAL
LOCAL									
Sales Tax	$0	$0	$0	$0	$0	$0	$0	$0	$0
– City	$0	$0	$0	$0	$0	$0	$0	$0	$0
– County	$0	$0	$0	$0	$0	$0	$0	$0	$0
Other Local Funds (City General Funds, Gas Tax, Developer Fees, Prop 42)	$5,504,611	$5,057,864	$1,198,305	$1,679,457	$294,609	$4,743,062	$273,993	$698,575	$12,178,958
Transit (fares, local transportation funds)	$7,799,543	$7,799,543	$4,754,127	$4,754,127	$4,511,000	$4,511,000	$4,136,000	$4,136,000	$25,200,670
Local Total	$13,304,154	$12,857,407	$5,952,432	$6,433,584	$4,805,609	$9,254,062	$4,409,993	$4,834,575	$33,379,628
REGIONAL[1]									
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 (Please Specify)	$0	$0	$0	$0	$0	$0	$0	$0	$0
Regional Total	$0	$0	$0	$0	$0	$0	$0	$0	$0
STATE									
State Highway Operations and Protection Program (SHOPP)									$0
SHOPP (Including Augmentation)	$2,720,000	$3,197,000	$16,909,796	$12,500,000	$18,157,271	$12,000,000	$0	$0	$39,395,000
SHOPP Prior	$0	$0	$0	$0	$0	$0	$0	$0	$0
State Transportation Improvement Program (STIP)									
STIP (Including Augmentation)	$8,022,000	$8,222,000	$1,799,000	$10,237,000	$1,192,000	$1,199,000	$2,477,000	$2,477,000	$22,126,000
STIP Prior	$0	$0	$0	$0	$0	$0	$0	$0	$0
Proposition 1 B[4]	$0	$0	$0	$0	$0	$0	$0	$0	$0
GARVEE Bonds	$0	$0	$0	$0	$0	$0	$0	$0	$0
Traffic Congestion Relief Program	$0	$0	$0	$0	$0	$12,000,000	$0	$0	$12,000,000
State Transit Assistance (STA) (e.g., Proposition 116 bond, Prop 42)	$0	$0	$0	$0	$0	$0	$0	$0	$0
Other (Corridor Mobility Improvement Account)	$0	$0	$0	$18,813,000	$0	$0	$0	$0	$18,813,000
State Total	$10,742,000	$0	$18,709,796	$19,813,000	$19,349,271	$12,000,000	$2,477,000	$0	$30,813,000
FEDERAL TRANSIT									
Bus and Bus Related Grants (5309c)	$8,200,000	$8,200,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$0	$0	$13,200,000
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)	$100,000	$100,000	$0	$0	$0	$0	$0	$0	$100,000
Job Access and Reverse Commute Program (5316)	$217,000	$217,000	$236,000	$236,000	$0	$0	$0	$0	$453,000
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)	$105,000	$105,000	$114,000	$114,000	$0	$0	$0	$0	$219,000
Nonurbanized Area Formula Program (5311)	$358,543	$358,543	$379,127	$379,127	$0	$0	$0	$0	$737,670
Public Transportation on Indian Reservations (5311c)	$0	$0	$0	$0	$0	$0	$0	$0	$0
Transit in the Parks (5320)	$0	$0	$0	$0	$0	$0	$0	$0	$0
Urbanized Area Formula Program (5307)	$16,391,000	$16,391,000	$9,179,000	$9,179,000	$9,431,000	$9,431,000	$9,991,000	$9,991,000	$44,992,000
Other (Please specify)	$0	$0	$0	$0	$0	$0	$0	$0	$0
Federal Transit Total	$25,371,543	$25,371,543	$12,408,127	$12,408,127	$11,931,000	$11,931,000	$9,991,000	$9,991,000	$59,701,670
FEDERAL HIGHWAY									
Federal Highway Non-Discretionary	$0		$0		$0		$0		
Congestion Mitigation and Air Quality (CMAQ)	$6,236,468	$6,236,468	$6,348,724	$6,348,724	$6,463,031	$6,463,031	$6,579,335	$6,579,335	$25,627,528
Surface Transportation Program (Regional)	$5,016,375	$5,016,375	$5,166,768	$5,166,768	$5,258,809	$5,198,829	$5,288,007	$5,292,527	$20,614,519
Highway Bridge Program (HBP)	$0	$1,106,829	$0	$1,770,000	$7,389,031	$7,389,031	$32,616,530	$32,616,530	$42,882,766
Highway Safety Improvement Program (HSIP)	$198,000	$570,600	$26,000	$0	$437,000	$0	$0	$0	$570,600
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)	$338,000	$338,000	$0	$0	$0	$0	$0	$0	$338,000
Transportation Improvements (TI)	$0	$0	$0	$0	$0	$0	$0	$0	$0
Federal Lands Highway	$0	$0	$0	$0	$0	$0	$0	$0	$0
Other (Emergency Repair)	$10,641,000	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	$22,399,843	$13,268,068	$11,541,512	$13,226,112	$19,547,862	$19,050,841	$44,483,872	$44,488,392	$90,033,433
Federal Highway Discretionary Programs	$0		$0		$0		$0		
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)	$5,160,000	$5,160,000	$0	$0	$0	$13,200,000	$0	$0	$18,360,000
High Risk Rural Road (HRRR)	$0	$13,680	$0	$0	$0	$0	$0	$0	$13,680
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	$125,000	$125,000	$0	$0	$0	$0	$0	$0	$125,000
Transportation and Community and System Preservation Program	$0	$0	$0	$0	$0	$0	$0	$0	$0

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REVENUE SOURCES		2008/09		2009/10		2010/11		2011/12		
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	CURRENT TOTAL
	Other (Federal Demonstration)	$0	$0	$0	$2,240,000	$0	$0	$0	$0	$2,240,000
	Subtotal	$5,285,000	$5,294,686	$0	$2,240,000	$0	$13,290,000	$0	$0	$20,728,686
	Federal Highway Total	$27,684,343	$18,566,742	$11,541,512	$15,466,112	$19,547,862	$32,250,861	$44,483,872	$44,488,323	$110,772,113
	FEDERAL TOTAL[2]	$53,056,366	$43,319,291	$73,949,635	$27,874,223	$31,478,862	$44,181,861	$54,474,872	$54,473,592	$170,473,763
INNOVATIVE FINANCE[3]	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
	Innovative Financing Total	$0	$0	$0	$0	$0	$0	$0	$0	$0
REVENUE TOTAL		$77,502,546	$56,795,693	$49,601,867	$53,120,823	$55,633,742	$65,435,923	$61,361,865	$59,313,967	$334,896,411

NOTES:

[1]Regional: Some MPOs may not have regional fund sources. In these cases, data would be shown as "zero" or not applicable

[2]Federal Total: is the sum of federal highway and federal transit programs.

