

Stanislaus County Department of Public Works Claribel Road Widening Project

TIGER IV GRANT APPLICATION



DUNS Number / CCR Registration: 78.641.7535 CCR Cage #5HHP1

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Executive Summary

Stanislaus County is proud to submit the Claribel Road Widening Project for consideration of a TIGER IV Grant. We believe this is a worthwhile project that meets the expectations of the grant criteria. We are submitting as a rural project that lies between two urban areas, the City of Modesto and the City of Riverbank. As such, the project has the unique opportunity to provide an alternative bus route and Class I bike lanes between the two cities – not something that most rural projects can do.

The TIGER pre-application incorrectly listed the west end point as the centerline of the intersection of State Route 108 (McHenry Ave) and Claribel Road. The project will actually begin to the east of that at N 37.71101 and W 120.99111, which puts the project entirely within a rural area, as opposed to partially within an urban area. Therefore, the project qualifies as a rural project and is exempt from the minimum \$10M grant request. Our request is \$3M in TIGER grant funds.

Claribel Road is currently a two-lane road that carries much more traffic than for which originally designed (12,000 Average Daily Traffic with 9% trucks). This is evident in the intensive maintenance it requires because the base and sub-base were designed for much lower vehicle and truck volumes. A new facility will reduce future maintenance costs for this facility by more than \$250,000 over a twenty-year period while providing operational improvements, increasing capacity and lowering accidents. The facility presently operates at a Level of Service (LOS) E with a future LOS F if improvements are not made. There are also a greater than expected number of accidents within the corridor and 15 of those at the Coffee/Claribel intersection. The new four-lane facility and signal will undoubtedly improve operations and reduce accidents.

Stanislaus County has been in the news lately as having one of the highest foreclosure rates in the country. Hand in hand with that statistic is that we have one of the

highest unemployment rates in the country. We really need some help. The cost/benefit analysis shows a positive benefit indicating that this project has a rate of return varying from 22% to 24.7% with a payback period of between 6 and 7 years. This project will provide near term jobs, as well as indirect and induced jobs for nearly 145 people. The near term economic benefit is lower, approximately 8 person-year jobs for the construction phase of the project. However, there are other benefits as detailed in the application – economic vitality, goods movement, multi-modal aspects, and environmental considerations. This project does a lot of good for the \$3,000,000 ask!

Stanislaus County is also part of the San Joaquin Valley Air Basin – the dirtiest air in America. This project will help produce positive air quality results by reducing the amount of air pollution by almost 7 tons per year by allowing traffic to move more freely through the corridor, without the significant idling that is encountered today during peak hours. Bioswales are incorporated into the design to help improve water quality by infiltrating the first flush of storm water runoff and filtering large storm flows. These bioswales also require less maintenance and are aesthetically pleasing.

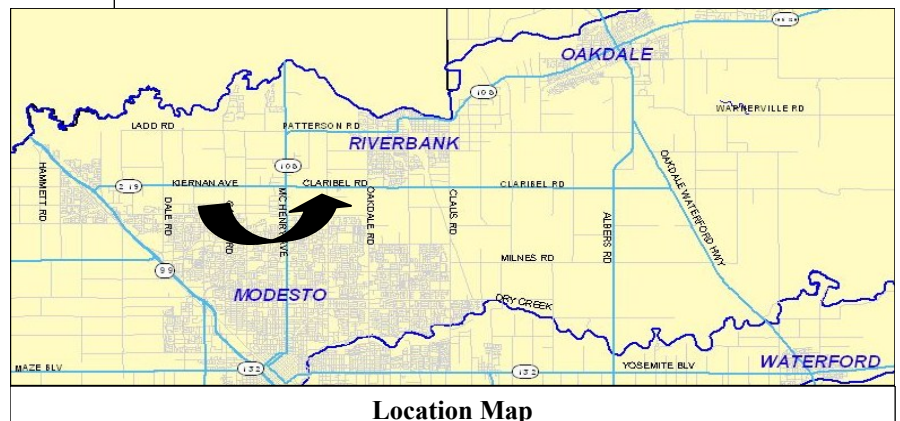
Stanislaus County Department of Public Works has been successful in delivering \$40M in federally funded projects and \$27M in non-federally funded projects over the last five years. We have committed over \$7M in local funds to engineer, environmentally clear, fund the right of way and partially construct the project. We have secured over \$4M in state funding, \$3.3M local funding, and an additional \$800,000 of CMAQ funding for a total of \$8.2M. The \$3M in TIGER funding along with the CMAQ funds represents a 34% federal funding to a 66% non-federal match for the \$11.2M construction project. Without the TIGER funding, this project will not be built for several years. With your help, we can be successful in delivering this project.



