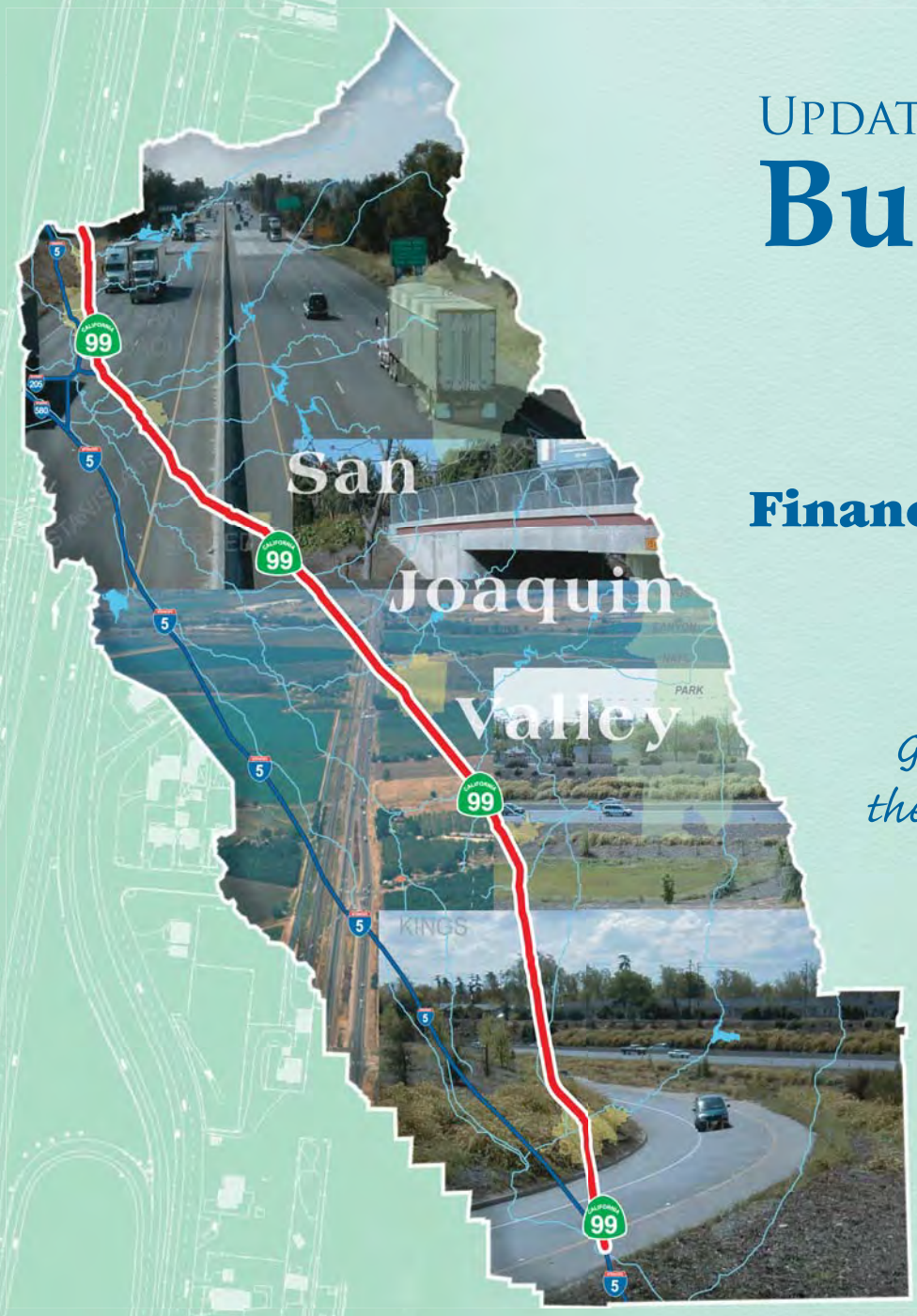

Updated Business Plan

February 2013

Financial Program

Volume II

"Decision - Makers Guide to Improving the Route 99 Corridor"

Fresno Council of Governments

MADERA CTC

MCAG
Merced County Association of Governments

Caltrans

KernCOG

Kings County Association of Governments

StanCOG
Stanislaus Council of Governments

TCAG

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Chapter 1 Introduction

1.1 Purpose of Financial Program

State Route 99 is the primary north-south corridor serving the population centers of the San Joaquin Valley. Its safe and efficient operation is vital to the economic well being of the San Joaquin Valley. In recognition of this importance, the eight Metropolitan Planning Organizations (MPOs) of the San Joaquin Valley and Caltrans Districts 6 and 10 have jointly designated the Route 99 Corridor their top interregional priority corridor for transportation investment.

As a result of joint recognition of the importance of Route 99 to the San Joaquin Valley, Caltrans, in partnership with the eight MPOs and the Great Valley Center, prepared the San Joaquin Valley Route 99 Corridor Master Plan. It was universally endorsed by all eight MPOs in 2005. The Master Plan consists of a Corridor Enhancement Plan Element and a Business Plan Element with a $6.6 billion price tag in 2012 dollars.

The Master Plan Business Plan Element identifies four "Priority Categories" of corridor improvements. These categories are: Priority Category 1 - Freeway Conversion; Priority Category 2 – Capacity Increasing Projects; Priority Category 3 – Major Operational Improvements; Priority Category 4 – New Interchanges. All major improvements are grouped into one of these four priority categories. Major improvements are defined as projects with a construction cost of $8 million or more. This threshold was established to assure that Business Plan Element focus was toward projects that would contribute to significant corridor improvement. It has been universally understood that projects in a lower category such as Priority Category 3 versus Priority Category 2 are not excluded from consideration of being funded and built even though all of Category 2 projects may not have been fully funded and built.

Although there has been a universally endorsed Route 99 Master Plan Business Plan Element in place since 2005 it is not yet fully implemented. The primary purpose of this Financial Program is to chart the course toward full implementation. The Financial Program serves as a guide to all entities with a role associated with financing transportation improvements in the San Joaquin Valley. In addition, the Financial Program provides intent and guidance to other Route 99 corridor stakeholders such as cities, counties, Chambers of Commerce, Economic Development Corporations, businesses, and the tourism industry.

Financial Program Purpose

The primary purpose of this Financial Program is to chart the course toward full implementation. In addition, the Financial Program serves as a guide to everyone with a role associated with financing transportation improvements in the San Joaquin Valley.

About $2.9 billion of the original $6 billion estimate for the initial Master Plan improvements have either been constructed or have attained "fully funded" status. However, there are still about $ 3 billion of unfunded improvements remaining. Of the remaining unfunded balance about half, or $2.5 billion, is needed to complete the corridor primary objective, which is to achieve a minimum 6 lane freeway throughout the 274 mile San Joaquin Valley corridor. With consideration of current project commitments 65% of the corridor will have met the facility objective when constructed. This is up from 42% prior to 2005 and 64% in 2009 and results in a 53% increase in miles of Route 99 satisfying the corridor objective.

Although significant progress has been accomplished since the original Business Plan Element was endorsed in 2005, and the subsequent 2009 update, there remains much to be done. To fully satisfy the primary objective plus complete the remaining "priority category" project improvements it is now appropriate to prepare and jointly endorse a Financial Program for completion as the foundation to guide collaborative near term and ongoing funding commitments from responsible stakeholders. Only through an endorsed Financial Program, as a guide to individual stakeholders making funding and programming decisions in the most informed manner, can meaningful progress be accomplished to finish its implementation.

1.2 Financial Partnership

No single entity or fund source can accomplish Business Plan completion in a reasonably near term timeframe. This Financial Program presents a series of financial alternative scenarios for Caltrans and other financial stakeholders to consider. Through review and consultation with stakeholders a recommended financial approach has been established.

1.3 Financial Opportunities and Challenges

A Financial Program of this importance offers both opportunities and challenges to all corridor stakeholders. On the opportunities side of the equation a Financial Program establishes the necessary roadmap and guidance for those with financial decision making authority. The net result is that decision makers can make the most informed decisions during deliberations on how they choose to use those funds under their decision authority.

This Financial Program can also provide an opportunity to bring both additional and new funds to the San Joaquin Valley. The $1 billion dedicated to the Route 99 corridor as part of the successful $19.9 billion Proposition 1B transportation bond initiative is an example. Another example is the more than $700 million in transportation funds earmarked for various routes (but not for Route 99) in the Bakersfield Metropolitan Area as a result of the 2005 five-year Federal Transportation Act known as SAFETEA-LU. The recent Federal Transportation Act, "Moving Ahead for Progress in the 21st Century," or MAP-21, signed into law by President Obama on July 6, 2012, offers another opportunity to garner additional funds for the Route 99 corridor.

Challenges are many, but manageable with proper foresight, understanding and commitment. All entities with transportation funding decision authority, out of practical necessity, have to consider many competing issues. For example, in Stanislaus and San Joaquin Counties whether to increase capacity to implement a HOV or HOT lane strategy is an important issue warranting discussion. Of course it is and has been an annual reality that there are insufficient funds available to address all identified transportation needs, even those of highest priority. For example there are numerous east-west corridors sprinkled throughout the eight San Joaquin Valley that are also very important and have historically been under funded. It is also very difficult to make Financial Program commitments that could limit future funding flexibility.

1.4 Legacy Of Partnership To Meet Corridor Objective

As mentioned earlier the Master Plan supports the primary objective to achieve a minimum 6 lane freeway throughout the 274 mile San Joaquin Valley corridor. Much of this has already been accomplished due to a long history of financial decision making partnership between Caltrans and the MPOswithin the San Joaquin Valley. Two counties, in particular, have historically demonstrated their commitment to accomplishing this primary objective for decades prior to the establishment of the Business Plan Element in 2005. Both Stanislaus and Kern counties have fully satisfied the minimum of 6 lane freeway objective throughout their county mostly by agreeing to use significant amounts of their

"county minimum" State Highway Account funds for this purpose. Of course this accomplishment came at significant expense to being able to meet other important needs on east-west corridors.

Figure 1.1 Pre-SB-45* Route 99 Widening Projects

County	Rte	Location	Length	Project Description	Project Cost	Const. Yr
Kern	99	Panama Lane to Ming Ave	4.0 miles	Widen 4Ln to 6 Lane	$4.4 million	87-88
Kern	99	Herring Rd to Panama Lane	8.2.miles	Widen 4 Ln to 6 Ln Fwy	$10.4 million	92-93
Kern	99	Ming Ave to SR 204	4.9 miles	Widen 6 Ln to 8 Ln Fwy	$17.2 million	93-94
Kern	99	Sherwood to Tulare Co. Line	8.2 miles	Widen 4 Ln to 6 Ln Fwy	$16.9 million	97-98
Fresno	99	El Dorado St OC to Ashlan Ave.	6.0 miles	Widen 4 Ln to 6 Ln Fwy	$6.3 million	87-88
Fresno	99	Jensen Ave. to Ventura St.	2.0 miles	Add NB Auxiliary Ln	$2.9 million	98-99
Merced	99	Dwight Way to August Ave. (Livingston Bypass)		4 Ln Expwy to 4 Ln Fwy on new alignment	$32.9 million	94-95
Merced	99	Merced River Br to South Turlock OC	4.0 miles	4 Ln Expwy to 4 Ln Fwy	$26.3 million	98-99
Stanislaus	99	Near Taylor Rd to 2.2 mi S of Service Rd OC	3.5 miles	4 Ln Expwy to 4 Ln Fwy	$6.5 million	83-84
Stanislaus	99	Near Taylor Rd to Service Rd OC (Keyes Fwy)	5.0 miles	Widen 4 Ln Fwy to 6 Ln Fwy	$12.5 million	93-94
San Joaquin	99	Stanislaus CL to Rte. 120	6.0 miles	Widen 4 Ln Fwy to 6 Ln Fwy	Not Available	Not Avail.
San Joaquin	99	Hammer Lane to Lodi	8.0 miles	Widen 4 Ln Fwy to 6 Ln Fwy	Not Available	Not Avail.

*Senate Bill 45 (1998) established revised State Highway Account project recommendation authority between Caltrans and Metropolitan Planning Organizations.

Chapter 2 Status of Current Business Plan Projects

2.1 Priority Categories

The Master Plan - Business Plan Element identifies four "Priority Categories" of corridor improvements. These categories are: Priority Category 1 - Freeway Conversion; Priority Category 2 – Capacity Increasing Projects; Priority Category 3 – Major Operational Improvements; Priority Category 4 – New Interchanges. **All Priority Category 1 projects have now either been constructed or are in construction**therefore, Priority Category 1 projects is deemed complete. It has been universally understood that projects in a lower category such as Priority Category 3 versus Priority Category 2 are not excluded from being funded and built even though all of Category 2 projects may not have been fully funded.