[3]Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

[4]Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation

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PROGRAMMED		2008/09		2009/10		2010/11		2011/12		
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	CURRENT TOTAL
LOCAL	Sales Tax	$0	$0	$0	$0	$0	$0	$0	$0	$0
	– City	$0	$0	$0	$0	$0	$0	$0	$0	$0
	– County	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other Local Funds (City General Funds, Gas Tax, Developer Fees, Prop 42)	$5,904,611	$5,057,964	$1,198,305	$1,679,457	$294,609	$4,743,062	$270,693	$698,575	$12,178,958
	Transit (farms, local transportation funds)	$7,799,543	$7,799,543	$4,754,127	$4,754,127	$4,511,000	$4,511,000	$4,136,000	$4,136,000	$21,200,670
	Local Total	$13,704,154	$12,857,497	$5,952,432	$6,433,584	$4,805,609	$9,254,062	$4,409,993	$4,834,575	$33,379,628
REGIONAL[1]	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 Farms/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 (Please Specify)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Regional Total	$0	$0	$0	$0	$0	$0	$0	$0	$0
STATE	State Highway Operations and Protection Program (SHOPP)									$0
	SHOPP (Including Augmentation)	$2,720,000	$3,107,000	$16,609,796	$12,600,000	$16,157,271	$12,665,000	$0	$0	$28,395,000
	SHOPP Prior	$0	$0	$0	$0	$0	$0	$0	$0	$0
	State Transportation Improvement Program (STIP)									
	STIP (Including Augmentation)	$8,022,000	$8,222,000	$1,790,000	$10,237,000	$1,192,000	$1,192,000	$2,477,000	$2,477,000	$22,128,000
	STIP Prior	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Proposition 1 B[4]	$0	$0	$0	$0	$0	$0	$0	$0	$0
	GARVEE Bonds	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Traffic Congestion Relief Program	$0	$0	$0	$0	$0	$12,000,000	$0	$0	$12,000,000
	State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other (Corridor Mobility Improvement Account)	$0	$0	$0	$18,813,000	$0	$0	$0	$0	$18,813,000
	State Total	$10,742,000	$0	$18,609,796	$18,813,000	$19,349,271	$13,000,000	$2,477,000	$0	$30,813,000
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	$8,200,000	$8,200,000	$2,500,000	$2,500,000	$2,600,000	$2,600,000	$0	$0	$13,300,000
	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)	$100,000	$100,000	$0	$0	$0	$0	$0	$0	$100,000
	Job Access and Reverse Commute Program (5316)	$217,000	$217,000	$236,000	$236,000	$0	$0	$0	$0	$453,000
	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)	$105,000	$105,000	$114,000	$114,000	$0	$0	$0	$0	$219,000
	Nonurbanized Area Formula Program (5311)	$358,543	$358,543	$379,127	$379,127	$0	$0	$0	$0	$737,670
	Public Transportation on Indian Reservation (5311c)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Transit in the Parks (5320)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Urbanized Area Formula Program (5307)	$16,391,000	$16,391,000	$9,179,000	$9,179,000	$9,431,000	$9,431,000	$9,991,000	$9,991,000	$44,992,000
	Other (Please specify)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Transit Total	$25,371,543	$25,371,543	$12,408,127	$12,408,127	$11,931,000	$11,931,000	$9,991,000	$9,991,000	$59,701,670
FEDERAL HIGHWAY	Federal Highway Non-Discretionary									
	Congestion Mitigation and Air Quality (CMAQ)	$4,709,442	$5,269,273	$4,641,696	$4,592,196	$443,000	$504,923	$0	$159,354	$11,015,746
	Surface Transportation Program (Regional)	$5,076,375	$5,016,375	$5,166,788	$5,106,758	$5,258,830	$5,198,829	$5,258,007	$5,292,527	$20,614,519
	Highway Bridge Program (HBP)	$0	$1,105,675	$0	$1,772,600	$7,389,031	$7,389,031	$32,616,530	$32,616,530	$42,882,786
	Highway Safety Improvement Program (HSIP)	$108,000	$570,600	$26,000	$0	$437,000	$0	$0	$0	$570,600
	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 (SRTS)	$338,000	$338,000	$0	$0	$0	$0	$0	$0	$338,000
	Transportation Improvements (TI)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Lands Highway	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other (Emergency Repair)	$10,641,000	$0	$0	$0	$0	$0	$0	$0	$0
	Subtotal	$20,872,817	$12,300,273	$10,034,483	$11,469,584	$13,528,861	$13,182,783	$37,904,537	$38,068,411	$75,421,651
	Federal Highway Discretionary Programs									
	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)	$5,160,000	$5,160,000	$0	$0	$0	$13,200,000	$0	$0	$18,360,000
	High Risk Rural Road (HRRR)	$0	$13,680	$0	$0	$0	$0	$0	$0	$13,680
	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	$125,000	$125,000	$0	$0	$0	$0	$0	$0	$125,000

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PROGRAMMED		2008/09		2009/10		2010/11		2011/12		
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	CURRENT TOTAL
	Transportation and Community and System Preservation Program	$0	$0	$0		$0	$0	$0	$0	$0
	Other (Federal Demonstration)	$0	$0	$0	$2,240,000	$0	$0	$0	$0	$2,240,000
	Subtotal	$5,259,000	$5,259,680	$0	$2,240,000	$0	$13,200,000	$0	$0	$20,738,680
	Federal Highway Total	$26,157,817	$17,599,533	$10,034,483	$14,109,364	$13,524,861	$16,382,783	$37,904,537	$38,068,411	$96,160,331
	FEDERAL TOTAL[1]	$51,529,360	$42,971,098	$22,442,610	$26,517,711	$25,455,861	$38,313,783	$47,895,537	$43,053,411	$155,562,001
INNOVATIVE FINANCE[2]	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
	Innovative Financing Total	$0	$0	$0	$0	$0	$0	$0	$0	$0
PROGRAMMED TOTAL		$75,375,514	$55,828,503	$47,094,838	$51,764,295	$49,610,741	$59,587,845	$54,782,530	$52,993,986	$320,094,829

NOTES:

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	REVENUE Vs. PROGRAMMED	2008/09		2009/10		2010/11		2011/12		
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	CURRENT TOTAL
LOCAL	Sales Tax	$0	$0	$0	$0	$0	$0	$0	$0	$0
	– City	$0	$0	$0	$0	$0	$0	$0	$0	$0
	– County	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other Local Funds (City General Fund, Gas Tax, Developer Fees, Prop 42)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Transit (fares, local transportation funds)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Local Total	$0	$0	$0	$0	$0	$0	$0	$0	$0
REGIONAL[1]	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 (Please Specify)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Regional Total	$0	$0	$0	$0	$0	$0	$0	$0	$0
STATE	State Highway Operations and Protection Program (SHOPP)									
	SHOPP (Including Augmentation)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	SHOPP Prior	$0	$0	$0	$0	$0	$0	$0	$0	$0
	State Transportation Improvement Program (STIP)									
	STIP (Including Augmentation)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	STIP Prior	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Proposition 1B[4]	$0	$0	$0	$0	$0	$0	$0	$0	$0
	GARVEE Bonds	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Traffic Congestion Relief Program	$0	$0	$0	$0	$0	$0	$0	$0	$0
	State Transit Assistance (STA) (e.g., Proposition 42 Bond Proceeds)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other (Corridor Mobility Improvement Account)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	State Total	$0	$0	$0	$0	$0	$0	$0	$0	$0
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	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 (5309b)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Intercity Bus (5311f)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	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)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Public Transportation on Indian Reservation (5311c)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Transit in the Parks (5320)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Urbanized Area Formula Program (5307)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other (Please specify)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Transit Total	$0	$0	$0	$0	$0	$0	$0	$0	$0
FEDERAL HIGHWAY	Federal Highway Non-Discretionary									
	Congestion Mitigation and Air Quality (CMAQ)	$1,527,026	$907,195	$1,507,029	$1,356,529	$6,023,001	$5,958,078	$6,579,335	$6,413,981	$14,611,782
	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
	Other (Emergency Repair)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Subtotal	$1,527,026	$907,195	$1,507,029	$1,356,529	$6,023,001	$5,958,078	$6,579,335	$6,413,981	$14,611,782
	Federal Highway Discretionary Programs									
	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	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other (Please Specify)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Subtotal	$0	$0	$0	$0	$0	$0	$0	$0	$0

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REVENUE Vs. PROGRAMMED	2008/09		2009/10		2010/11		2011/12		
	Previous	Current	Previous	Current	Previous	Current	Previous	Current	CURRENT TOTAL
Federal Highway Total	$1,537,626	$947,195	$1,507,029	$1,356,528	$6,023,001	$5,868,678	$6,579,335	$6,419,941	$14,611,732
FEDERAL TOTAL[2]	$1,537,626	$947,195	$1,507,029	$1,356,528	$6,023,001	$5,868,678	$6,579,335	$6,419,941	$14,611,732
INNOVATIVE FINANCE[3]									
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
Innovative Financing Total	$0	$0	$0	$0	$0	$0	$0	$0	$0

NOTES:

[1]Regional: Some MPOs may not have regional fund sources. In those cases, data would be shown as "zero" or not applicable

[2]Federal Total: is the sum of federal highway and federal transit programs.