Project Description

Stanislaus County proposes to improve 2.1 miles of Claribel Road between Oakdale Road and McHenry Avenue (SR 108) to better accommodate existing and projected vehicular, pedestrian, and bicycle traffic anticipated from implementation of planned housing and business development in the Salida Community, the Cities of Riverbank, Modesto and Oakdale. The current two lane configuration with a four way stop at Coffee will be widened to a four lane facility with a center median, 10-foot shoulders that will include Class 1 Bike Lanes and a signal at the Claribel/Coffee intersection. The project will also widen a canal bridge. The design incorporates drainage swales and best management practices to manage storm water runoff and improve water quality. The new configuration will allow for implementation of a new bus route that will provide access to service to over 8,855 residents in the planning area.

This Project is included in the 2010 Federal Statewide Transportation Improvement Program and in the Stanislaus Council of Government's Regional Transportation Plan (approved July 2010). Funding is proposed from a variety of sources including the Congestion Mitigation and Air Quality (CMAQ) Program, and local Public Facility Fees generated by ongoing development. The total estimated construction cost of the project (including construction management) is \$11.2 million.



Project Setting

Geography and Land Use

The Project is located in Stanislaus County, southwest of the City of Riverbank and north of the City of Modesto. Claribel Road is classified as an east/west expressway. Oakdale Road and Coffee Road are both classified as north/south major roadways. Claribel Road serves as an inter-regional transportation facility between the cities of Riverbank, Modesto, and Oakdale to State Route (SR) 108 (McHenry Avenue) and further west to SR 99 via SR 219 (Kiernan Avenue).

Caltrans widened SR 219 (Kiernan Avenue) from SR 99 Kiernan Interchange to Morrow Road to four lanes in 2008. The second phase of that project, from Morrow Road to SR 108 (McHenry Avenue) will be widened to four lanes in 2012. The Claribel Widening project is a natural extension of the overall plan to provide significant improvement to inter-regional traffic between the Cities of Oakdale, Riverbank and Modesto to SR 99.

The project is located in Stanislaus County at approximately 65 feet above sea level on level floodplain, two miles south of the Stanislaus River and eight miles east of the San Joaquin River. To the west of Stanislaus County lies the San Francisco Bay Area (approximately 90 miles) and the Santa Cruz Beach (approximately 115-miles). To the east is the “Mother Lode” (approximately 50-miles) and a little farther is the Sierra Nevada mountain range, and Yosemite National Park. Salida lies south of Stockton on State Route 99 between the cities of Manteca and Modesto.

At either end of the project area, land uses are urban in nature, including commercial and industrial uses. However, beyond the immediate project area, land uses are predominantly agricultural. According to the California Department of Conservation Farmland Mapping and Monitoring Program, the majority of

agriculture lands are designated as Prime Farmland. Prime farmland, as a designation assigned by U.S. Department of Agriculture, is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops.

Human Environment

The Claribel Widening Project will promote the livability of Stanislaus County and other urbanized areas by providing capacity, operational improvements and safety on Claribel Road and the surrounding transportation network. Stanislaus County is a designated Economically Distressed Area and is identified as a Targeted Employment Area (TEA) by the California Enterprise Zone Program. TEAs are low-income communities with high rates of unemployment, poverty, and crime. Areas are designated as a TEA if over 50% of the residents of a given census tract have income levels below the County’s median income rate. The purpose of a TEA is to encourage businesses in an enterprise zone to hire eligible residents of certain geographic areas within a community. As of 2011, Stanislaus County has a population of 514,453. It has had a population growth of 15.1% percent since 2000. The cost of living is 11 percent higher than the U.S. average. The median home cost is \$211,800 and has depreciated by 6.45 percent since 2010. The income per capita is \$21,061, which includes all adults and children. The median household income is \$52,042. Salida public schools spend \$4,883 per student, compared to a national average of \$5,678. There are about 21.3 students per teacher.

The unemployment rate in Stanislaus County was 16.1 percent in December 2011, up from a revised 15.4 percent in November 2011, and below the year-ago estimate of 17.5 percent. This compares with an unadjusted unemployment rate of 10.9 percent for



Project Setting (continued)

California and 8.3 percent for the nation during the same period.