> *"It has been universally understood that projects in a lower category such as Priority Category 3 versus Priority Category 2 are not excluded from being funded and built even though all of Category 2 projects may not have been fully funded."*

2.2 Project Delivery Status

Progress has occurred over the past six years. In the original 2005 Route 99 Business Plan there were 13 programmed projects listed The 2009 update included 16 either fully programmed or partially programmed projects, plus four of those projects originally listed in the 2005 Business Plan as programmed have now been constructed The current Business Plan lists seven projects, a mix of Categories 1, 2, and 3, that have been completed. Of these, three additional projects have been completed since the 2009 update of the Route 99 Business Plan. Thirteen more are currently in construction. Please see Figure 2.2A

> *After completion of all projects constructed, under construction, and fully funded to widen to 6-lanes 178 miles or 65% of the corridor will have satisfied the 6-lane minimum goal.*

There are 23 Priority Category 2 projects that either have no funding or are partially funded. Of the 14 projects to widen from 4 to 6 lanes, 1 is fully funded, 5 are partially funded, and 8 remain unfunded. The estimated cost of the unfunded widening projects is $1.6 billion in 2012 dollars. All 9 of the projects to widen from 6 to 8 lanes also remain unfunded and are estimated to cost of about $1.4 billion in 2012 dollars. Although there is a defined goal of achieving a minimum 6-lane facility, 4- to 6-lane projects may not always take precedence over 8-lane projects because of more pressing safety or congestion issues on a 6- to 8-lane widening segment. The Programmed projects are listed in Figure 2.2B, unfunded projects in Figure 2.2C.

In addition, there are 46 projects in Priority Category 3 all of which remain unfunded at an estimated cost of about $1.5 billion. There are 3 Priority Category 4 projects that all remain unfunded at an estimated cost of $119 million. The current cost estimate to complete these remaining 66 projects is near $5 billion. This Financial Program is directed toward meeting this tremendous financial challenge.

Specific project listings by Priority Category are included in Figures 2.2A, 2.2B, 2.2C, 2.2D, and 2.2E.

Figure 2.2A Route 99 Business Plan Capacity and Operational Improvements Projects in Construction (Capital Costs Greater than $1 million) January 1, 2013

MAP PROJECT NUMBER	COUNTY	ROUTE 99 POSTMILE	EXPENDITURE AUTHORIZATION NUMBER	LOCATION DESCRIPTION	PROJECT NAME	PROJECT DESCRIPTION	CONSTRUCTION STATUS	R/W AND CONSTRUCTION CAPITAL COSTS (X $1,000)	SUPPORT COSTS (X $1,000)	TOTAL COSTS PER PROJECT (X $1,000)	REGIONAL PRIORITY CATEGORY	PROP 1B BOND FUNDED?
1b	Kern	17.0/22.1	06-0G8304	0.5 mile south of SR 119 to Wilson Rd. Overcrossing	South Bakersfield 8-Lane	Widen from 6F to 8F	Current Construction	$31,500	$6,800	$38,300	2	Yes
C	Kern	27.0/28.4	06-0G8400	From SR 99/204 Overhead To Beardsley Canal	Kern 99 North Widening	Widen From 6F to 8F	Current Construction	$9,600	$2,900	$12,500	2	
G	Kern	27.0/27.9	06-0N4904	In Bakersfield on SB 99 between SR 204 and Olive Drive	Olive Ave Southbound Auxiliary Lane	Construct SB Auxiliary Lane and widen Olive Drive On-Ramp	Current Construction	$2,100	$278	$2,378	3	
6	Kern	R30.5/R31.1	06-433504	In Bakersfield at 7th Standard Rd. Interchange	7th Standard Road Widening	Modify Interchange	Constructed	$18,400	$1,100	$19,500	3	
H	Kern	54.2/54.6	06-0G9204	At Woolomes Interchange	Woollomes Interchange Improvements	Modify Interchange	Current Construction	$6,300	$617	$6,917	3	
14a	Tulare	37.3/41.3	06-360214	0.9 mile south of West Visalia Overhead to 0.2 mile north of North Goshen Overhead	Tulare to Goshen North Segment 6-Lane	Widen from 4F to 6F	Current Construction	$42,000	$10,900	$52,900	2	Yes
16	Tulare, Fresno	41.3/53.9, 0.0/1.0	06-324504	N of Goshen to N of Sierra Ave Overcrossing	Goshen to Kingsburg 6-Lane	Widen from 4F and 5F to 6F	Current Construction	$78,800	$24,000	$102,800	2	Yes
25a	Fresno	26.7/30.6	06-442614	In Fresno from Ashlan Avenue to 0.2 miles N of Grantland Ave Overcrossing	North Fresno 6-Lane	Widen from 4F to 6F	Constructed	$17,500	$5,700	$23,200	2	Yes
25b	Fresno, Madera	30.3/31.6, 0.0/1.6	06-442624	Grantland to Avenue 7	Island Park 6-Lane	Widen from 4F to 6F	Current Construction	$42,000	$10,900	$52,900	2	Yes
29	Madera	R1.7/R7.9	06-471004	South of Madera at Avenue 12	Avenue 12 Interchange	Reconstruct Interchange	Current Construction	$56,700	$11,300	$68,000	3	Yes
30	Madera	10.1/10.4	06-407214	In Madera at Route 145	Route 145 Widening at SR99	Widen Bridge	Constructed	$6,100	$1,800	$7,900	3	
35	Madera	19.5/22.8	06-293304	Ave 21 to the Rte 99/152 Separation	Fairmead Freeway and Interchange	Widen 4E to 6F with Interchange at Ave 22	Constructed	$62,000	$9,000	$71,000	1	
39	Merced	0.0/4.6	10-415804	Near Chowchilla from Chowchilla River Bridge to Buchanan Hollow Road	Plainsburg Road Freeway	Widen from 4E to 6F on 8 Lane R/W Alignment	Current Construction	$100,700	$18,000	$118,700	1	Yes
40	Merced	4.6/10.5	10-415704	Buchanan Hollow Road to 0.3 mile north of McHenry Rd	Arboleda Drive Freeway	Widen from 4E to 6F on 8 Lane R/W Alignment	Current Construction	$150,900	$25,900	$176,800	1	Yes
44	Merced	23.8/R26.5	10-414814	0.4 km (0.5 mile) N. of Atwater OH to 0.4 km (0.5 mi) S of Arena Way	Atwater Freeway	Widen from 4E to 6F on 8 Lane R/W Alignment	Constructed	$58,200	$12,100	$70,300	1	
51	Stanislaus	R11.9	10-2A7704	City of Ceres from 0.5 km S Whitmore Ave. Overcrossing to 0.7 km N.	Rte 99/Whitmore Interchange	Reconstruct Interchange	Constructed	$32,400	$9,600	$42,000	3	
60	Stanislaus	R21.9 / R23.1	10-0L3301	0.8 mile south of Rte 219 to 0.4 mile north of Rte 219	Sta-99 @ Kiernan (SR 219)	Reconstruct Interchange	Current Construction	$34,554	$5,446	$40,000	3	
60a	Stanislaus	R21.9/R22.3	10-0K7004	At Salida at SR99/219 Separation	SR99/SR219 Kiernan Ave NB/SB Off-Ramps	Widen Roadway and Ramps	Constructed	$1,700	$1,200	$2,900	3	
62a	San Joaquin	4.9/14.2	10-0E6114	From Austin Rd. Overcrossing to 0.4 mile S. of Arch Rd Undercrossing	Manteca Widening Mainline Phase 1	Widen from 4F to 6F	Current Construction	$45,000	$9,500	$54,500	2	Yes
62b	San Joaquin	10.6/15.0	10-0E6124	In Manteca SR 99 From 1.4 mile N. of Lathrop Rd to 0.4 mile N. of Arch Rd	Manteca Widening-French Camp IC Phase 2	French Camp Interchange Phase 2	Current Construction	$60,700	*$12,500*	$73,200	3	Yes
62c	San Joaquin	6.9/15.0	10-0E6134	In Manteca SR 99 From 0.6 mile S of Cottage Ave Rd to 0.4 mile N of Arch Rd	Manteca Widening-Lathrop IC Phase 3	Lathrop Rd. Interchange Phase 3	Current Construction	$105,000	$16,100	$121,100	3	Yes
63, 64	San Joaquin	15.0/18.6	10-3A1004	0.4 Mile N of Arch Rd to Rte 4 West to 0.1 S of Rte 4 West/SR99 N Conctr.	South Stockton 6-Lane	Widen from 4F to 6F	Current Construction	$214,000	$36,500	$250,500	2	Yes
							CONSTRUCTION PROJECTS TOTAL COSTS			$1,355,117		

Legend:

Construction Complete
Current Construction

Figure 2.2B Route 99 Business Plan Programmed Capacity and Operational Improvements Projects (Capital Costs $1 Million or Greater) January 1, 2013

MAP PROJECT NUMBER	COUNTY	ROUTE 99 POSTMILE	EXPENDITURE AUTHORIZATION NUMBER	LOCATION DESCRIPTION	PROJECT NAME	PROJECT DESCRIPTION	ADVERTISE SCHEDULE	R/W AND CONSTRUCTION CAPITAL COSTS (X $1,000)	SUPPORT COSTS (X $1,000)	TOTAL COSTS PER PROJECT (X $1,000)	REGIONAL PRIORITY CATEGORY
2	*Kern*	*18.0/19.2*	*06-0C9300*	*In Bakersfield at Hosking Rd*	*Hosking Rd Interchange*	*Construct New Interchange*	*2012*	*$27,400*	*$9,000*	*$36,400*	*4*
A	Kern	19.5/20.5	06-0N6900	In Bakersfield on SB 99 at Panama Lane Off-Ramp	Panama Lane Auxiliary Lane	Construct Auxiliary Lane	2013	$1,700	$900	$2,600	3
B	Kern	24.6	06-0L3901	In Bakersfield on the SB On-Ramp from westbound California Ave.	California Avenue Onramp Improvements	Relocate Right Turn Lane	2013	$1,500	$1,500	$3,000	3
D	*Kern*	*27.3*	*06-484500*	*On 99 between Golden State Ave and Airport Drive*	*Hageman Road Flyover*	*Extention and Connection to Rte 204*	*2014*	*$51,800*	*$17,700*	*$69,500*	*3*
12	*Tulare*	*31.3/32.6*	*06-332200*	*In Tulare at Cartmill Ave*	*Cartmill Ave Interchange*	*Modify Interchange*	*2013*	*$33,300*	*unknown*	*$33,300*	*3*
14b	Tulare	35.2/37.3	06-360231	1.2 mile south of Ave 280 Overcrossing to 0.9 mile south of W. Visalia Overhead	Middle Segment (Caldwell) 6-Lane	Widen from 4F to 6F	2013	$18,900	$5,000	$23,900	2
14c	*Tulare*	*30.6/35.2*	*06-360241*	*From Prosperity Ave to 1.2 mile south of Ave 280 Overcrossing*	*South Segment (Tagus) 6-Lane*	*Widen from 4F to 6F*	*2017*	*$115,600*	*$20,100*	*$135,700*	*2*
15	Tulare	39.6/41.3	06-471501	In Goshen at Betty Drive	Betty Drive Interchange	Reconstruct Interchange	2016	$46,600	$10,800	$57,400	3
23a	Fresno	23.7/26.2	06-2HT101	In Fresno from Clinton Ave to Ashlan Ave	Route 99 Realignment	Realign Freeway and Const. NB and SB Auxiliary Lanes	2015	$160,000	$19,500	$179,500	3
27	Fresno	28.8/30.1	06-0H3600	In Fresno between Shaw Ave and Herndon Ave	Veteran's Blvd Interchange	New Interchange	2014	$54,900	$12,300	$67,200	4
E	Fresno	30.0/30.8	06-0L0301	In Fresno at Herndon Ave Interchange	Herndon Avenue Interchange Improvements	Remove Off-Ramp and Intersection Improvements	2013	$3,000	$200	$3,200	3
28	*Madera*	*1.7/7.5*	*06-H2200*	*Avenue 7 to Avenue 12*	*South Madera 6-Lane*	*Widen from 4F to 6F*	*2017*	*$157,600*	*$27,000*	*$184,600*	*2*
32	*Madera*	*R7.5/15.1*	*06-470900*	*Avenue 12 to Avenue 17*	*Madera 6-Lane*	*Widen from 4F to 6F and Reconstruct Interchange*	*2017*	*$110,000*	*$21,200*	*$131,200*	*2*
F	*Madera*	*10.7/11.2*	06-0J3201	In Madera at Fourth Street	Fourth Street Interchange Improvements	Modify Interchange	2013	$5,100	$862	$5,962	3
42	*Merced*	*19.3/20.9*	*10-0G4401*	*Near Atwater from 1.2 mi south of Buhach Rd to 0.3 mi north of Buhach Rd*	*Atwater-Merced Expressway (AME)*	*Widen from 4F to 6F*	*2013*	*$43,810*	*$12,000*	*$55,810*	*2*
45	*Merced*	*28.8/R37.3*	*10-0Q1200*	*From Stanislaus/Merced County Line to 0.4 km S of Hammat Ave Overcrossing*	*Livingston Median Widening*	*Widen from 4F to 6F*	*2015*	*$57,800*	*$13,000*	*$70,800*	*2*
48	*Stanislaus*	*9.7/10.9*	*10-1A6900*	*On 99 in Ceres, Stanislaus County from 0.5 Km S to 1.0 Km N. of Mitchell Rd*	*Mitchell Rd / Service Rd Interchange*	*Reconstruct Interchange*	*2018*	*$95,000*	*$12,000*	*$107,000*	*3*
55	Stanislaus	R11.3/R14.7, R16.2/R17.0	10-403500	In Modesto on new alignment from Dakota to SR99	Route 132 West Expressway	Construct 4-lane Expressway on new alignment	2015	$68,800	$11,000	$79,800	3
59	*Stanislaus*	*21.0/22.4*	*10-472101*	*From 0.3 km S to 0.6 km N of Pelandale Ave Overcrossing*	*Pelandale Interchange*	*Modify Interchange*	*2012*	*$48,287*	*$5,200*	*$53,487*	*3*
61	*Stanislaus*	*R23.9/R25.1*	*10-0L3200*	*Between 0.4 mile S of Hammett Rd OC and 0.8 mile N of Hammett Rd OC*	*Sta-99 @ Hammett Rd*	*Reconstruct Interchange*	*2013*	*$43,600*	*$13,700*	*$57,300*	*3*
65	*San Joaquin*	*23.5/24.5*	*10-0L1400*	*At Morada Lane in Stockton*	*Morada/99 Interchange*	*Reconstruct Interchange*	*2017*	*$88,000*	*$13,000*	*$101,000*	*3*
66	*San Joaquin*	*24.9/25.9*	*10-0L1300*	*At Eight Mile Rd in Stockton*	*Eight Mile/99 Interchange*	*Reconstruct Interchange*	*2017*	*$63,000*	*$10,000*	*$73,000*	*3*
							PROGRAMMED PROJECTS TOTAL COSTS			$1,531,659	