[3]Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

[4]Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 10 COUNTY: Stanislaus County ROUTE: PM: PPNO: KP: EA: MPO ID: STANCOG CTIPS ID: 214-0000-0456	TITLE (DESCRIPTION): HSIP Grouped Projects (HSIP Grouped Projects - Install raised concrete median; widen radius return; install signal signs, stripes and pavement markings @ Claribel @ BNSF RR Crossing; @ S 9th & Latimer)	MPO Aprv: / / State Aprv: / / Federal Aprv: / /
IMPLEMENTING AGENCY: Stanislaus County	PRJ MGR: RON CHERRIER PHONE:	EPA TABLE II or III EXEMPT CATEGORY: Safety Improvement Program.

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	12/14/2008	DNGUYEN2	Amendment - Other (Explain ==>)	3	634,000		

• Other Fed -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 2	PE									
• Fund Type: Highway Safety Improvement Program	RW									
• Funding Agency: Caltrans	CON		570,600							570,600
	TOTAL		570,600							570,600

• Loc Funds -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 2 of 2	PE									
• Fund Type: Local Transportation Funds	RW									
• Funding Agency: Various Agencies	CON		63,400							63,400
	TOTAL		63,400							63,400

Project Total		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
	PE									
	RW									
	CON		634,000							634,000
	TOTAL		634,000							634,000

Comments:
RTP pg 81
******** Version 1 - 06/25/2008 ********

Excellence in Regional Planning

StanCOG

Stanislaus Council Of Governments

City of Ceres • City of Hughson • City of Modesto • City of Newman • City of Oakdale • City of Patterson
City of Riverbank • City of Turlock • City of Waterford • County of Stanislaus

TO: Policy Board

Staff Report
Motion

THROUGH: Vincent J. Harris

FROM: Carlos Yamzon, Senior Planner
Scott Philips, Associate Planner

DATE: January 14, 2009

RE: Withdrawal of Amendment #2 to the 2009 Interim Federal Transportation Improvement Program

---

RECOMMENDATION

By **MOTION**, recommend to the StanCOG Policy Board the withdrawal of Amendment #2 to the 2009 Interim FTIP.

BACKGROUND

The CMAQ "Regional Rideshare" program adopted by the Policy Board in Amendment #2 has been incorporated into Amendment #3.

Amendment #2 public review and comment period has been conducted and concluded November 11, 2008; a public hearing for this item was held on October 29, 2008. Amendment #2 was adopted by the StanCOG Policy Board on November 12, 2008.

If you have any questions or need additional information, please contact via email either Carlos Yamzon, Senior Planner at cyamzon@stancog.org or Scott Philips, Associate Planner at swphilips@stancog.org or via phone @ 209-525-4600.

Good morning Carlos and Scott

Caltrans D10 has reviewed the Amendment#3 and Conformity Analysis and requests the following SHOPP and STIP projects be amended into the 2009 StanCOG FTIP on your next available amendment opportunity. Thank you:

SHOPP Projects (Dollars X $1000)

1. There is a new added SHOPP Category – Emergency Response. The project is in Rte 99, Near Ceres, at Hatch Road. Repair failed slip-0ut damage. Project EA is 0T850, Construction cost is for $400 and for PE cost, $65.

   Response:
   Noted; the new SHOPP Category "Emergency Response" has been added to CTIPS and will be programmed with Amendment #3 in the 2009 Interim FTIP. Please refer to the attached CTIPS page (CTIPS ID 214-0000-0482)

   (See attached file: StanCOG SHOPP List 010609.pdf) (See attached file: StanCOG SHOPP List 010609.pdf)

2. The SHOPP Lump sum reports in Revised Amendment#3, CTIPs ID#s 214-0000-0377, 214-0000-0378, 214-000-0379 and 214-0000-0380 do not match the current lump sum amount. See the above attachments

3. CTC has approved a 'Time Extension to Award Request" last December 11, 2008, copy of which is hereto attached. The project is in Modesto, from L Street to San Juan Drive. Rehabilitate roadway. The approved time extension for this project is until June 2009.

   (See attached file: StanCOG Am#3 TimeEx Proj 3a650K.pdf)

   Fyi, this project has received CTC allocation as part of 2006 SHOPP, under a SHOPP–Roadway Preservation Category and need to be re-programmed in the 2009 StanCOG FTIP as "Shopp Prior" funds.

   Response:
   This project has been reprogrammed as "SHOPP Prior Funds" and entered into CTIPS and Attachment #1 "Summary of Changes" as part of Amendment #3 to the 2009 Interim FTIP. Please refer to the attached CTIPS page (CTIPS ID 114-0000-0045)

STIP Projects

District Project Managers have submitted the following comments in the attached documents.

1. To project SR 219 Widening, Phase 2 (0A872). Please include $2,240,000 DEMO Construction funds in FY 09/10. (See attached file: EA 0A872 SR 219 Widening PH2.pdf)

   Response:
   $2.24M in DEMO CON funds has been included in FY 09/10.

2. The North County Corridor (NCC) project -EA 0S800 needs to be included: StanCOG is the lead implementing agency of this project.

   Response:
   The North County Corridor (NCC) EA 0S800 is included in the 2009 Interim FTIP as STIP/Regional Choice CTIPS ID 114-0000-0158. A copy of the CTIPS page is included for your records.

3. All future programming in the FTIP for the Oakdale Bypass project (EA 34540) should be deleted. (See attached file: 0S800, 34540.pdf)

   Response:
   The Oakdale Bypass project is not listed in the 2009 Interim FTIP. Future programming for the project will not take place.

If you have any questions or need additional information on the above mentioned projects, I can be reached at (209) 948-3962

Thank you.

Connie Medina, D10 FTIP Coordinator

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 10 COUNTY: Stanislaus County ROUTE: PM: PPNO: 0243 KP: EA: 0T850 MPO ID: SHOPPER01 CTIPS ID: 214-0000-0482	TITLE (DESCRIPTION): SHOPP - Emergency Response (Near Ceres @ Hatch Rd. Repair failed slip-out damage)	MPO Aprv: / / State Aprv: / / Federal Aprv: / /
IMPLEMENTING AGENCY: Caltrans	PRJ MGR: PHONE:	EPA TABLE II or III EXEMPT CATEGORY: Shoulder Improvements.

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	01/23/2009	SPHILIPS	Amendment - New Project	3	400,000		65,000

• SHOPP - Emergency Response -
• Fund Source 1 of 1
• Fund Type: National Hwy System
• Funding Agency: Caltrans

	PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
PE		65,000							65,000
RW									
CON		400,000							400,000
TOTAL		465,000							465,000

Comments:
RTP pg 81 (Maintenance & Operations)
******** Version 1 - 01/09/2009 ********

2008 State Highway Operation & Protection Program

District 10 - Stanislaus County

Current Official Document

(Programmed Amount in Thousands)