Stanislaus County has been hit particularly hard by the housing crisis. One in every 153 housing units received a foreclosure filing in 2011 and there are currently 5,153 foreclosed homes on the market today in Stanislaus County. The foreclosure rate is around 9% and is among the highest in the nation. The Draft Housing Element of the Stanislaus County General Plan

states that a total of 10,700 Stanislaus County homes were lost to foreclosure during 2007 and 2008, which is nearly 9% of all houses and condominiums in the County. Home values have dropped approximately 65% since they peaked in 2005-06. New construction is nearly at a standstill, with approximately one-tenth the numbers of homes built in 2008 than in 2005. The housing situation continues to be dire in 2012 in Stanislaus County.



Purpose and Need

The Claribel Road Corridor improvements are needed due to the volume of traffic and, most notably, the volume of trucks traveling the corridor are higher than the optimum levels recommended for a two-lane conventional highway. The roadway is congested during peak hours and has a high accident rate at intersections where vehicles making left-turns must cross oncoming traffic.

The purpose of the project is to provide additional lanes to improve the capacity of the roadway and reduce traffic congestion, improve intersections to improve safety conditions for cross-traffic and left-turning traffic, and to include a median and clear recovery zone to upgrade the roadway to current design standards.

Traffic Operations

Corridor Segments

Current traffic operations on the Claribel Road Corridor are below the County Standard of Level of Service (LOS) C. At the project opening, year 2013, the no-build alternative shows that both segments of the roadway would operate at LOS E, and by 2025, LOS F. The recommended proposed alternative increases the directional LOS to C in all but one condition. However, with the construction of the North County Corridor by 2035, the Level of Service would then increase to LOS A with the proposed alternative.

Segment Level of Service Summary

SEGMENT	No Build Alternative (2 lanes)				Proposed Alternative (4 lanes)			
	2013		2035 (w/NCC)		2013		2035 (w/NCC)	
	v/C	LOS	v/C	LOS	WB	EB	WB	EB
McHenry to Coffee	0.62	E	1.38 (0.49)	F (D)	A	A	D (A)	C (A)
Coffee to Oakdale	0.67	E	1.48 (0.53)	F (E)	A	A	C (A)	C (A)

v/C = Volume to Capacity ratio for peak hour

LOS = Level of Service

WB/EB = Westbound/Eastbound

Intersections

Coffee Rd at Claribel Rd

The intersection at Coffee Road and Claribel Road currently operates at a LOS of F and will progressively get worse over time, adding to the already significant peak hour delay of 205.7 seconds. Signalizing and widening the intersection, while adding left turn and right turn lanes will dramatically increase the capacity of the intersection. In the year 2035, the preferred selected alternative shows the AM and PM average delay being improved by 507.7 seconds (LOS B) and 757.7 seconds (LOS B) respectively. The amount of emissions and driver delay caused by the well over-capacity intersection at Claribel Road and Coffee Road is well above the LOS C threshold the County has established.

Intersection Level of Service Summary

Claribel at Coffee

ALT	2013 AM		2013 PM		2035 AM		2035 PM	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
No-Build	84.1	F	205.7	F	519.9	F	769.5	F
Preferred/ Selected					12.2	B	11.8	B
Delay Reduction					-507.7s		-757.7s	



Purpose and Need (continued)

Collision Analysis

In a 3-year period (2007-2009), 61 collisions were observed along the Claribel Road corridor, including intersection related collisions at the intersection with Coffee Road. McHenry Ave (SR108) and Oakdale Road intersection collisions were not included in this analysis as they are at the project limits.