Legend:

Shaded = Fully Funded
Italic = Partially Funded

Table 2.2C Status of Priority Category 2 Candidate Projects: *Major Capacity Increasing Improvements* (Capital Costs Greater than $8 million) August 21, 2012

MAP PROJECT NUMBER	COUNTY	ROUTE 99 POSTMILE	EXPEND AUTHORIZ	LOCATION	PROJECT DESCRIPTION	CONSTRUCT CAPITAL COST X $1,000	R/W CAPITAL COST X $1,000	SUPPORT COST X $1,000	TOTAL COSTS PER PROJECT X $1,000	PID DELIVERY STATUS	RTP STATUS C=CONSTRAINED NC=NOT CONSTRAINED	REGIONAL PRIORITY CATEGORY
1a	Kern	13.4/17.0		Bear Mountain Blvd to SR 119	Widen from 6F to 8F	$40,000	$0	$12,000	$52,000	Inactive	In RTP - C	2
I	Kern	28.4/31.1	06-0Q600K	Beardsley Canal to 7th Std Rd (Phase 2)	Widen from 6F to 8F	$25,000	$2,000	$9,000	$36,000	8/8/09	In RTP - C	2
7	Tulare	0.0/16.0		Kern Co Line to south of Tipton	Widen from 4F to 6F	$149,000	$1,000	$45,000	$195,000	Inactive	In RTP - NC	2
8	Tulare	16.0/25.5		South of Tipton to Avenue 200	Widen from 4F to 6F	$105,000	$1,000	$31,500	$137,500	Inactive	In RTP - C	2
11	Tulare	25.4/30.5	06-48950K	Avenue 200 to Prosperity Ave	Widen from 4F to 6F	$124,000	$47,000	$32,000	$203,000	3/18/09	In RTP - C	2
19	Fresno	15.8/18.5		Central Ave to Jensen Ave	Widen from 6F to 8F	$36,000	$0	$11,100	$47,100	Inactive	In RTP - NC	2
21	Fresno	18.5/26.6		Jensen Ave to Ashlan Ave	Widen from 6F to 8F	$165,000	$0	$50,000	$215,000	PSR Expired	In RTP - NC	2
34	Madera	15.1/20.5		Avenue 17 to Avenue 21 1/2	Widen from 4F to 6F	$66,200	$7,000	$17,100	$90,300	Inactive	In RTP - NC	2
38	Madera	22.5/29.4		SR 152 Interchange to Merced Co Line	Widen from 4F to 6F	$69,200	$1,700	$21,400	$92,300	Inactive	In RTP - NC	2
41	Merced	12.8/19.3	10-0U230K	S of Childs Ave to Weber Canal	Widen from 4F to 6F	$120,000	$20,000	$28,000	$168,000	nactive PSR	In RTP - NC	2
43	Merced	20.9/R23.8	10-0Q060K	1.9 mi south of Applegate Rd OC to 1.04 mi north of Applegate Rd OC	Widen from 4F to 6F	$133,000	$61,700	$48,500	$243,200	08/16/11	In RTP - NC	2
49	Stanislaus	R10.9/R13.2	10-0E560K	Mitchell Road to Hatch Road	Widen from 6F to 8F	$67,500	$20,000	$25,000	$112,500	nactive PSR	In RTP - C	2
52	Stanislaus	R13.2/R15.1	10-0E560K	Hatch Road to Tuolumne Blvd	Widen from 6F to 8F	$55,000	$0	$20,000	$75,000	nactive PSR	In RTP - C	2
54	Stanislaus	R15.1/R16.8	10-0E560K	Tuolumne Blvd to Kansas Avenue	Widen from 6F to 8F	$49,000	$10,000	$20,000	$79,000	nactive PSR	In RTP - C	2
56	Stanislaus	R16.8/R18.5	10-0E560K	Kansas Avenue to Carpenter Road	Widen from 6F to 8F	$35,000	$10,000	$10,000	$55,000	nactive PSR	In RTP - C	2
58	Stanislaus	R18.5/R24.7	10-0E560K	Carpenter Road to San Joaquin County Line	Widen from 6F to 8F	$48,100	$0	$18,000	$66,100	nactive PSR	In RTP - C	2
67	San Joaquin	28.3/38.8		Harney Road to Sacramento County Line	Widen from 4F to 6F	$140,000	$0	$40,000	$180,000	Inactive	In RTP - NC	2
								TOTAL	$2,047,000			

Note: These projects are not funded. Data in this table should not be used to program projects.

Table 2.2D Status of Priority Category 3 Candidate Projects: *Major Operational Improvements Capital Costs Greater than $8 million*

August 21, 2012

MAP PROJECT NUMBER	COUNTY	ROUTE 99 POSTMILE	EXPEND AUTHORIZ	LOCATION	PROJECT DESCRIPTION	CONSTRUCT CAPITAL COST X $1,000	R/W CAPITAL COST X $1,000	SUPPORT COST X $1,000	TOTAL COSTS PER PROJECT X $1,000	PID DELIVERY STATUS	RTP STATUS C=CONSTRAINED NC=NOT CONSTRAINED	REGIONAL PRIORITY CATEGORY
J	Kern	22.6/25.6		At SR 99/58 Interchange	Freeway to Freeway Connector	150,000	20,000	15,000	$185,000	Inactive	In RTP - C	3
3	Kern	22.7/23.2	06-46011K	Ming Ave to SR58	Construct N/B Auxiliary Lane	$19,000	$1,100	$4,300	$24,400	10/18/05	In RTP - C	3
4	Kern	23.9/24.6	06-46012K	58/Stockdale to California Ave	Construct S/B Auxiliary Lane	$21,800	$2,200	$4,800	$28,800	10/8/05	In RTP - C	3
5	Kern	27.8/28.1	06-49710K	Olive Dr. Interchange	Expand Interchange	$7,700	$300	$2,600	$10,600	Inactive	In RTP - C	3
10	Tulare	27.6/28.0	06-33990K	Paige Ave Interchange	Reconstruct Interchange	$38,000	$6,000	$10,000	$54,000	Inactive	In RTP - C	3
13	Tulare	36.1/36.8	06-48740K	Caldwell Interchange	Reconstruct Interchange	$25,000	$4,500	$7,300	$36,800	PSR Expired	In RTP - C	3
17	Fresno	6.5	06-0H410K	Floral Rd/SR 43 Interchange	Replace Bridge Structure and Floral Rd	$10,000	$0	$3,000	$13,000	Inactive	In RTP - NC	3
K	Fresno	14.1/14.9	06-H230K	American Ave Interchange	Modify Interchange	$21,000	Unknown	$6,900	$27,900	Inactive	In RTP - C	3
18	Fresno	15.8		Central Ave/Chestnut Ave Interchange	Interchange Improvements	$42,000	$20,000	$12,600	$74,600	Inactive	In RTP - NC	3
20	Fresno	16.7/17.5	06-0H240K	Cedar Ave/North Ave Interchange	Interchange Improvements	$50,000	$18,000	$14,700	$82,700	Inactive	In RTP - C	3
22	Fresno	20.3		Ventura Ave Interchange	Interchange Improvements	$42,000	$20,000	$12,600	$74,600	Inactive	Not in RTP	3
23b	Fresno	20.7/24.4	06-39210K	Fresno St to Clinton Ave	Add NB and SB Auxiliary Lanes	$37,000	$69,000	$19,000	$125,000	PSR Expired	In RTP - NC	3
24	Fresno	20.5/21	N/A	Toulumne St to Stanislaus St	Interchange Improvements	$10,000	$0	$3,000	$13,000	Inactive	Not in RTP	3
L	Fresno	23.0/30.4	06-0K290K	Belmont Ave to Herndon Ave	Ramp Metering and Auxiliary Lanes	$19,100	$7,700	$5,500	$32,300	4/27/10	Not in RTP	3
26	Fresno	27.3/28.3	06-442700	Shaw Ave Interchange	Interchange Improvements	$29,000	$25,000	$8,700	$62,700	PSR Expired	In RTP - NC	3
31	Madera	9.7/10.7		Route 99/145	Reconstruct Interchange	$32,000	$7,200	$7,500	$46,700	Inactive	Not in RTP	3
36	Madera	21.7/23.7		SR 152 Interchange	Reconstruct Interchange and Rail Crossing	$69,400	$3,200	$18,200	$90,800	Inactive	In RTP - NC	3
37	Madera	26.2/26.9	06-0C910K	Route 99/233	Reconstruct Interchange	$49,700	$2,600	$7,000	$59,300	9/1/09	In RTP - C	3
46	Stanislaus	R1.4		SR99 @ SR165 (Lander Ave)	Modify Interchange	$35,000	$5,000	$12,000	$52,000	4/6/2012 as part of 10-0P810K	In RTP - C	3
47	Stanislaus	R3.2/R4.0	10-0F410K	West Main Street	Reconstruct Interchange	$11,900	$6,700	$2,000	$20,600	2/1/06	In RTP - C	3
M	Stanislaus	4.3	10-0T910K	SR99/Fulkerth Interchange	Interchange Improvements	$6,700	$2,200	$2,000	$10,900	PSR Scheduled for 6/30/2012	In RTP - C	3
50	Stanislaus	R11.3	10-0E560K	Pine Street	Reconstruct Interchange	$50,000	$25,000	$15,000	$90,000	Inactive	Not in RTP	3
53	Stanislaus	R14.9/R15.6	10-0H770K	SR99 @ SR132 to SR132 East	New Freeway to Freeway Interchange	$70,000	$6,000	$20,000	$96,000	Inactive	In RTP - C	3
57	Stanislaus	R19.9		SR99 @ Standiford	Modify Interchange	$75,000	$10,000	$20,000	$105,000	Inactive	In RTP - C	3

Table 2.2E Status of Priority Category 3 Candidate Projects: *Major Operational Improvements Capital Costs $1 to &7.99 million*