Rte	Post	Length	Location/Description	EA	PPNO	VoteDate	ProgYear	Prog Code	StateR/W	StateCons	LocalFunc	StateSupp
			SHOPP - Bridge Preservation									
33	23.4		Near Westley, at Ingram Creek Bridge. Rehabilitate bridge (scour).	2A290	0032		2008/10	201.111	56	1,984	0	1,051
			SHOPP - Collision Reduction									
108	28.7	0.7	Near Modesto, at McHenry Avenue and Patterson Road. Install signals and widen intersection.	0N440	0066		2009/10	201.010	112	2,114	0	1,335
99	R15.1	0.2	In Modesto, between Tuolumne Boulevard and G Street. Widen median shoulder and install rumble strip.	0M970	0098	8/28/08	2008/09	201.010	0	297	0	369
			SHOPP - Emergency Response									
99	R13.3		Near Ceres, at Hatch Road. Repair failed slip-out damage.	0T850	0243	10/3/08	2008/09	201.130	0	400	0	65
			SHOPP - Mobility									
99	R21.9	0.4	In Salida, at Kiernan Avenue. Reconstruct interchange.	0K700	9464		2008/09	201.310	9	1,617	0	815
			SHOPP - Roadway Preservation									
33	0.5	14.0	In Newman, from Inyo Street to south of Jensen Road; also in Patterson from south of Sperry Road to Van Ormer rail road grade crossing. Rehabilitate pavement.	0G770	9182		2009/10	201.121	0	4,438	0	1,512
99	R15.1	1.9	In and near Modesto, from Tuolumne Boulevard to Kansas Avenue. Rehabilitate roadway.	0A871	9421		2010/11	201.120	324	7,518	0	4,846
			Total Stanislaus County: 7 Projects						501	18,366	0	9,993
			Report Total: 7 Projects						501	18,366	0	9,993

Add:
New Category

Note: SHOPP construction dollars are the most current of either programmed or voted.

01/06/2009

(1/21/2009) Scott Philips - StanCOG SHOPP List 010609.pdf Page 1

Stanislaus Council of Governments
SHOPP Lump Sum by Category and Fund Type
Dollars x $1000

2008

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Emergency Response									
	11400000185	STA	10	0T850	99	Near Ceres, at Hatch Road, Repair failed slip-out damage	$55		$400
						County Total	$55		$400
						MPO SHOPP - Emergency Response Total:	$55		$400

Stanislaus Council of Governments 2008
SHOPP Lump Sum by Category and Fund Type
Dollars x $ 1000

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
Stanislaus County										
SHOPP - Bridge Preservation										
Bridge - State (HBRR)	$3091			$3,091				$1,051	$56	$1,984
TOTAL	$3091			$3,091				$1,051	$56	$1,984
SHOPP - Collision Reduction										
Surface Transportation Program	$4227		$666	$3,561				$1,704	$112	$2,411
TOTAL	$4227		$666	$3,561				$1,704	$112	$2,411
SHOPP - Emergency Response										
National Hwy System	$465		$465					$65		$400
TOTAL	$465		$465					$65		$400
SHOPP - Mobility										
National Hwy System	$2441		$2,441					$815	$9	$1,617
TOTAL	$2441		$2,441					$815	$9	$1,617
SHOPP - Roadway Preservation										
National Hwy System	$18630			$5,948	$12,688			$6,358	$324	$11,954
TOTAL	$18630			$5,948	$12,688			$6,358	$324	$11,954
County TOTAL	$28,860		$3,572	$12,600	$12,688			$9,993	$501	$18,366
MPO TOTAL	$28,860		$3,572	$12,600	$12,688			$9,993	$501	$18,366

Stanislaus Council of Governments 2008
SHOPP Lump Sum by Category and Fund Type
Dollars x $ 1000

MPO_ID	CTIPSID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Bridge Preservation									
	11400000129	STA	10	2A290	33	Near Westley, at Ingram Creek Bridge. Rehabilitat e bridge (scour).	$1,051	$56	$1,984
						County Total	$1,051	$56	$1,984
						MPO SHOPP - BridgePreservation Total	$1,051	$56	$1,984

Stanislaus Council of Governments 2008
SHOPP Lump Sum by Category and Fund Type
Dollars x $ 1000

MPO_ID	GTIPSID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - CollisionReduction									
	11400000163	STA	10	0M970	99	In Modesto, between Tuolumne Boulevard and G Street Widen median shoulder and install rumble strip	$309		$297
	11400000145	STA	10	0N440	108	Near Modesto, at McHenry Avenue and Patterson Road Install signals and widen intersection	$1,395	$112	$2,114
						County Total	$1,704	$112	$2,411
						MPO SHOPP - CollisionReduction Total	$1,704	$112	$2,411

Stanislaus Council of Governments 2008
SHOPP Lump Sum by Category and Fund Type
Dollars x $ 1000

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Emergency Response									
	11400000165	STA	10	0T850	99	Near Ceres, at Hatch Road. Repair failed slip-out damage.	$65		$400
						County Total	$65		$400
						MPO SHOPP - Emergency Response Total	$65		$400

1/6/2009 8:09:28AM

Stanislaus Council of Governments 2008
SHOPP Lump Sum by Category and Fund Type
Dollars x $ 1000

MPO_ID	CTIPSID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Mobility									
	11400000131	STA	10	0K700	99	In Salida, at Kiernan Avenue. Reconstruct interchange.	$315	$9	$1,617
						County Total	$315	$9	$1,617
						MPO SHOPP - MobilityTotal	$315	$9	$1,617

Stanislaus Council of Governments 2008
SHOPP Lump Sum by Category and Fund Type
Dollars x $ 1000

MPO_ID	CTIPSID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Roadway Preservation									
	11400000082	STA	10	0A671	99	In and near Modesto, from Tuolumne Boulevard to Kansas Avenue Rehabilitate roadway	$4,846	$324	$7,518
	11400000130	STA	10	0G770	33	In Newman, from Inwo Street to south of Jensen Road ; also in Patterson from south of Sperry Road to Van Ormer rail road grade crossing Rehabilitate pavement	$1,512		$4,436
						County Total	$6,358	$324	$11,954
						MPO SHOPP - Roadway Preservation Total:	$6,358	$324	$11,954

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 10	COUNTY: Stanislaus County	TITLE (DESCRIPTION): SHOPP - Prior Years (In Modesto - L Street to San Juan Drive - rehabilitate roadway (CTC Time Extension from 2006 SHOPP Roadway preservation category))	MPO Aprv: / /
ROUTE: 132	PM: L14.9 / L16.8		State Aprv: / /
PPNO: 9798	KP:		Federal Aprv: / /
EA: 3A650K	MPO ID: 02STA045P		
CTIPS ID: 114-0000-0045			
IMPLEMENTING AGENCY: Caltrans		PRJ MGR: D. S. FRANKE PHONE: (559) 243-3467	EPA TABLE II or III EXEMPT CATEGORY: Pavement resurfacing and/or rehabilitation.

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
3	Active	01/09/2009	SPHILIPS	Amendment - Other (Explain ==>)	3	9,855,000		
2	Official	05/08/2002	CHARRIS	Adoption - Carry Over		6,883,000	130,000	1,601,000
1	Official	12/01/2000	DWHITMOR	Adoption		6,883,000		1,601,000

• SHOPP - Roadway - Roadway Rehabilitation		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 2	PE									
• Fund Type: State Cash	RW									
• Funding Agency:	CON		1,130,368							1,130,368
	TOTAL		1,130,368							1,130,368

• SHOPP - Roadway - Roadway Rehabilitation		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 2 of 2	PE									
• Fund Type: National Hwy System	RW									
• Funding Agency:	CON		8,724,632							8,724,632
	TOTAL		8,724,632							8,724,632

Project Total		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
	PE									
	RW									
	CON		9,855,000							9,855,000
	TOTAL		9,855,000							9,855,000

Comments:

SHOPP Prior Funds - CTC Time Extension

RTP pg 81 (Maintenance & Operations)

******** Version 3 - 01/09/2009 ********

******** Version 2 - 05/01/02 ********

Project data transfered from 2002 SHOPP.