August 21, 2012

MAP PROJECT NUMBER	COUNTY	ROUTE 99 POSTMILE	EXPEND AUTHORIZ	LOCATION	PROJECT DESCRIPTION	CONSTRUCT CAPITAL COST X $1,000	R/W CAPITAL COST X $1,000	SUPPORT COST X $1,000	TOTAL COSTS PER PROJECT X $1,000	PID DELIVERY STATUS	RTP STATUS C=CONSTRAINED NC=NOT CONSTRAINED	REGIONAL PRIORITY CATEGORY
N	Fresno	26.2/26.6.	06-46140K	In Fresno at Ashlan Ave NB Off-Ramp	Construct Additional Lane for Off-Ramp	$3,000	$0	$1,000	$4,000	Inactive	N/A	3
O	Merced	5.1/11.4		South of Merced	Construct NB and SB Acceleration/Deceleration Lanes at 13 Locations	$3,200	$0		$3,200	Inactive	N/A	3
P	Merced	12.9/13.3		In Merced on the SR99/Child Interchange	Improve NB and SB On/Off Ramps	$1,000	$0		$1,000	Inactive	N/A	3
Q	Stanislaus	R1.3/R2.2		In Turlock at Central Turlock/SR 165 (Lander Ave)	Improve NB and SB On/Off Ramps	$1,000	$0		$1,000	Inactive	N/A	3
R	Stanislaus	R3.7/R4.3		In Turlock from West Main St to Fulkerth Ave	Construct NB Auxiliary Lane	$3,800	$0		$3,800	Inactive	N/A	3
S	Stanislaus	R4.7/R5.5		In Turlock from Fulkerth Rd to Monte Vista Rd	Construct NB and SB Auxiliary Lanes	$4,500	$0		$4,500	Inactive	N/A	3
T	Stanislaus	R5.3/R7.9		In Turlock from Monte Vista Rd to Taylor Rd	Construct NB and SB Auxiliary Lanes	$7,900	$0		$7,900	Inactive	N/A	3
U	Stanislaus	R6.9/R8.0		In Turlock at SR 99/Keyes Rd Interchange	Improve NB On/Off Ramps	$1,000	$0		$1,000	Inactive	N/A	3
V	Stanislaus	R13.3		In Modesto at SR 99/Hatch Rd Interchange	Improve NB and SB On/Off Ramps	$1,000	$0		$1,000	Inactive	N/A	3
W	Stanislaus	13.4/13.8	10-0L870K	In Modesto between Hatch Rd Overcrossing and South Street Off-Ramp	Construct NB Auxiliary Lane	$2,218	$600	$1,600	$4,418	Inactive	N/A	3
X	Stanislaus	R14.6/R15.1		From Crowslanding Rd to Toulumne Blvd/B St	Improve NB and SB On/Off Ramps and Construct Auxiliary Lanes	$7,100	$0		$7,100	Inactive	N/A	3
Y	Stanislaus	R16.8		In Modesto	Improve NB and SB On/Off Ramps and Construct Auxiliary Lanes	$3,200	$0		$3,200	Inactive	N/A	3
Z	Stanislaus	18.5/R20.2		In Modesto from Carpenter Rd/Briggsmore to Beckwith/Standiford Ave	Improve On/Off Ramps and Construct NB and SB Auxiliary Lanes	$7,900	$0		$7,900	Inactive	N/A	3
AA	Stanislaus	R20.5/21.5		In Modesto from Beckwith/Staniford Ave to Pelandale Ave	Improve On/Off Ramps and Construct NB and SB Auxiliary Lanes	$7,900	$0		$7,900	Inactive	N/A	3
AB	Stanislaus	R22.0/R22.3		On SR 99 between SR 219 and Pelandale	Construct NB and SB Auxiliary Lanes	$4,900	$0		$4,900	Inactive	N/A	3
AC	San Joaquin	0.6/1.4		In Ripon from Main St to Milgeo Ave	Improve NB and SB On/Off Ramps at Main St and Construct Auxiliary Lane	$4,900	$0		$4,900	Inactive	N/A	3
AD	San Joaquin	1.4/2.1		In Ripon from Milgeo Ave to Jacktone Rd	Improve NB and SB On/Off Ramps at Milgeo Ave and Construct Auxiliary Lane	$5,900	$0		$5,900	Inactive	N/A	3
AE	San Joaquin	5.0/5.4		Near Manteca from Austin Rd to Jct SR 120 West	Improve NB and SB On/Off Ramps at Milgeo Ave and Construct Auxiliary Lanes	$3,800	$0		$3,800	Inactive	N/A	3
AF	San Joaquin	6.8/7.1		In Manteca at the Jct of SR 120 East (Yosemite Ave)	Improve NB and SB On/Off Ramps	$1,200	$0		$1,200	Inactive	N/A	3
AG	San Joaquin	19.4/20.2		In Stockton between Freemont St and Waterloo Rd	Construct NB and SB Auxiliary Lanes	$6,100	$0		$6,100	Inactive	N/A	3
AH	San Joaquin	20.5/20.9		In Stockton from Waterloo Rd to Cherokee Rd	Construct NB Auxiliary Lane	$2,000	$0		$2,000	Inactive	N/A	3
AI	San Joaquin	29.7/ 30.7		Between SR 12 (Kettleman Ln) and SR 12 East to San Andreas	Construct NB and SB Auxiliary Lanes	$7,000	$0		$7,000	Inactive	N/A	3
								TOTAL	**93,718**			

Note: These projects are not funded. Data in this table should not be used to program projects.

Figure 2.2F Status of Priority Category 4 Candidate Projects: *New Interchange Additions* (Capital Costs Greater than $8 million) August 21, 2012

MAP PROJECT NUMBER	COUNTY	ROUTE 99 POSTMILE	EXPEND AUTHORIZ	LOCATION	PROJECT DESCRIPTION	CONSTRUCT CAPITAL COST X $1,000	R/W CAPITAL COST X $1,000	SUPPORT COST X $1,000	TOTAL COSTS PER PROJECT X $1,000	PID DELIVERY STATUS	RTP FINANCIALLY CONSTRAINED?	REGIONAL PRIORITY CATEGORY
AJ	Kern	48.4/48.9		At Hanawalt Road	Construct New Interchange	$50,000	$10,000	$10,000	$70,000	Inactive	In RTP - NC	4
9	Tulare	25.4/27.6	06-43040K	at Commercial Avenue at Agri-Center	Construct New Interchange	$36,000	$3,000	$5,000	$44,000	Inactive	In RTP - C	4
33	Madera	R12.3/R14.3	06-48920K	at Ellis Avenue	Construct New Interchange	$46,000	$9,000	$20,000	$75,000	PSR Expired	In RTP - NC	4
								TOTAL	**$119,000**			

Note: These projects are not funded. Data in this table should not be used to program projects.

2.3 Other Improvement Projects

Since the original 2005 and 2009 Business Plans were endorsed, additional candidate improvement projects have been identified. These and other projects have been added to the appropriate Priority Category listing of projects upon mutual agreement among Caltrans and MPOs in the San Joaquin Valley.

2.4 Remaining Investment Cost

Over the past six years, 15of the original 67 Business Plan projects have been either constructed, are in construction or are fully funded. Since 3 projects have been split into 2 segments each there were a total of 70 projects. The funding behind these 15 projects amounted to $1.4 billion. This is a tribute to the strong partnership among San Joaquin Valley transportation officials. With the passage of Proposition 1B in 2006 over $800 million is dedicated to the Route 99 corridor in the San Joaquin Valley. These bond monies represented a strong catalyst to generate financial partnerships that resulted in fully funding 7 Business Plan projects at a total cost of $1.1billion.

The 2012 project list includes 7 constructed projects, 13 projects currently under construction, 8 projects that are fully funded, sixteen16 projects partially funded, and 66 candidate projects (see Figures 2.2A and 2.2B for constructed, funded, and partially funded; Figures 2.2C, 2.2D, and 2.2E for candidate projects).

Chapter 3 Fund Sources

3.1 Fund Source Detail

Numerous potential fund sources are available for possible Route 99 project funding. Some fund sources have a higher likelihood of being available than others. This Financial Program identifies a group of fund sources as candidates that can be considered toward alternative funding scenarios and project financial agreements.

> *"This Financial Program identifies a group of fund sources as candidates that can be considered toward alternative funding scenarios and project financial agreements."*

Bonds are not identified as a fund source because bonding is a form of "debt financing" that advances the availability of funds but must still be retired through dedicated one or more of the ongoing the fund sources listed below. Similarly, innovative financing techniques such as advance construction, tapered non-federal match, flexible non-federal match, and credit assistance are all fund management techniques that must have one or more committed fund resource available for project improvements.

Transportation funds can be categorized into traditional and non-traditional sources.

Traditional transportation fund sources:

- State Fuel Excise Taxes *(State Highway Account)*
- Federal Fuel Excise Taxes *(Federal Highway Trust Fund then to State Highway Account)*
- Sales Taxes on Fuel *(Transportation Investment Fund/Public Transportation Account)*
- Truck Weight Fees *(State Highway Account)*
- Roadway Tolls/HOT Lanes *(Dedicated to Specified Routes or Corridors)*
- Local Sales Tax Measures *(Expenditure Plan Specified Projects)*
  - Please refer to Section 3.2 – Second Level Funding Foundation discussion for specific details.
- Development Mitigation Fees *(Conditions of Approval Specified Uses)*
- State and Local General Funds *(Budget Authority)*

Non-traditional transportation fund sources:

- Corridor Wide Development Mitigation Fee Program *(Total Corridor JPA Account)*
- Vehicle License Fee Surcharge *(State Controller)*
- Vehicle Mileage User Fee *(State Controller)*
- Donations *(Private Sector)*

3.1.1 State Fuel Excise Taxes

This is the primary State generated transportation fund source for transportation improvements. Currently 18 cents per gallon of gasoline and diesel sold is generated with 11.4 cents going into the State Highway Account and 6.46 cents per gallon going to cities and counties. Over $2 billion per year are generated from State fuel excise taxes.

Please refer to Section 3.2 – First Level Funding Foundation discussion for specific details.

3.1.2 Federal Fuel Excise Taxes

This is the primary federal transportation fund source for road and highway improvements nationwide. Currently 18.4 cents per gallon of gasoline and 24.4 cents per gallon of diesel fuel goes into the Federal Highway Trust Fund. These funds are typically distributed to states by formula or grants, with California's apportionment typically over $3 billion per year.

Please refer to Section 3.2 - First and Fourth Level Funding Foundation discussion for specific details.

3.1.3 Sales Taxes on Fuel

California collects 7.25% sales tax on the sale of specified products, a portion of which is earmarked for transportation. In 2002 Proposition 42 was passed by the voters specifying that 5% of the 7.25% sales tax per gallon of gasoline sold is to be earmarked for transportation and placed in the Transportation Investment Fund (TIF). The law TIF funds are to be distributed as follows:

- 40% to the State Transportation Improvement Program (STIP)
- 20% to the Public Transportation Account
- 20% to counties
- 20% to cities

As a result of this distribution the STIP typically receives about $250 million per year from state sales taxes.

3.1.4 Truck Weight Fees

California truck weight fees typically generate nearly $900 million per year and are deposited in the State Highway Account where they are eligible for many uses including the STIP. There is no set amount targeted for the STIP.

3.1.5 Roadway Tolls

In California the ability to charge roadway tolls on State Highways can only be authorized through enabling statewide legislation. Currently, tolls are authorized on specified bridges in the San Francisco Bay area, Los Angeles area, and the San Diego area. In addition, legislation in 1989 (AB 680) authorized Caltrans to enter into agreements with private entities for four toll corridors in California. At least one had to be in northern California and at least one in southern California.

As a result there are currently three toll corridors in southern California, but none yet in northern California as a result of this legislation. They are the Route 91 Expressway in Orange County, the Eastern Transportation Corridor in Orange County consisting of Routes 241, 261and 133, and the San Joaquin Hills Transportation Corridor, Route 73, in San Diego County. More recently, Route 125, the South Bay Expressway in San Diego County opened in 2007.

Two categories of toll road approaches are described.

- Traditional Toll Highways
- High Occupancy Toll Lanes (HOT Lanes)

Traditional Toll Highways

These are toll highway segments that require a toll to be paid for its use by all users, but exemptions or reduced fees can be authorized for certain designated users. These designated users could be high

occupancy vehicles or local residents. The funds collected are typically used to maintain and improve the toll road segment. Current technology offers the opportunity to collect tolls through an electronic monitoring system for those using the toll road as a commuter route, thereby reducing the operating cost. Others would still have to pay on site for each use of the toll facility.

> *Toll facilities are applicable in locations where there is enough time savings for users that they are willing to pay a toll fee for that time savings. This usually occurs where there is either daily recurring congestion and/or there is no other reasonable travel alternative.*

Along the Route 99 corridor two options could be considered for tolling. First the entire route from its junction with I-5 in southern Kern County to Hammer Lane in San Joaquin County at north Stockton could be a toll facility. Residents of the eight San Joaquin Valley counties and the western Sierra mountain counties of Mariposa, Tuolumne, Calaveras and Amador could be authorized resident toll exemptions. Of course this would significantly reduce the annual revenue level, but it is very likely that such exemption would be necessary for public and elected official acceptance.