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 10	COUNTY: Stanislaus County	TITLE (DESCRIPTION): SR 219 Widening, Phase 2 (Near Salida, on Route 219 from Morrow Road to Route 108. Widen to 4 lanes.)	MPO Aprv: / /
ROUTE: 219	PM: 2.9 / 4.9		State Aprv: / /
PPNO: 9940C	KP: 4.7 / 7.9		Federal Aprv: / /
EA: 0A872	MPO ID:		
CTIPS ID: 114-0000-0141			
IMPLEMENTING AGENCY: Caltrans		PRJ MGR: Christina Hibbard PHONE: (209) 948-7889	EPA TABLE II or III EXEMPT CATEGORY:

PROJECT VERSION HISTORY (Printed Version is Shaded) *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	01/23/2009	SPHILIPS	Amendment - Split/Combined - Split Into	3	29,500,000	19,000,000	2,000,000

• State Bond - Corridor Mobility Improvement Account		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 4	PE									
• Fund Type: Corridor Mobility Program	RW									
• Funding Agency: Caltrans	CON			18,813,000						18,813,000
	TOTAL			18,813,000						18,813,000

• RIP - Regional Improvement Program		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 2 of 4	PE	1,528,000								1,528,000
• Fund Type: STIP Augmentation	RW									
• Funding Agency: Stanislaus Council of Governments	CON									
	TOTAL	1,528,000								1,528,000

• RIP - Regional Improvement Program		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 3 of 4	PE	472,000								472,000
• Fund Type: State Cash	RW	16,760,000								16,760,000
• Funding Agency: Stanislaus Council of Governments	CON			8,447,000						8,447,000
	TOTAL	17,232,000		8,447,000						25,679,000

• Demo - Fed Demo		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 4 of 4	PE									
• Fund Type: Demonstration-State TEA21	RW	2,240,000								2,240,000
• Funding Agency: Federal Highway Administration (FHWA)	CON			2,240,000						2,240,000
	TOTAL	2,240,000		2,240,000						4,480,000

Project Total		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
	PE	2,000,000								2,000,000
	RW	19,000,000								19,000,000
	CON			29,500,000						29,500,000
	TOTAL	21,000,000		29,500,000						50,500,000

Comments:

******** Version 1 - 01/23/09 ********

Project data transfered from 2008 STIP 3.

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 10 COUNTY: Stanislaus County ROUTE: PM: PPNO: 0228 KP: EA: MPO ID: CTIPS ID: 114-0000-0158	TITLE (DESCRIPTION): North County Corridor (Near Salida and Escalon, between Route 99 at Hammet Road Interchange and 7.8 miles east of Route 108/120 Junction. New Expressway.)	MPO Aprv: 12/09/2008 State Aprv: / / Federal Aprv: / /
IMPLEMENTING AGENCY: Stanislaus Council of Governments PRJ MGR: Carlos Yamzon PHONE: (209) 558-7830		EPA TABLE II or III EXEMPT CATEGORY:

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	12/09/2008	SPHILIPS	Adoption - New Project				6,200,000

• RIP - Local Roads		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 1	PE		6,200,000							6,200,000
• Fund Type: State Cash	RW									
	CON									
• Funding Agency: Stanislaus Council of Governments	TOTAL		6,200,000							6,200,000

Comments:

******** Version 1 - 06/17/08 ********

Project data transfered from 2008 STIP 1.

TAYLORSJCOGRe Response to Comments Amendment #3 & #4 - 2009 Interim FTIP
From: "Tanisha Taylor" <Taylor@sjcog.org>
To: <dnguyen@Interwestgrp.com>, <CYAMZON@Stancog.org>, "Scott Philips" <SWPH...
Date: 1/7/2009 12:36 PM
Subject: Re: Response to Comments Amendment #3 & #4 - 2009 Interim FTIP
Attachments: Amendment3response to comments.pdf

CC: "Cari Anderson" <cari@caconsulting.org>, "Dana Cowell" <Cowell@sjcog.org...
Good Afternoon Scott/Diane:

In review of the StanCOG amendment #3 response to comments I have one followup question:
Regarding Project Specific Comments
Projects without funding in current cycle should provide explanation as to why the project is included in the FTIP. Example: 214-0000-0477, widen Claribel Road programs $10M, CON, 12/13. (This project doesn't seem to match a project on the RTP page 68?

Response:
Projects without funding in current cycle have been deleted from Amendment #3.

FTIP project description seems to differ from STIP, 114-0000-1060.
Is phase, and/or project fully funded?).

Response:
There is not STIP or FTIP project that match the commenter's 114-0000-1060.

The commenter indicates that the Claribel project on page 68 is not consistent with what is being programmed. The projects on page 68 of the RTP indicate that they will be open to traffic in 2010 and 2011. I am somewhat confused as to how the Claribel projects on page 68 of the RTP relate to the project being programmed in amendment #3, if they are scheduled to be open to traffic in 2010 and 2011 respectively, how can the proposed funding for construction of the project be programmed in FFY 12/13?

Response:
This project has been removed from Amendment #3 and is not programmed in the FTIP.

Happy New Year to All!
Tanisha

>>> "Scott Philips" <SWPHILIPS@Stancog.org> 01/02/2009 2:30 PM >>>
Cathy/Steve -

Please find attached the response to comments for Amendments #3 & 4 to the 2009 Interim FTIP for your review. If you have any questions or require additional information regarding the attached documents, please contact me at 209-525-4644.

Happy New Year!!

Cheers!!

Scott

Scott Philips
Associate Planner
Stanislaus Council of Governments
900 H Street, Suite D
Modesto, CA 95354
P: 209.525.4644
F: 209.558.7833
E-mail: swphilips@stancog.org

Response to Comments
Amendment #3
Stanislaus County Department of Public Works

Stanislaus County
Striving to be the Best

DEPARTMENT OF PUBLIC WORKS

Matt Machado, PE
Director

Laurie Barton, PE
Deputy Director, Engineering/Operations

Diane Haugh
Assistant Director, Business/Finance

1010 10th Street, Ste. 3500, Modesto, CA 95354
Phone: 209.525.6550/email: publicworks@stancounty.com

January 15, 2009

Mr. Vince Harris
Executive Director
StanCOG
900 H St., Suite D
Modesto, CA 95354

RE: Draft Amendment #3 to the 2009 Interim FTIP – Response to Comments

Dear Vince:

Thank you for your response to our comments regarding FTIP Amendment #3. I have reviewed your letter that was hand-delivered on January 12th and concur with your assessment of how to address our ten comments. In particular I appreciate how you, Diane Nguyen and your staff have met with us and provided us an opportunity to discuss the details of our projects. We are in support of your proposal to adopt Amendment #3 at the January 29th Policy Board meeting.

Respectfully,

Matt Machado
Director
Stanislaus County Public Works

cc: Stan Risen
Laurie Barton
David Leamon
Ron Cherrier
Carlos Yamzon
Scott Philips
Diane Nguyen

H:\MATT MACHADO\Concurrence with StanCOG Response.doc

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Stanislaus Council Of Governments

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City of Riverbank • City of Turlock • City of Waterford • County of Stanislaus

January 7, 2009

Mr. Matt Machado, PE
Public Works Director
Stanislaus County Department of Public Works
1716 Morgan Road
Modesto, CA 95358

Dear Mr. Machado:

The purpose of this letter is to address specific Regional Transportation Plan (RTP) issues that were discussed at our meeting of January 5, 2009.

It is StanCOG's position that the 2007 StanCOG RTP was a result of preparation with local agency staffs on project priorities and public outreach in complete compliance with state and federal regulations for RTP development. I understand that Stanislaus County submitted a list of 76 projects, totaling $500 million, during the RTP public review period. Because none of these projects were brought to StanCOG's attention during earlier RTP development, the needed additional review and inclusion (of these projects) for the RTP could not be afforded. It would require many months of analysis on financial constraint, air quality conformity, and environmental impacts. The RTP process clearly did not capture all the comments your agency wanted to provide. The purpose of this letter is to pick up this issue and examine regional priorities to advance mobility and congestion relief in this region. The RTP adhered to all federal regulations, at the same time, StanCOG's mission is excellence in regional planning. StanCOG is committed to improving the process so that Stanislaus County and our member agencies agree that excellence has been achieved in all our regional planning efforts.

I further agree with you that much time has passed without a plan of action on how to evaluate those 76 projects which could not be included in the 2007 RTP. I want to express StanCOG's commitment to go through this list immediately. As we discussed, a majority of these projects are not of regional significance for inclusion in the RTP, but there certainly are some worth evaluating much further. This plan of action is as follows:

Scope of Work	Date of Deliverable
Establish a Project Development team of StanCOG and Stanislaus County staff to meet twice a month. At any point, the team can determine if the frequency of the meetings should be increased/decreased. *Deliverables: (1) List of team names; (2) Date of standing meeting set and calendared for next 3 months for all team members*	January 12, 2009
Kick off meeting of the "Regional Project Priority Evaluation" PDT team *Deliverables:* (1)Preparation of minutes of every meeting; (2) Identification of action items including name of person responsible and date of completion. (3) Identification of key regional factors to assist County staff in narrowing down and prioritizing the list of projects. (4)Initial review of the 76 projects (and other candidate projects) and outline technical work needed to clarify project information and further winnow down the list of projects for regional significance	Mid January 2009

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Second and Third meetings of the PDT team Deliverable(s): (1) Identification of new regional candidate projects and updated scope, cost, timeline for delivery, financial funding sources. (2) Finalize comprehensive list of priorities of Stanislaus County projects.	February 2009
Fourth and Fifth meetings of the PDT team Deliverable(s): (1) Develop a schedule/milestone on what strategies/options need to be implemented for the various projects and implications to the RTP. (2) Initiate implementation strategy.	March 2009

I would appreciate your feedback on the proposed plan of action. I also want to let you know that StanCOG has incorporated work on the development of a new Regional Transportation Plan in the upcoming Fiscal Year Overall Work program. While this work was not expected to begin now, StanCOG wanted to acknowledge that our agency supports Stanislaus County's efforts on examining regional priorities and will contact all our member agencies for this same discussion. The result will be a collaborative effort, a completely regional effort. Through a much longer lead time in the development of these regional priorities with our member agencies, StanCOG's intent is to ensure that the 2011 RTP is more comprehensive than ever before. Equally as important, I want to eliminate any possibility of candidate project proposals coming too late to be considered in the RTP and to ensure member agencies are comfortable with the review time on the final draft of all future RTPs.

I appreciate our candid discussion and your bringing these issues to my direct attention. I look forward to working in partnership with Stanislaus County on this exciting discussion and hearing from you.

Sincerely,

Vince Harris

Vince Harris
Executive Director

Cc: Carlos Yamzon
Scott Philips
Diane Nguyen

V:StanCOG/HARRIS/Machado Letter Jan709

Excellence in Regional Planning

StanCOG
Stanislaus Council Of Governments

City of Ceres • City of Hughson • City of Modesto • City of Newman • City of Oakdale • City of Patterson
City of Riverbank • City of Turlock • City of Waterford • County of Stanislaus

January 7, 2009

Mr. Matt Machado, PE
Public Works Director
Stanislaus County Department of Public Works
1716 Morgan Road
Modesto, CA 95358

Dear Mr. Machado:

The purpose of this letter is to address Stanislaus County's comments regarding FTIP Amendment #3.

StanCOG has received ten comments from your agency regarding this amendment. My staff met with your staff on January 5, 2009 to go through each comment in detail. Please express my thanks to your staff in regards to this meeting, as I understand the meeting was very thorough. This letter summarizes the action taken for each of Stanislaus County's comments and identifies when each action will be completed. Please see the table below.

#	Comment	Response
1	Claribel Widening	This project is currently not in the 4-year element of the TIP, as the STIP funds are in FY 12/13. Therefore, it is not required for inclusion in the Formal Amendment and will be removed prior to StanCOG Board adoption on January 29. Stanislaus County expressed an interest in an earlier delivery date. StanCOG supports this goal to deliver this project in advance for the benefit of residents and mobility in the region. StanCOG will work with Stanislaus County to examine any opportunity at the state level (with the California Transportation Commission) for advancing the project in the STIP. StanCOG staff noted that the state's financial/budget crisis is not an opportune time this year but when the situation changes, this can be revisited and all other necessary steps involved to ensure this advancement are likewise implemented. **Date of completed action:** Immediately. StanCOG to keep Stanislaus County apprised of any changes in the state budget situation and the STIP funding.
2	HR3 grouped projects	StanCOG explained to County staff that Caltrans has provided StanCOG a list of HR3 projects and mandated that they are grouped projects. StanCOG will support efforts by the Stanislaus County to request changes to HR 3 projects. Until that time, StanCOG does not have authority to reflect HR3 projects differently than the list provided by Caltrans. **Date of completed action:** Not applicable
3	SHOPP	Caltrans Headquarters mandated that SHOPP projects be represented in the manner proposed in the FTIP Amendment #3. StanCOG will request from Caltrans written confirmation (via e-mail) that construction lump sum enables Request for Authorization of all phases including PE and ROW to be funded. **Date of completed action:** January 9, 2009
4	SR 132	StanCOG is currently fine tuning the costs for SR 132 Expressway in the CTIPS. **Date of completed action:** January 15, 2009
5	Regional rideshare	StanCOG will review the termination date of the contract with Commute Connection. StanCOG and Stanislaus County can then have a separate meeting to jointly discuss the advantages and disadvantages for other service providers. **Date of action:** Schedule meeting by January 16, 2009
6	7th Street Bridge	CTIPS listing was modified to show Stanislaus County as the lead agency.

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		Date of completed action: January 5, 2009
7	HSIP	StanCOG informed the County that Caltrans mandated the HSIP projects be lump summed in order for Caltrans to approve Amendment #3. County asked that StanCOG support its request to Caltrans for EPSP of the existing HSIP programming of the line-item project in the Interim TIPs. **Date of completed action:** January 5, 2009 – StanCOG sent an e-mail to Caltrans to support EPSP of the County's HSIP project in the interim TIP. Caltrans has final approval on EPSP of the HSIP.
8	RSTP Lump Sum	StanCOG agrees that there are advantages from priority setting of allocations in the lump sum (i.e. arrangements were member agencies' allocations are advanced or delayed depending on when agencies need to use RSTP funds). StanCOG will evaluate the obligations that occur with RSTP in this Fiscal year, report to its committees with the data, and subsequently work with the member agencies to reschedule lump sums. **Date of completed action:** June 2009
9	Carpenter Road	StanCOG will reduce the County's RSTP apportionment so there are RSTP funds for Carpenter Road. The reduced apportionment will be done as part of FTIP Administrative Modification #4. Also, the "like amount RSTP increase to Carpenter Road will be reflected as part of Administrative Modification #4 which will follow the StanCOG approval of Amendment #3. It cannot occur earlier. **Date of completed action:** January 30, 2009
10	CNG project	StanCOG will split the CNG project into two projects in the CTIPs—one with the lead agency as Riverbank and the other with the programming identified by Stanislaus County. This will require new entries in the CTIPS prior to StanCOG adoption. The dollar amounts are: $357,500 per agency, federal $316,495 and local $41,005.) **Date of completed action:** January 15, 2009

If you have any further questions regarding this amendment, please contact Carlos Yamzon of my staff.

Sincerely,

Vince Harris
Executive Director

Cc: Carlos Yamzon
Scott Philips
Diane Nguyen

V:StanCOG/HARRIS/Machado Letter2 709

Stanislaus County
Striving to be the Best

DEPARTMENT OF PUBLIC WORKS

Matt Machado, PE
Director

Laurie Barton, PE
Deputy Director, Engineering/Operations

Diane Haugh
Assistant Director, Business/Finance

Engineering & Operations Division
1716 Morgan Road, Modesto, CA 95358
Phone: 209-525-4130; Fax: 209-525-4140

January 5, 2009

Vince Harris, Director
StanCOG
900 H Street, Suite D
Modesto, CA 95354

RE: Draft Amendment #3 to the 2009 Interim Federal Transportation Improvement Program and Corresponding Draft Conformity Analysis

Dear Vince,

On December 30th, my staff received the agenda package for the Advisory Committee meetings to be held this week. We were surprised to see that the agenda included the above referenced item given that this item was not openly discussed at a Consolidated Planning Committee meeting or a Technical Advisory Committee meeting. The posting of the notice of public hearing was not transmitted to us in any form, i.e. email, phone, or meeting. Per the agenda item, the public comment period will close on January 13, and the public hearing is scheduled for January 6th at the Citizen's Advisory Committee meeting. It is your intent to formally adopt the Amendment #3 at the January 29th Policy Board Meeting.