The second approach would be to focus the toll highway to segments with congestion lasting at least one hour during the morning or evening peak commute periods or have no competing parallel alternative road. Candidate locations are in Stockton metro area, between Modesto and Route 120 in Manteca, Modesto metro area, between Atwater and Ceres, Fresno metro area, and Bakersfield metro area.

High Occupancy Toll (HOT) Lanes

High Occupancy Toll (HOT) lanes are a revenue generating form of High Occupancy Vehicle (HOV) lanes. HOT lanes are HOV lanes that single occupant vehicles, not otherwise eligible to use HOV lanes, can choose to use by paying a toll. They provide users with a faster and more reliable travel time alternative.

Currently there are no mainline HOV lanes on Route 99 so HOV and HOT lanes would be new to the corridor. Any consideration of HOV or HOT lanes would have to involve lane additions not taking away an existing non-HOV lane. For efficiency purposes, any HOV/HOT lane proposal should be planned in the context of a “system” rather than isolated locations.

Revenue generation can be quite variable. There are two HOT lane locations in California, an 8 mile segment on I-15 in northern San Diego County and a ten mile segment on Route 91 in eastern Orange County.

Toll rates on existing toll roads and HOT lanes vary widely from between $0.50 to $10 per trip. The toll rate can be variable in response to the congestion level or by time of day.

3.1.6 Vehicle License Fee Surcharge

The vehicle license fee surcharge is a source of finding that has been used for a number of special interest programs in recent years. In the San Joaquin Valley counties have instituted vehicle license fee surcharges for such programs as vehicle abatement, safety call box systems. In addition the San Joaquin Valley Air Pollution Control District has been authorized to levy a vehicle license fee surcharge for programs to achieve air quality emission reductions.

There are 3.2 million registered vehicles in the eight county San Joaquin Valley region. As an example, if legislation was signed into law for a $4 surcharge and all eight counties approved participation, about $12.8 million per year could be generated for improvements on the Route 99 corridor. Since revenue generated from the vehicle license fee surcharge would be relatively stable year after year the opportunity to issue bonds against these revenues presents itself. This would allow several times the annual revenue amount to be available up front instead of on a pay as you go approach.

3.1.7 Vehicle Use Mileage Fee

Vehicle use mileage fee is another user fee that could be applied within the San Joaquin Valley. This mileage fee could be collected in several ways, but the simplest from an administrative perspective, would be to collect the fee each year as part of the annual vehicle registration. Each year the registered owner would report their beginning of year and end of year mileage reading when registering their vehicle. Of course some form of mileage verification would have to be instituted.

At a fee rate of $0.01 per mile about $32 million per year would be generated in the San Joaquin Valley. Of course not all of these fees would go to Route 99 since not all travel would be on Route 99. The statewide percent of travel on State highways versus local roads is about 56% to 44%. Therefore, when applying these percentages about $14 million would go to local agencies for their choice of how to spend the revenue and $18 million could go to State highways. Valley wide some decision would have to be made whether all or some part of this $18 million would be dedicated the Route 99 corridor.

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3.1.8 Local Sales Tax Measures

Please refer to Section 3.2 – Second Level Funding Foundation discussion for specific details.

3.1.9 New Development Mitigation Fees

Over the past two decades the San Joaquin Valley has enjoyed a higher than statewide population growth rate. Along with that growth has been the need to expand supporting infrastructure such as highway and transit to maintain mobility and accessibility. Route 99, as the primary north-south travel corridor, is experiencing increased congestion. Virtually every County General Plan identifies continuation of that trend.

New land development mitigation fees for transportation are generated under two processes in the San Joaquin Valley. First, through the CEQA/California General Plan process, or, secondly, in those counties that have county transportation sales tax measures in place, that have included provisions for Regional Transportation Mitigation Fees.

New development mitigation fees are described in the context of two approaches in this Financial Program.

- Traditional New Development Impact Mitigation
- Corridor Wide New Development Impact Mitigation

Traditional New Development Impact Mitigation

New development impact mitigation is a tool associated with assuring that land uses and supporting infrastructure are in balance with one another, particularly when land use changes are made to the General Plan. This is the more traditional localized scenario whereby land development impact mitigation for transportation is addressed by cities and counties General on a jurisdiction by jurisdiction basis. In this instance negotiated mitigation for new development impacts to Route 99 have been limited to only those segments situated within the boundaries of each local agencies' sphere of influence.

Corridor Wide New Development Impact Fee Mitigation

This approach would establishes the total corridor as a singularly affected transportation component in which new development anywhere along the corridor is considered to affect the entire corridor within the San Joaquin Valley.

The combination of having a corridor vision through the Route 99 Business Plan and high growth rates throughout the valley presents a unique opportunity. In response to new development growth impacts to the Route 99 corridor it would appear appropriate that some form of coordinated development impact fee structure be considered. One type of new development impact fee structure could be through an eight county Joint Powers Authority. This type of structure has the advantage of having valley wide elected officials' representation and the opportunity to make decisions reflecting the best interest of the total corridor.

Because of the "corridor" perspective this approach also provides the opportunity to invest these fees in the best interest of the travel corridor as a whole. These fees could be applied to several types of improvements that can cost effectively balance travel demand along the corridor such as:

- Route 99 Business Plan improvements
- Improvement to parallel roadways and highways
- Alternative passenger services
  - Amtrak
  - High Speed Rail
  - Inter-jurisdictional coordination of bus transit service
- Freight rail enhancements that reduce truck volumes on Route 99

3.1.10 State and Local General Funds

There is precedent in California for State General Fund revenues being used for transportation purposes. The Traffic Congestion Relief Act of 2000 temporarily dedicated the State's share of the state sales tax on gasoline to transportation with the revenue placed in the General Fund and then transferred into the

Transportation Congestion Relief Fund (TCRF) for allocation to transportation uses. As part of this Act the Traffic Congestion Relief Program (TCRP) identified specific to be funded by these revenues. Later, in 2002, Proposition 42 was passed by the voters resulting in this use of State sales tax on gasoline permanent.

The annual General Fund budgets of cities and counties can also include funds for specific transportation uses. If improvement to a segment of Route 99 through a city or county is considered important, such as critical to their economic expansion, funding could be included in its annual budget. It is unlikely that this type of fund source would be able to fully fund an improvement, but it might be made available as a source of funds to leverage other fund types to fully fund the project.

3.1.11 Property Donations and Dedications

Donations can be a source of partial funding for project costs. They can come from a public entity or private sector. In either case donations typically are associated with some form of financial benefit to the donor. For example a property owner, business or land developer may need some type of improvement to Route 99 to realize an economic gain. With such an economic gain they may be willing to contribute cash, donate property, dedicate property or have an improvement constructed themselves.

3.2 Funding Foundation Levels

For the purpose of this Financial Program four "funding foundation levels" have been established. Each funding foundation level is defined below. These levels do not reference priority, but instead they are a representation of the confidence level of various fund types being available for Route 99.

- The first level foundation of the Financial Program will be through commitments by Caltrans and San Joaquin Valley MPOs of traditional STIP funds over several STIP programming cycles. The most likely approach would be through an agreeable percent of Caltrans and MPO STIP shares since history tells us that specific dollar levels can fluctuate significantly.

- The second level foundation of Financial Program funding source commitments will be through finance agreements between Transportation Sales Tax Authorities and Caltrans. Not all San Joaquin Valley counties currently have enacted sales tax measures and some of those have only limited ability to fund projects on Route 99. Other counties may enact sales tax measures in the future.

- The third level foundation of Financial Program funding source commitments will be through finance agreements with local agencies and Caltrans. Such fund sources might be from local jurisdiction by jurisdiction land development mitigation fees, a corridor wide development mitigation fee administered through an eight county Joint Powers Agreement.

- The fourth level foundation of Financial Program funding commitments could be through special earmarks for Route 99 in the federal Transportation Act, annual federal budget acts, roadway tolls, vehicle registration fee surcharge, etc.

3.2.1 First Level Finance Foundation

State Highway Account and Transportation Investment Fund (Proposition 42) Funds

The first level finance foundation is directed at the cornerstone of transportation fund sources in California, State and federal fuel and sales taxes programmed through the STIP. These are those funds held in the State Highway Account and the Transportation Investment Fund (TIF) that are made available for major capacity additions and operational improvements on the State Highway System. Recommendation for the use of these funds is vested with the MPOs and Caltrans with the ultimate decision resting with the California Transportation Commission.

The legislated split of funds programming authority between Caltrans and the MPOs is depicted in the pie charts in Figure 3.1. Each of the eight MPOs in the San Joaquin Valley develops and submits a Regional Transportation Improvement Program (RTIP) to the CTC every two years as does Caltrans for the Interregional Transportation Improvement Program (ITIP). The RTIP is the vehicle for committing shares of STIP funds to transportation projects in each County. The Interregional Transportation Improvement Program (ITIP) is the document Caltrans uses to propose its share of STIP funds for projects on the State Highway System, but on a statewide competitive basis.

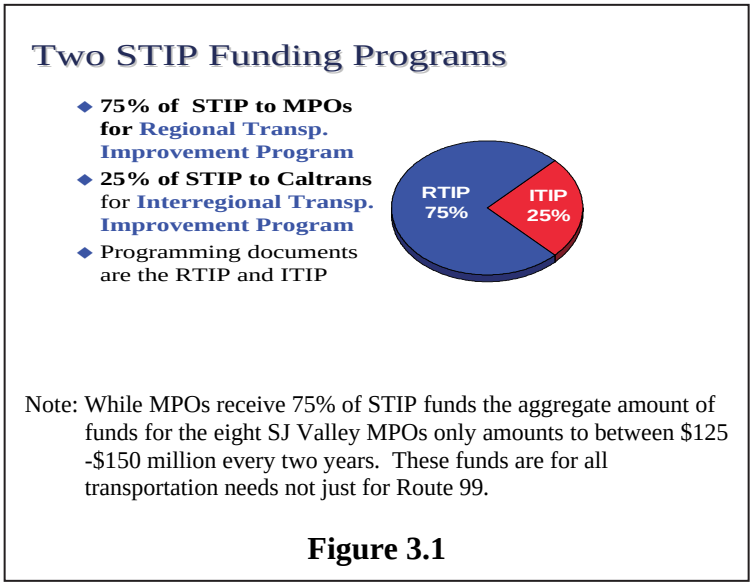
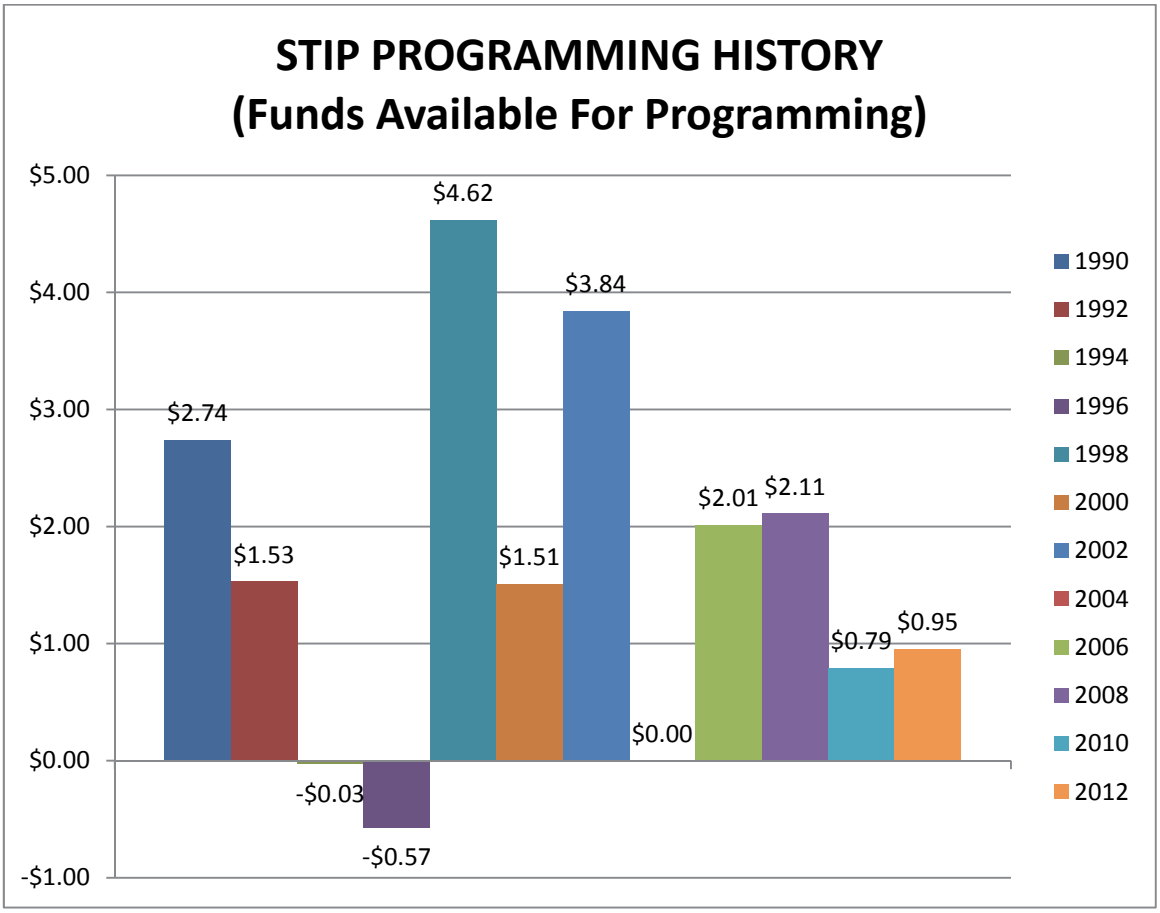


Figure 3.1

While this fund source has been the primary source of funds for transportation improvements, it has historically been fraught with severely inconsistent levels of funds available for new projects over the past 16 years. Figure 3.2 shows the STIP funds level history between 1990 and 2006. As can be seen the available funds for programming has ranged from a high of $4.6 billion to the low of a deficit where projects had to be deleted from the program. The 2006 STIP shows slightly over $2 billion only because the STIP was augmented with $2 billion bond funds because of the November, 2006 passage of Proposition 1B. The current projection for the 2008 STIP cycle indicates that there might be slightly over $1 billion available statewide. Much of this will be used to fund unfunded phases so currently programmed projects can be delivered to construction. This wide fluctuation is a testament to the challenge facing us, even with the most basic of transportation fund sources. However, STIP funds will still remain as the baseline starting point for the Route 99 corridor financial program.