Your agenda item does not explain the full intent of the Amendment #3. Is it your intent that this Amendment transforms the 2009 Interim FTIP into the 2009 FTIP since conformity is addressed? Does this also consider any updates to the 2007 RTP?

Although, the web notice may meet minimum requirements for noticing and public comment, please note that SAFETEA-LU requires MPOs to consult with local agencies. The RTP, TIP and ALL other plans and programs (including amendments) are subject to interagency consultation (IAC) and the Intergovernmental Review Process (IRP), which affords local agencies an opportunity to participate in the development of all plans and programs. I do not believe we have had this opportunity and am requesting consultation prior to any amendments or plan/program adoptions. I respectfully request the postponement of the public hearing and extension of the comment period.

The 2009 Interim FTIP states that the current 2007 RTP was developed with extensive outreach to member agencies and the public. It also states that only projects listed in the RTP can be placed in the FTIP. On April 18, 2007 the County sent a letter commenting on the Draft 2007 RTP. We requested that 76 projects be added to the RTP. Fifty-one of those projects are Tier 1 and many have regional significance, requiring that they be part of the FTIP. Our concerns to date have not been adequately

addressed. The RTP and FTIP should be revised accordingly, either with Amendment #3 or prior to adopting Amendment #3. The April 18, 2007 letter is attached.

In addition, we have not had adequate time to review the Amendment, although we have several preliminary comments (also attached) that we want incorporated. We are requesting additional time to review the Amendment with attachments including the Draft Conformity Analysis and Updated Financial Plan with regard to the 2007 RTP. Postponement of the public hearing and extension of the comment period are warranted so that we may properly and adequately review the information.

We also formally request that the RTP be amended to accurately reflect proposed planned projects for the region. We have noted in a preliminary review many projects with scheduled implementation and dollar amounts that do not reflect our current programming plans. Review of these projects may help alleviate financial constraint issues and move critical capacity increasing projects forward. These projects, of course, will need to be reflected in the conformity analysis and 2009 FTIP.

Please call to discuss further.

Sincerely,

Matt Machado, Director of Public Works

Attachments

Cc: Stan Risen
Carlos Yamzon
Laurie Barton
Ron Cherrier

Response to Comments
Amendment #3
City of Modesto

From: "Vickey Dion" <vdion@modestogov.com>
To: "Scott Philips" <SWPHILIPS@Stancog.org>
Date: 1/22/2009 11:19 AM
Subject: RE: Amendment #3 to 2009 Interim FTIP

Thanks Scott

Vickey Dion
Senior Civil Engineer
City of Modesto
Public Works Department
P.O. Box 642
Modesto, CA 95353

Phone (209)571-5542
Fax (209) 522-1780

-----Original Message-----
From: Scott Philips [mailto:SWPHILIPS@Stancog.org]
Sent: Thursday, January 22, 2009 10:48 AM
To: Vickey Dion
Subject: Re: Amendment #3 to 2009 Interim FTIP

Vicky -

The "Description of Change" field has been revised to provide greater clarity as to why the change was being made. I have attached the revised Attachment #1 for your records, please refer to page 8 for the revised "Description of Change".

Scott

Scott Philips
Associate Planner
Stanislaus Council of Governments
900 H Street, Suite D
Modesto, CA 95354
P: 209.525.4644
F: 209.558.7833
E-mail: swphilips@stancog.org

>>> "Vickey Dion" <vdion@modestogov.com> 1/7/2009 2:53 PM >>>
Scott,

Per our phone conversation, can you please revise the "Description of Change" field for the Carpenter Road Bridge Seismic Retrofit project listed on pg. 10 of Attachment #1 to Amendment #3? Rather than saying "Delete Project" can you please say something like, "This project is included elsewhere in the FTIP within the HBR lump sum projects. Delete this listing to remove the duplication."

Thank you very much. I appreciate your efforts.

Vickey Dion

Senior Civil Engineer

City of Modesto

Public Works Department

P.O. Box 642

Modesto, CA 95353

Phone (209)571-5542

Fax (209) 522-1780

Response to Comments
Amendment #3
Stanislaus Regional Transit

From: Scott Philips
To: Boles, Doralee
Date: 1/22/2009 2:49 PM
Subject: Re: Fwd: FTIP 2009 comments - County Transit
Attachments: 21400000453.pdf

CC: Barton, Laurie; Christian, Brad; Haugh, Diane; Machado, Matt; Yamzon...

Doralee -

The funding for the 5311(f) has been revised and will be included in Administrative Amendment #4. I have attached the CTIPS page reflecting the revision that will be processed in Admin Amend. #4.

Scott

Scott Philips
Associate Planner
Stanislaus Council of Governments
900 H Street, Suite D
Modesto, CA 95354
P: 209.525.4644
F: 209.558.7833
E-mail: swphilips@stancog.org

>>> Doralee Boles 1/5/2009 3:24 PM >>>
Hi Scott,
In the attached letter dated 5/30/08, the 5311 (f) project, I referenced in my earlier email, was described. The federal share of that project coming from 5311 (f) funds is $100,131.00. Please make a correction to the Amendment #3 documents to reflect the $100,131.00 or revise as needed. Any questions please call.
Thanks,
Doralee

Doralee Ann Boles
Associate Planner
Stanislaus County Public Works
1010 10th St., Ste 3500
Modesto, Ca., 95354
(209) 525-7504
FAX (209) 525-2332

>>> Doralee Boles 5/30/08 5:05:45 pm >>>
Good afternoon Scott,
Attached is a letter which will be arriving in hard copy next week. Based on our discussions I have included in my comments the unanticipated revenue for the new Farebox Project we had discussed. Thanks for the opportunity to comment on these critical documents.
Any questions please call ,
Doralee

Doralee Ann Boles
Associate Planner
Stanislaus County Public Works
1010 10th St., Ste 3500
Modesto, Ca., 95354
(209) 525-7504
FAX (209) 525-2332

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 10 COUNTY: Stanislaus County ROUTE: PM: PPNO: KP: EA: MPO ID: STANCOG CTIPS ID: 214 0000 0453	TITLE (DESCRIPTION): Farebox purchase (Purchase 18 fareboxes - 15 to be installed, two as spares and one for training purposes)	MPO Aprv: / / State Aprv: / / Federal Aprv: / /
IMPLEMENTING AGENCY: Stanislaus County	PRJ MGR: DORALEE BOLES PHONE:	EPA TABLE II or III EXEMPT CATEGORY: Purchase of equipment for existing facilities.