The proposed approach is to begin with this source of funds, both RTIP and ITIP, to leverage other fund sources to fund as many projects as possible.



3.2.2 Second Level Finance Foundation

The second level finance foundation is directed at partnering voter approved county transportation sales tax measure funds with State Highway Account funds. Counties with these local sales tax maeasures are known as "self help" counties. Fortunately, within the San Joaquin Valley four counties have successfully passed sales tax measures. San Joaquin, Madera and Fresno counties successfully extended an existing sales tax measure and Tulare County enacted a new 20 year measure.

Estimates of funds to be generated from these measures are summarized in Figure 3.3. The figure shows the aggregate of funds from these measures to be about $5 Billion over the next 20 to 30 year period. Respective county measure Expenditure Programs show some of these funds specifically directed to the Route 99 corridor, but the actual amount that might become available for Business Plan projects is likely to be very limited due to the overall Expenditure Plan commitments.

County Sales Tax Measure Expenditure Programs contain only a few Route 99 projects and most, if not all, future RTIP shares have been committed to only those projects contained within the Expenditure Programs. Therefore, there is very little flexibility to use future RTIP funds to help complete unfunded Business Plan projects.

Sales Tax Measure funds will not solve the funding challenge faced by the Route 99 corridor, but whatever funds are provided can enhance the opportunity to attract or leverage other funds that may not otherwise come to the San Joaquin Valley. The recent Prop 1B Transportation Bond Act Route 99 Corridor Program demonstrates how funds can be leveraged to the Valley.

In San Joaquin County, Measure K funds have been used on Route 99 widening projects and are also eligible for additional widening projects under Measure K renewal.

Current San Joaquin Valley Measure Programs

			Rte 99 Elig.
San Joaquin Meas. K	$3.35 Billion	30 Yrs	$100 M
Madera Meas. T	$0.21 Billion	20 Yrs	$ 25 M
Fresno Meas. C	$1.70 Billion	20 Yrs	$ 90 M
Tulare Meas. R	$0.65 Billion	30 Yrs	$ 50 M
SJ Valley Total	$5.86 Billion		Tot. $265 M

Figure 3.3

As part of the $1 billion Prop 1B Route 99 program San Joaquin County was approved by the California Transportation Commission (CTC) for $275 million of these bond funds going for two projects to widen from four to six lanes. This is over 1/3 of the bond funds that were available. There was a significant amount of bond funds dedicated to these two projects because they were both important project needs and there were significant local Measure K funds dedicated to these projects.

In the Fresno County Measure C extension there is up to $345 million potentially available for Route 99 improvements. This would be a mixture of Measure C and State Highway Account Regional Transportation Improvement Program funds discussed earlier under the First Level Financial Foundation. The Fresno Measure C Expenditure Plan assumes 75% of their RTIP funds would be used to match measure program funds.

In Madera County up to $18.8 million is identified as available for interchange improvements on Route 99. About $20 million has already been committed toward reconstructing the Ave 12 interchange as part of the Prop 1B Route 99 bond program. This is another example of leveraging other fund sources since without the Measure T funds it is very unlikely that this project would have attracted the bond funds.

Tulare County now enjoys the rewards of a new transportation sales tax measure for the first time as a result of the successful voter approval of Measure R in November, 2006. The Tulare Expenditure Plan has identified about $135 million for the Route 99 corridor. At this point all is for new or improved interchanges, but there may be opportunity to use some funds for widening the mainline in coordination with interchange improvements.

3.2.3 Third Level Finance Foundation

The third level finance foundation fund sources are those funds that are generated from local sources. These fund sources could include local land development transportation mitigation fees, other city and county funds budgeted specifically for transportation uses, or special district fees or funds available for transportation purposes essential to the success of the agencies mission.

Most often these types of funds are used as local match in partnership with other fund sources to either fully fund specific transportation projects or to leverage fund sources from outside of the local jurisdiction or the San Joaquin Valley.

3.2.4 Fourth Level Finance Foundation

During the past two decades federal transportation act and federal annual budget project or program earmarks have seen a significant increase. These types of federal earmarks for transportation projects have always been considered a circumvention of the more logical regional, State and federal planning and programming process. However, it has been a significant approach to accessing federal transportation resources.

Route 99 has been designated as a "farm to market highway' in the 2005 Federal Transportation Act (SAETEA-LU) and as a "Major International Trade Highway Route" in the California Goods Movement Action Plan of 2007. As a result of these designations it may be appropriate to seek special Federal and State funding that enhances the efficiency of goods movement along the Route 99 corridor.

As can be seen in Figure 3.4 and 3.5 Federal Transportation Act earmarks have continually increased since the Federal Transportation Act of 1991. At that time nationally there were 538 projects at a total cost of $6.2 billion. By the 2005 (SAFETEA-LU) there were 5,615 project earmarks totaling $21 billion.

The San Joaquin Valley benefited greatly as the elected representatives became more adept and attained stronger positions on federal legislative committees. In the valley the earmarks continuously rose from a single project in ISTEA to 7 in TEA-21 to 35 in SAFTEA-LU. The dollar value increased from $4.7 million in ISTEA to $51.2 million in TEA-21 to $814 million in SAFETEA-LU. Whether this trend continues or not is in question, but it does show the potential importance of this fund source for accessing outside of area transportation funds.

Figure 3.4
Number of Projects Trend Federal Transp Act Earmarks

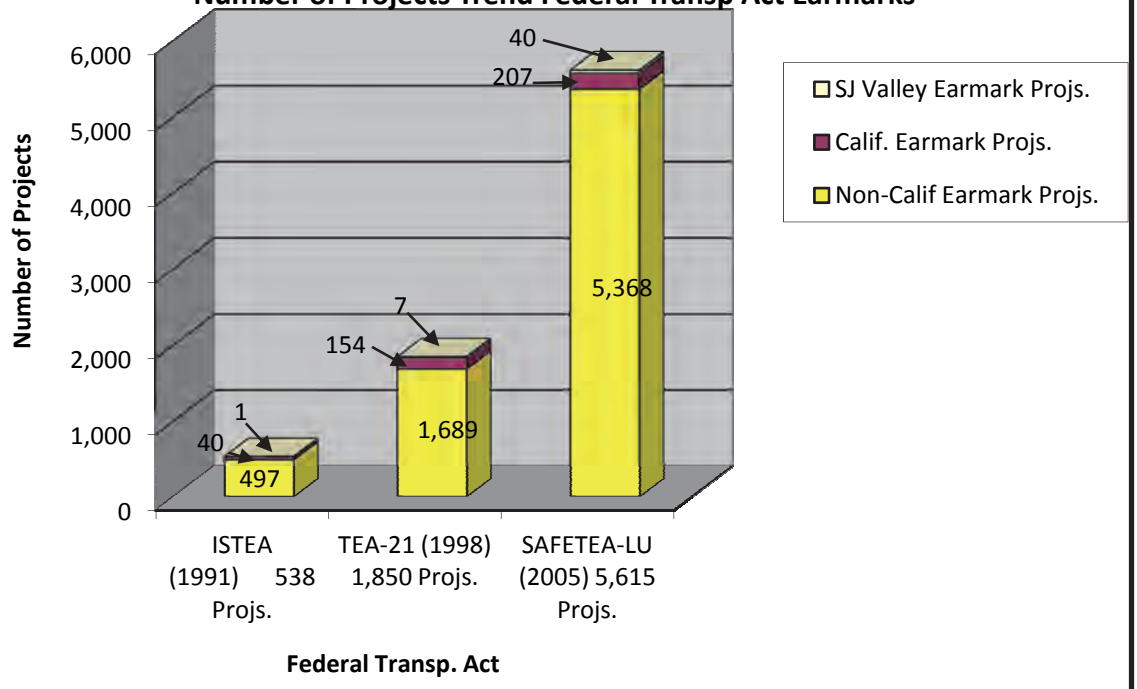
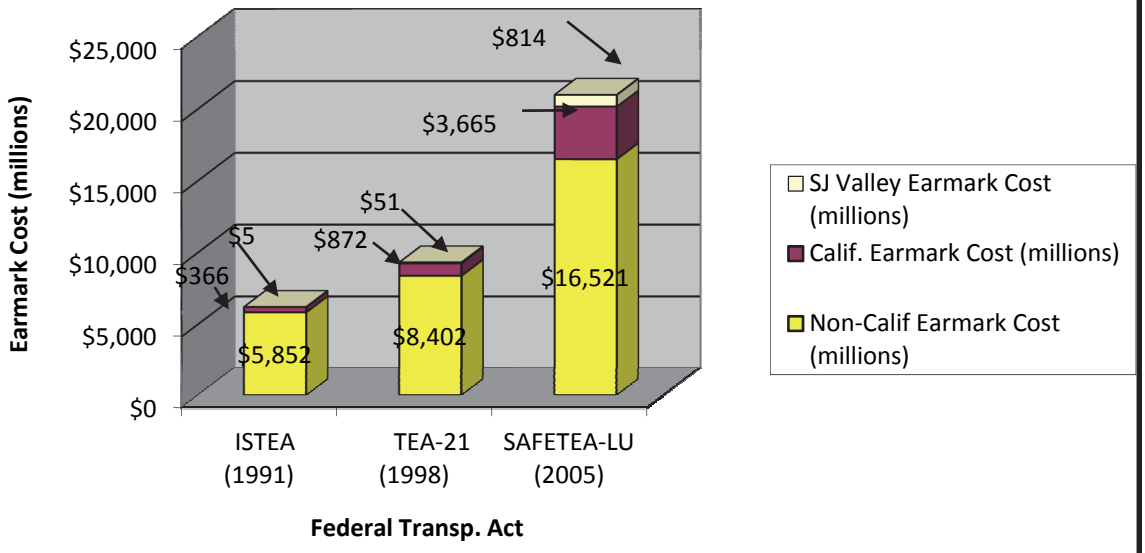


Figure 3.5
Cost Trend of Federal Transp. Act Earmarks (millions)



The latest Federal Transportation Act known as MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. This new funding act contains no earmarks. Funding surface transportation programs at over $105 billion for fiscal years (FY) 2013 and 2014, MAP-21 it is also the first long-term highway authorization enacted since 2005.

MAP-21 is a milestone for the U.S. economy and the Nation's surface transportation program. By transforming the policy and programmatic framework for investments to guide the system's growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

Chapter 4 Alternative Funding Approaches

4.1 Overview

There are four alternative funding approaches under consideration within this Route 99 Business Plan Financial Program. They are identified as:

- Full corridor
- County by county
- Collaborative multi-jurisdictional
- Fund source specific

These approaches are presented as a way to differentiate options that have been considered and evaluated. Ultimately one or more options or combination of options will be applied throughout the corridor. The determination will be made in response to the both the best fit for a specific project or group of projects and in partnership with the respectiveMPOs.

> *"While several alternative funding approaches are included here it is abundantly clear that without a significant influx of non-traditional funds, First Level Finance Foundation, into the San Joaquin Valley progress toward completing the projects included in the Business Plan will be very slow."*

4.2 Project Funding Prioritization Guiding Principles

There are several practical principles that are appropriate to be applied when establishing the corridor wide priority for dedicating scarce funds to the next round of project funding commitments. Establishing these principles is necessary so there is an underlying basis supporting each Route 99 Business Plan project funding decision.

These principles have been established jointly among the eight San Joaquin Valley MPOs and Caltrans District 6 and District 10. These guiding principles are listed below in no specific priority order:

- **Realistic Funds:** There should be a realistic expectation that proposed funds are actually going to be available.
- **Deliverability:** Projects that are partial funded or have near term delivery schedules should enjoy priority consideration.
- **Solves a Problem:** Projects proposed for funding should address a specific problem such as congestion relief, safety, accessibility, air quality, goods movement. etc.
- **Leverage Funds:** Those projects that can leverage funds that ordinarily would not come to the Valley should enjoy priority consideration.
- **Collaborative Decisions:** Projects seeking the use of Caltrans' STIP IIP funds are to be prioritized collaboratively among the eight MPOs and Caltrans District 6 and 10.
- **Geographic Equity:** Everything else being equal geographic equity should be a consideration.

It would be appropriate that priority deliberations also consider whether projects support or are consistent with San Joaquin Valley Blueprint Plans and California Global Warming Solutions Act guidelines.

4.3 Full Corridor Approach

The full corridor approach looks at the entire 274 mile corridor as a single and complete package of improvements with all decision makers participating in funding decisions that involve projects included in the Business Plan Element. This philosophy is based upon an attitude that everyone, Caltrans, the MPOs, as well as county and city jurisdictions, benefits from the improvement of Route 99 regardless of where an improvement occurs along the corridor.

> *The advantage to this approach is that all interested jurisdictions have an equal opportunity to engage in funding decisions that affect IIP funds for the San Joaquin Valley.*

It is intended that project priorities would be established for funding commitments every two years and that it would take multiple STIP cycles and leverage of other funds to complete all projects on the list. Decisions related to individual project delivery and priority for those projects that use State Highway Account funds, particularly Caltrans' Interregional Transportation Improvement Program funds, should rest collectively with all interested jurisdictions. The advantage to this approach is that all interested jurisdictions have an equal opportunity to engage in funding decisions that affect IIP funds for the San Joaquin Valley. An example of this approach is included in Figure 4.1.

Figure 4.1 Example of Full Corridor Project Funding Approach

Co	Limits	Proj. Desc.	Fund Sources ($1,000s)					Tot. Cost ($1,000s)
			IIP	[1]MPO RIP	Co. Meas	Dev. Fees	Other	
Ker	SR 119 to Wilson Rd.	Widen 6F to 8F	[4]$19,330	[2]$19,330		[3]$19,330		$57,990
Tul	Prosperity Ave to Goshen	Widen 4F to 6F	[4]$68,000	[2]$68,000			[6]$68,000	$204,000
Fre	Central Ave to Jensen Ave	Widen 6F to 8F	[4]$15,700	[2]$15,700		$15,700		$47,100
Mad	Ave 7 to Ave 12	Widen 4F to 6F	[10]$16,975	[7]$16,975		$16,975	[9]$16,975	$67,900
Mer	Hammett Ave to S. Turlock OC	Widen 4F to 6F	[4]$26,700	[2]$26,700		$26,700		$80,100
Sta	Carpenter Rd to SJ CL	Widen 6F to 8F	[4]$24,350	[2]$24,350		$24,350		$73,050
SJ	Harney Rd to Sacto CL	Widen 4F to 6F	[10]$45,000	[7]$45,000	[8]$45,000		[9]$45,000	$180,000
		Multi-STIP Cycle Totals	$216,055	$216,055	$45,000	$103,055	$129,975	$710,140

Notes:

1. The seven MPOs participate in the RIP fund share based upon their share of total RIP funds allocated to the Valley. The amount of RIP participation for each MPO to fund the seven project list would be:
   - Kern: 31.0% = $66.98M
   - Tulare: 11.5% = $24.85M
   - Fresno: 23.4% = $50.56M
   - Madera: 3.1% = $ 6.70M
   - Merced: 5.7% = $12.32M
   - Stanislaus: 11.3% = $24.41M
   - San Joaquin: 14.0% = $30.25M
2. One third of cost funded by MPO RIP funds.
3. One third of total cost funded by Bakersfield Metro Area Development Impact Fee Program.
4. One third of total cost funded by Caltrans IIP.
5. One third of total cost funded by MPO RIP funds.
6. One third of total cost funded by Federal Transportation Act special earmark funds.
7. 25% of total cost funded by MPO RIP funds,
8. 25% of total cost funded by County Measure program.
9. 25% of total cost funded by federal Transportation Act special earmark funds.
10. 25% of total cost funded by IIP funds.

4.4 County By County

While the entire corridor may be important to all jurisdictions the county by county funding approach would have decisions regarding project funding priorities based upon MPO jurisdiction lines and consequently MPO and Caltrans' ability to put together project or county specific funding packages. Funding decisions would be based upon a geographic areas ability to generate and leverage funds to pay for projects within a county.

This approach is not dissimilar to the way projects have historically been funded prior to the establishment of the Route 99 Business Plan Element in 2005. However, its advantage is that there is no expectation to engage or become committed to funding projects in other jurisdictional areas. An example of this approach is included in Figures 4.2a and 4.2b.

Figure 4.2a Example of County by County Project Funding Approach—Madera Co.

Co	Limits	Proj. Desc.	Fund Sources ($1,000s)					Tot. Cost (1,000s)
			IIP	Madera RIP	Co Meas.	Dev Fees	Other	
Mad	Ave 7 to Ave 12	Widen 4F to 6F	[1]$16,975	[2]$ 8,000	[3]$14,308	[3]$14,309	[3]$14,308	$ 67,900
Mad	SR 145 at SR 99	Reconstruct I/C		[4]$15,600	$15,600	$15,600		$ 46,800
		Totals	$16,975	$23,560	$29,908	$29,909	$14,308	$114,700

Notes:
1. 25% of total cost from Caltrans IIP funds.
2. Max available from Madera RIP.
3. Remainder split 1/3 each County Meas., Federal Transportation Act special earmark, and Development Fees.
4. 33% each from Madera County RIP, Madera Measure T, and Development mitigation fees.

Figure 4.2b Example of County by County Project Funding Approach—Merced Co.

Co	Limits	Proj. Desc.	Fund Sources ($1,000s)					Tot Cost ($1,000s)
			IIP	Merced RIP	Co Meas	Dev Fees	Other	
Mer	E. Atwater OH to W. Atwater OH	Widen 4F to 6F	[1]$26,400	[1]$26,400		[1]$26,400		$ 79,200
Mer	Hammett Ave to S. Turlock OC	Widen 4F to 6F	[3]$16,020	[3]$16,020		[2]$24,030	[2]$24,030	$ 80,100
		Totals	$42,420	$42,420		$50,430	$24,030	$159,300

Notes:
1. 33% of total cost funded by each Caltrans IIP, Merced RIP, and development mitigation fees.
2. 60 % covered by federal earmark and development mitigation fees.
3. Remainder from 20% Caltrans IIP and 20% Merced RIP.

4.5 Collaborative Multi-Jurisdictional

The collaborative multi-jurisdictional financing approach would fund projects through multi-agency agreements either by specific project or packages of projects. This approach represents a hybrid between the full corridor and county by county approaches. In this instance several jurisdictions would jointly prioritize and fund one or more projects that are mutually beneficial to each jurisdiction. In this case there would still need to be engagement with other MPOs in the Valley because other San Joaquin Valley MPOs would likely also be seeking scarce IIP funds.

If all project improvements included in the Business Plan Element were part of this approach it would essentially, by default, be the same as the full corridor approach. An advantage of this approach is that it probably provides a higher degree of willingness by individual decision makers to commit funds to projects outside of their respective county area than the full corridor approach.

An example of this approach is included in Figure 4.3.

Figure 4.3 Example of Collaborative Multi-jurisdictional Project Funding Approach

Co	Limits	Proj Desc	Fund Sources ($1,000s)					Tot. Cost ($1,000s)
			Caltrans IIP	Merced RIP	Stanisl. RIP	San Joaquin RIP	Other	
Mer	Hammett Ave to S. Turlock OC	Widen 4F to 6F	[1]$19,250	[2]$38,500	[3]$ 9,625	[3]$ 9,625	[4]$ 10,000	$ 87,000
Sta	Carpenter Rd to SJ CL	Widen 6F to 8F	[5]$ 7,700	[6]$ 7,700	[7]$26,950	[6]$ 7,700	[8]$ 26,950	$ 77,000
SJ	HarneyRd to Sacto CL	Widen 4F to 6F	[9]$13,500	[10]$ 7,500	[10]$14,700	[10]$18,300	[11]$126,000	$180,000
		Totals	$40,450	$53,700	$51,275	$35,625	$162,950	$344,000

Notes:
1. After deducting $10 M Federal Transportation Act earmark from total cost Caltrans IIP contributes 25%.
2. After deducting $10 M Federal Transportation Act earmark from total cost Merced County contributes 50%.
3. After deducting $10 M Federal Transportation Act earmark from total cost Stanislaus County and San Joaquin County contributes 12.5% each.
4. Federal Transportation Act earmark.
5. 10% of total cost from Caltrans IIP.
6. 10% of total cost from partner county RIP.
7. 35% of total cost from home county RIP.
8. 35% of total cost from development mitigation fees.
9. After HOT lane funds 25% of remainder from IIP.
10. After HOT lane funds 75% of remainder from RIP shares based upon each county's % of RIP shares.
11. HOT lane generated funding.

4.6 Fund Source Specific

This approach focuses the project funding decision primarily around the availability and purpose of specific fund sources. For example development mitigation funds that are collected that mitigate new traffic by a project specifically identified in a city or county General Plan Amendment "conditions of approval" would be applicable to this approach. This fund source could be applied to the other approaches

mentioned here, but in this example mitigation fees could not be used on projects in other locations not specified in the conditions of approval. The same could be said for funds earmarked for specific projects in a federal transportation act or budget. An example of this approach is included in Figure 4.4.

Figure 4.4 Example of Fund Source Specific Project Funding Approach

Co	Limits	Project Description	Fund Sources ($1,000)					Total Cost ($1,000)
			Caltrans IIP	Kern RIP	Dev. Fees	HOT Lanes	Vehicle License Fee	
Ker	SR 119 to Wilson Rd.	Widen 6F to 8F	[1]$ 5,800	[2]$ 5,800	[3]$ 5,800	[4]$40,600		$ 58,000
Ker	SR 204 to 7th Std Rd.	Widen 6F to 8F	[5]$12,687	[6]$12,688		[7]$50,750	[8]$25,375	$101.500
		Totals	$18,487	$18,488	$5,800	$91,350	$25,375	$159,500

Notes:
1. IIP funds 10% of the total cost not funded by HOT Lane funds.
2. RIP funds 10% of the total cost not funded by HOT Lane funds.
3. Development mitigation fees fund 10% of the total cost not funded by HOT Lane funds.
4. 70% of the total cost funded by HOT Lane funds.
5. IIP funds 12.5% of the total cost not funded by HOT Lane funds.
6. RIP funds 12.5% of the total cost not funded by HOT Lane funds.
7. 50% of the total cost funded by HOT Lane funds.
8. 25% of total cost funded by Kern County $4 Vehicle License Fee (10 yrs of revenue).

Chapter 5 Recommendation

5.1 Recommended Financial Approach

Several project funding approaches were described in Section 4. It has been determined that a variation of the Full Corridor Approach is the recommended financial approach. An Example is shown in Figure 5.1. In essence the recommended approach establishes an ongoing dedication of IIP and RIP shares with balances of project funding coming from several other fund sources. Under the approach agreed upon between Caltrans and MPOs in the San Joaquin Valley 10% of each MPO RIP share for each STIP cycle will be contributed to a Route 99 corridor Fund. This will be matched by Caltrans IIP funds. Under this scheme it will take 12 STIP cycles to fund the projects shown in Figure 5.1. The decision of which projects to fund first is yet to be determined.