PROJECT Version	VERSION Status	HISTORY Official Date	(Printed Version is Stated) Updated By	Change Reason	Amend No	Prop Cn	(Dollars in Whole) Prop RW	PE
2	Active	01/13/2009	SPHILIPS	Amendment - Cost/Scope/Sch Change	4	383,000		
1	Official	12/09/2006	SPHILIPS	Adoption - New Project		383,000		

• FTA Funds -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 2	PE									
• Fund Type: Intercity Bus - 5311-f	RW									
• Funding Agency:	CON		100,131							100,131
	TOTAL		100,131							100,131

• Loc Funds -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 2 of 2	PE									
• Fund Type: Local Transportation Funds	RW									
• Funding Agency:	CON		282,869							282,869
	TOTAL		282,869							282,869

Project Total		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
	PE									
	RW									
	CON		383,000							383,000
	TOTAL		383,000							383,000

Comments:
Modify local and federal matches.sp
********Version 2 - 01/13/2009********
********Version 1 - 08/18/2008********

Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 10 COUNTY: Stanislaus County	TITLE (DESCRIPTION): Transfer Facility (Feasibility Analysis to Construct Transfer Facility)	MPO Aprv: / /
ROUTE: PM:		State Aprv: / /
PPNO: KP:		Federal Aprv: / /
EA: MPO ID: 06STA026M		
CTIPS ID: 214-0000-0375		
IMPLEMENTING AGENCY: Turlock, City of PRJ MGR: SCOTT MEDEIROS PHONE:		EPA TABLE II or III EXEMPT CATEGORY: Const of new bus or rail storage/maint. facilities

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
4	Active	01/02/2009	DNGUYEN2	Amendment - Cost/Scope/Sch. Change	3			810,000
3	Official	12/09/2008	SPHILIPS	Adoption - Carry Over		810,000		100,000
2	Official	05/09/2007	VANGELIN	Amendment - Cost/Scope/Sch. Change	3			350,000
1	Official	07/12/2006	BABANATH	Adoption - New Project		872,213		100,000

• FTA Funds -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 2	PE		648,000							648,000
• Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
• Funding Agency: Stanislaus Council of Governments	CON									
	TOTAL		648,000							648,000

• Loc Funds -		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 2 of 2	PE		162,000							162,000
• Fund Type: City Funds	RW									
• Funding Agency: Turlock, City of	CON									
	TOTAL		162,000							162,000

Project Total		PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
	PE		810,000							810,000
	RW									
	CON									
	TOTAL		810,000							810,000

Comments:
RTP pg 81
******** Version 4 - 12/10/2008 ********
******** Version 3 - 04/18/2008 ********
******** Version 2 - 05/21/2007 ********
******** Version 1 - 06/12/2006 ********

Attachment #5

Public Notice

Story #14021 System MODZ by BRANDSTATER Time 1:

Name COUNTY OF STAN COG Phone 2095587830
Address 900 H ST Account CO STAN COG
Class 8000 Times 1 Start 12/15/08 Stop 12/15/08
Total Cost 219.23 Total Paid Rep BRANDSTATER
Lines 30 AD COPY ENLARGED TO 150% > PDFADS

AD COPY

REVISED NOTICE OF PUBLIC HEARING

ON THE REVISED DRAFT AMENDMENT #3 TO THE 2009 INTERIM FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND CORRESPONDING REVISED DRAFT CONFORMITY ANALYSIS

NOTICE IS HEREBY GIVEN that the Stanislaus Council of Governments (StanCOG) will hold a public hearing on Wednesday, January 7, 2008 @ 6:00 PM at the Citizen's Advisory Committee Meeting to be held at the StanCOG Conference Room located at 900 H Street, Suite D, Modesto, CA, regarding the Revised Draft Amendment #3 to the 2009 Interim Federal Transportation Improvement Program (Interim FTIP) and corresponding Revised Draft Conformity Analysis. The previously noticed public hearing scheduled for December 17, 2008 is hereby cancelled. The purpose of the hearing is to receive public comments.

•The 2009 Interim FTIP is a listing of capital improvement and ..operational expenditures utilizing federal and state monies for transportation projects in Stanislaus County during the next four years that are eligible to proceed without a conformity determination.

•The Revised Draft Amendment #3 to the 2009 Interim FTIP contains project phases and/or projects that were not included in the 2009 Interim TIP.

•The Revised Draft Conformity Analysis contains the documentation to support a finding that the Revised Draft Amendment #3 meets the air quality conformity requirements for carbon monoxide, ozone and particulate matter.

Individuals with disabilities may call the StanCOG offices at 209-525-4600 (with 3-working day advance notice) to request auxiliary aids necessary to participate in the public hearing. Translation services are available (with 3-working-day advance notice) to participants speaking any language with available professional translation services.

The current public review and comment period is being extended and will conclude on January 13, 2009. The revised draft documents are available for review at the StanCOG office, located at 900 H Street, Suite D, Modesto, CA and on the StanCOG website at www.stancog.org.

Public comments pre welcomed at the hearing, or may be submit Ad in writing by 5:00 PM, January 13, 2009 to Carlos Yamzon, Senior Planner at the address below.

After considering the comments, the documents will be considered for adoption, by reso-

lution, by the StanCOG Policy Board at a regularly scheduled meeting to be held on January 29 2009 @ 6:00 PM in the City Council Chambers located at 1010 10th Street, Modesto, CA. The previously noticed adoption scheduled for January 14, 2009 is hereby cancelled. The documents will then be submitted to state and federal agencies for approval.

Contact: Carlos Yamzon, Senior Planner
StanCOG
900 H Street, Suite D
Modesto, CA 95354
209-525-4600
www.stancog.org

DECEMBER 15, 2008

Attachment #6

Resolution

BEFORE THE
STANISLAUS COUNCIL OF GOVERNMENTS
POLICY BOARD
RESOLUTION NO. 08-30

In the Matter of:
RESOLUTION ADOPTING THE

Amendment #3 to the 2009 Interim Federal Transportation Improvement Program and Corresponding Conformity Analysis

WHEREAS, the Stanislaus Council of Governments (StanCOG) 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 #3 to the 2009 Interim Federal Transportation Improvement Program (Interim 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 StanCOG forum and general public involvement; and

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

WHEREAS, Amendment #3 to the 2009 Interim FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, Amendment #3 to the 2009 Interim FTIP meets all applicable transportation planning requirements per 23 CFR Part 450.

WHEREAS, projects submitted in Amendment #3 to the 2009 Interim FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, Amendment #3 to the 2009 Interim FTIP includes a new Conformity Analysis; and

WHEREAS, Amendment #3 to the 2009 Interim FTIP does not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, Amendment #3 to the 2009 Interim conforms to the applicable SIPs (effective February 6, 2009;the effective date of the adequacy finding of motor vehicle emissions budgets submitted in the San Joaquin Valley 2007 Ozone Plan); and

WHEREAS, in accordance with EPA Companion Guidance for the Conformity Rule for multi-jurisdictional areas, StanCO 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 StanCOG has also developed a regional emissions analysis for Carbon Monoxide (CO Ozone, and PM-10 for Stanislaus County; and

WHEREAS, the documents have been widely circulated and reviewed by StanCOG 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 Stanislaus County] consistent with public participation process adopted by StanCOG]; and

WHEREAS, a public hearing was conducted on January 7, 2009, to hear and consider comments on Amendment #3 to the 2009 Interim FTIP and Corresponding Conformity Analysis; and the remainder of the MPOs in the PM2.5 nonattainment area have conducted public hearings as well; and

NOW, THEREFORE, BE IT RESOLVED, that StanCOG adopts Amendment #3 to the 2009 Interim FTIP and Corresponding Conformity Analysis (effective February 6, 2009; the effective date of the adequacy finding of motor vehicle emissions budgets submitted in the San Joaquin Valley 2007 Ozone Plan).

BE IT FURTHER RESOLVED, that the StanCOG] finds that the 2007 Regional Transportation Plan [and Amendment #3 to the 2009 Interim FTIP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plan for air quality (effective February 6, 2009; the effective date of the adequacy finding of motor vehicle emissions budgets submitted in the San Joaquin Valley 2007 Ozone Plan).

THE FOREGOING RESOLUTION was passed and adopted by StanCOG this 29th day of January , 2009 and is effective February 6, 2009; the effective date of the adequacy finding of motor vehicle emissions budgets submitted in the San Joaquin Valley 2007 Ozone Plan.

Signed:

Farrell Jackson, Chair,

I hereby certify that the foregoing is a true copy of a resolution of the StanCOG duly adopted at a regular meeting thereof held on the 29thday of January, 2009.

Signed:

Vincent J. Harris, Executive Director