Figure 5.1 Example of Recommended Funding Approach

Co	Limits	Proj. Desc.	Fund Sources ($1,000s)						Tot. Cost ($1,000s)
			[3]IIP	[2]MPO RIP	Co. Meas	Dev. Fees	[11]Vehicle License Fees	Other	
Ker	SR 119 to Wilson Rd.	Widen 6F to 8F	$14,500	$14,500		[4]$14,500	$14,500		$58,000
Tul	Prosperity Ave to Goshen	Widen 4F to 6F	$51,000	$51,000			$51,000	[5]$51,000	$204,000
Fre	Central Ave to Jensen Ave	Widen 6F to 8F	$11,750	$11,750		[6]$11,750	$11,750		$47,000
Mad	Ave 7 to Ave 12	Widen 4F to 6F	$13.600	$13,600		[7]$13,600	$13,600	[8]$13,600	$68,000
Mer	Hammett Ave to S. Turlock OC	Widen 4F to 6F	$20,000	$20,000		[9]$20,000	$20,000		$80,000
Sta	Carpenter Rd to SJ CL	Widen 6F to 8F	$18,250	$18,250		[6]$18,250	$18,250		$73,000
SJ	Harney Rd to Sacto CL	Widen 4F to 6F	$36,000	$36,000	[10]$36,000		$36,000	[8]$36,000	$180,000
Multi-STIP Cycle Totals			$165,100	$165,100	$36,000	$78,100	$165,100	$100,600	$710,000

Notes:

1. This project list is established jointly by Caltrans and the San Joaquin Valley MPOs. Decisions of which project(s) and how much to contribute are to be jointly determined as part of each STIP programming cycle.
2. The seven (eight?) MPOs participate in the RIP fund share by contributing 10% of its RIP (or alternate source) share allocation from each STIP programming cycle into a fund that is used to participate in the joint funding of agreed upon projects. For example, based on the RIP shares for each MPO in the 2008 STIP cycle, each share would be:

Kern:	$5.9M	Merced:	$1.1M
Tulare:	$2.2M	Stanislaus:	$2.1M
Fresno:	$4.4M	San Joaquin:	$2.7M
Madera:	$0.6M		

3. IIP funds match MPO RIP funds.
4. 25% of total cost funded by Bakersfield Metro Area Development Impact Fee Program.
5. 25% of total cost funded by Federal Transportation Act special earmark funds.
6. 25% of total cost funded by development mitigation fees.
7. 25% of total cost funded by development impact fees.
8. 20% of total cost funded by federal Transportation Act special earmark funds.
9. 20% of total cost funded by development impact fees.
10. 20% of total cost funded by County Measure Program.
11. Revenue generated by $4 Vehicle License Fee surcharge for vehicles registered within each county.

Chapter 6 Financial Arrangements

6.1 Formal Agreements

Formal financial agreements represent the strongest form of financial arrangement for a project or group of projects. These would be financial arrangements made through agreements such as Memorandums of Understandings (MOUs) committing signatory agencies to either a set dollar amount or percentage of given fund sources for a specified project or group of projects over a specified number of years. There would be a bi-annual review process to jointly reaffirm or modify project priorities and funding commitments.

An example of an MOU is included in this corridor Financial Program as Attachment A.

6.2 Conceptual Understandings

As part of this Financial Program it is appropriate to include an indication of intent of how the next group of Route 99 Business Plan projects might be funded. It is understood that these are multi-year financial conceptual understandings that represent a non-formal agreement, but act as a demonstration of intent to fund a project or group of projects. In addition, it is understood that formal commitments of funds cannot be made by Caltrans, theMPOs, or any other potential funding partners until funds are actually available to them. These would be general understandings, but without the formality associated with an MOU. These could take the form of a jointly signed Letter of Agreement or Understanding. Again, there would be a bi-annual review process established.

> *It is understood that formal commitments of funds cannot be made by either Caltrans, theMPOs, or any other potential funding partners until funds are actually available to them.*

An example of a Letter of Understanding is included in this Corridor Financial Program as Attachment B.

Chapter 7 Corridor Annual Financial Review

7.1 Annual Report

To assure ongoing coordination and responsiveness of the Business Plan to changing conditions an annual financial discussions meeting will be held jointly between Caltrans District 6 and 10 all eight MPOsin the San Joaquin Valley. There will also be an Annual Report prepared addressing accomplishments, the status of Business Plan project improvements and near term objectives. In addition, current issues and suggested approaches toward addressing these issues will be included in the annual report.

ATTACHMENT A

Sample Memorandum of Understanding between
_____ and
California Department of Transportation, District 6 and 10 for intent of Financial Participation on Specified Project(s) herein identified and included in the Route 99 Master Plan, Business Plan Element

I. Purpose

This Memorandum of Understanding (MOU) is established and entered into between the California Department of Transportation, District 6 and District 10 (Department) and _____ as a commitment of intent to jointly fund project improvements included in the most recently endorsed Route 99 Master Plan, Business Plan Element (Business Plan). The initial Business Plan was completed by the Department and endorsed/accepted by the eight San Joaquin Valley MPOs in December, 2005. The initial Business Plan included 67 specific projects within four priority categories. Of those 67 projects 13 have been constructed or have been fully funded. Many Business Plan projects remain to be funded and constructed. As State Route 99 remains the top priority State Highway corridor for all eight MPOs and both the the Department and the MPOs seek to fully fund and construct the remaining not fully funded projects the purpose of this MOU is to memorialize an intent of commitment to fully fund those remaining projects within the ability and authority of the signatories of this MOU.

This MOU is made and entered into between the California Department of Transportation, District 6 and District 10 and _____ to demonstrate an intent of financial commitment toward the implementation of projects specifically described in Exhibit A to this agreement.

II. Applicable Principles

The following principles guide the intent of financial commitment and application of this MOU.

- State Route 99 corridor improvement consistent with the most recently endorsed Business Plan Element is the top priority interregional State Highway corridor on the San Joaquin Valley.

- Improvement of the State Route 99 corridor is of enough importance that completion of those projects contained within the most recently endorsed Business Plan Element should not languish unnecessarily.

- The primary intent of this MOU is to memorialize an intent of commitment to fully fund and implement those projects included in Exhibit A.

- Part of the intended value of this MOU is to assure that the Department and San Joaquin Valley MPO decision makers seriously consider the use of Interregional Improvement Program (IIP) and Regional Improvement funds (RIP) for Route 99 Business Plan projects when engaged in funding deliberations for the use of these funds.

- The signatories to this MOU should be advocates for not only State Highway Account (SHA) funds, but should also seek other fund types that can accelerate the completion of all Business Plan Element projects.

- There is no intent or expectation that signatories to this MOU commit to providing funds that either are not available in the year(s) expected or are not with their authority control.

III. Roles and Responsibilities

These roles and responsibilities are established to best utilize respective agency authority and expertise toward accomplishing completion of the Business Plan Element.

Department Responsibilities:

- Seek IIP funds for State Route 99 projects included in the Business Plan Element

- Continually seek the earliest implementation of projects included in the most recently endorsed Business Plan Element.

- Collaborate with all eight San Joaquin Valley MPOs to establish project programming priorities for the use of SHA funds for each programming cycle.

- Investigate and advocate for the use of other non-SHA funds for use on the Route 99 corridor.

- Provide periodic status reports on cost and schedule for projects included in Exhibit A.

Metropolitan Planning Organization Responsibilities:

- Assure that local officials and MPO governing board decision makers are fully apprised of the importance and priority of the Route 99 corridor during deliberations on the use of RIP and other local transportation funds.

- Collaborate with the Department to establish project programming priorities for the use of SHA funds for each programming cycle.

- Investigate and advocate for the use of other non-SHA funds for use on the Route 99 corridor.

California Department of Transportation
District 6

Metropolitan Planning Organization

_____

MALCOLM DOUGHERTY Date
District 6 Director

_____

Executive Director Date

_____

KOME AJISE Date
District 10 Director

EXHIBIT A
Sample Route 99 Improvement Project List

Co	Limits	Proj Desc	Fund Sources ($1,000)				Total Cost ($1,000)
			Caltrans IIP	Kern RIP	Dev. Fees	HOT Lanes	
Ker	SR 119 to Wilson Rd.	Widen 6F to 8F	[1]$ 5,800	[2]$ 5,800	[3]$ 5,800	[4]$40,600	$ 58,000
Ker	SR 204 to 7th Std Rd.	Widen 6F to 8F	[5]$12,687	[6]$12,688		[7]$76,125	$101,500
		Totals	$18,487	$18,488	$5,800	$116,725	$159,500

Notes:

1. IIP funds 10% of the total cost not funded by HOT Lane funds.
2. RIP funds 10% of the total cost not funded by HOT Lane funds.
3. Development mitigation fees fund 10% of the total cost not funded by HOT Lane funds.
4. 70% of the total cost funded by HOT Lane funds.
5. IIP funds 12.5% of the total cost not funded by HOT Lane funds.
6. RIP funds 12.5% of the total cost not funded by HOT Lane funds.
7. 75% of the total cost funded by HOT Lane funds.

ATTACHMENT B

Sample Joint Letter of Understanding between

_____

and

California Department of Transportation, District 6 and District 10
For the intent of Financial Participation on Specified Project(s) included in the Route 99 Master Plan, Business Plan Element

This Letter of Understanding, entered into this day _____ of _____ , 2008 by and between _____ and California Department of Transportation, District 6 and District 10 (Caltrans).

WHEREAS, the eight Metropolitan Planning Organizations in the San Joaquin Valley and Caltrans have each endorsed the State Route 99 Business Plan Element; and
WHEREAS, it is jointly understood that State Route 99 is the top priority interregional State Highway corridor in the San Joaquin Valley; and
WHEREAS; 67 projects were included in the Business Plan endorsed in 2005; and
WHEREAS, only 13 of those projects have been either constructed or are fully funded; and
WHEREAS, it is essential to the economic vitality that all 67 projects be implemented within the shortest practical time; and

NOW THEREFORE, it is understood that it is the intent of the MPO(s) and Caltrans to participate financially toward the implementation of those projects specifically described in Exhibit A as a part of this Letter of Understanding.

This Letter of Understanding (LOU) is established as a demonstration of intent to jointly participate in the financial support for those projects included in Exhibit A of this LOU, but does not represent a mandate for such participation.

California Department of Transportation District 6 and District 10		Metropolitan Planning Organizations	
_____		_____	
MALCOLM DOUGHERTY District 6 Director	Date	All Executive Directors	Date
_____			
KOME AJISE District 10 Director	Date		

EXHIBIT A

Sample Route 99 Improvement Project List

Co	Limits	Proj. Desc.	Fund Sources ($1,000s)						Tot. Cost ($1,000s)
			[3]IIP	[2]MPO RIP	Co. Meas	Dev. Fees	[11]Vehicle License Fees	Other	
Ker	SR 119 to Wilson Rd.	Widen 6F to 8F	$14,500	$14,500		[4]$14,500	$14,500		$58,000
Tul	Prosperity Ave to Goshen	Widen 4F to 6F	$51,000	$51,000			$51,000	[5]$51,000	$204,000
Fre	Central Ave to Jensen Ave	Widen 6F to 8F	$11,750	$11,750		[6]$11,750	$11,750		$47,000
Mad	Ave 7 to Ave 12	Widen 4F to 6F	$13.600	$13,600		[7]$13,600	$13,600	[8]$13,600	$68,000
Mer	Hammett Ave to S. Turlock OC	Widen 4F to 6F	$20,000	$20,000		[9]$20,000	$20,000		$80,000
Sta	Carpenter Rd to SJ CL	Widen 6F to 8F	$18,250	$18,250		[6]$18,250	$18,250		$73,000
SJ	Harney Rd to Sacto CL	Widen 4F to 6F	$36,000	$36,000	[10]$36,000		$36,000	[8]$36,000	$180,000
Multi-STIP Cycle Totals			$165,100	$165,100	$36,000	$78,100	$165,100	$100,600	$710,000

Notes:

1. This project list is established jointly by Caltrans and the San Joaquin Valley MPOs. Decisions of which project(s) and how much to contribute are to be jointly determined as part of each STIP programming cycle.
2. The seven (eight?) MPOs participate in the RIP fund share by contributing 10% of its RIP (or alternate source) share allocation from each STIP programming cycle into a fund that is used to participate in the joint funding of agreed upon projects. For example, based on the RIP shares for each MPO in the 2008 STIP cycle, each share would be:

Kern:	$5.9M	Merced:	$1.1M
Tulare:	$2.2M	Stanislaus:	$2.1M
Fresno:	$4.4M	San Joaquin:	$2.7M
Madera:	$0.6M		

3. IIP funds match MPO RIP funds.
4. 25% of total cost funded by Bakersfield Metro Area Development Impact Fee Program.
5. 25% of total cost funded by Federal Transportation Act special earmark funds.
6. 25% of total cost funded by development mitigation fees.
7. 25% of total cost funded by development impact fees.
8. 20% of total cost funded by federal Transportation Act special earmark funds.
9. 20% of total cost funded by development impact fees.
10. 20% of total cost funded by County Measure Program.
11. Revenue generated by $4 Vehicle License Fee surcharge for vehicles registered within each county.