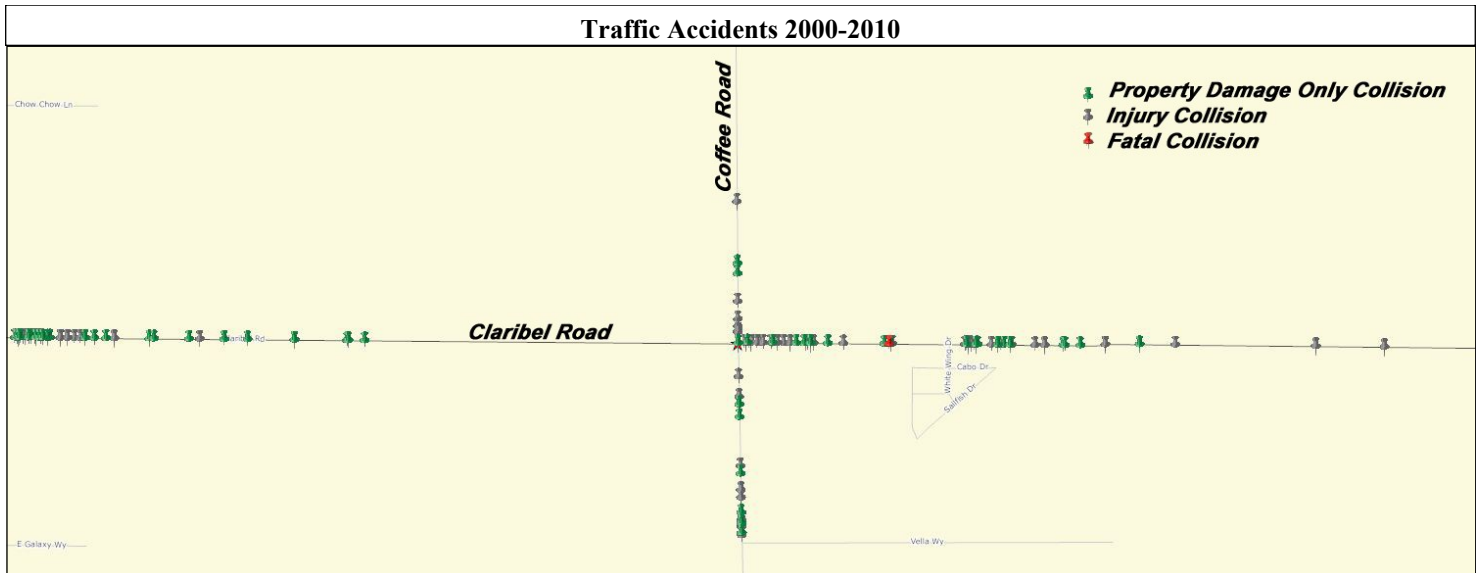
Over the 3-year period, there were 61 collisions total along the corridor. 15 collisions were attributed to the intersection at Coffee Road, 25 west of Coffee Road and 24 east of Coffee Rd. Three collisions were duplicative in the intersection and on the segment.

Intersection of Claribel Road at Coffee Road

The intersection of Claribel Rd. and Coffee Rd. experienced 5 collisions per year over the 3-year analysis period. The project will widen and signalize the intersection as part of the multi-lane highway expansion. The expected rate of collisions is 2.7 collisions per year for the newly signalized intersection. The rate is based on observed driver behavior and collision records from 4 signalized intersections within the County of similar environmental and road characteristics of the future project. This represents an approximate reduction of 2.3 collisions per year at this intersection; meaning over a 20-year life span approximately 23 collisions can be avoided, negating the effects of additional trips over the same period of time.

Roadway Segments

The Claribel Road corridor is 2.1 miles in length from Oakdale Road to McHenry Avenue. There were a total of 49 collisions over the two segments for an average of 16.33 collisions per year. The collision rate per million vehicle miles traveled is 1.94 collisions/1 million vehicles/mile. Roadways of similar operating characteristics as the proposed improvements were identified and surveyed and the average rate of collisions per 1 million vehicles per mile was 0.68 collisions per 1 million vehicles per mile. This is an assumed improvement of 1.26 collisions per 1 million vehicles per mile. This equates to approximately 2.73 collisions per year. In a 10-year lifetime, negating the effects of increased traffic, there would be an assumed reduction of 136 collisions in a 10-year period.



Livability

The Claribel Widening Project proposes to implement Complete Streets principles and increase transportation choices in two ways:

1. The project will provide 2.1 miles of Class 1 Bike Lanes on each side of the facility that will connect the non-motorized system from Modesto to Riverbank, providing a safe alternative for bicyclists to commute from one community to the other.

2. A bus route, Route 60, will be modified to provide bus service between Modesto and Riverbank's Cross Roads Shopping Center. The establishment of this route has been dependent upon the road widening and signal installation at Coffee Road and Claribel Avenue.

Bicycles and Pedestrians:

In addition to these transportation choices, the project will

provide pedestrian opportunities for senior citizens in the Morningside Senior Mobile Home Park to walk to the Cross Roads Shopping Center about a half-mile away.

Stanislaus County is committed to providing more bicycle and pedestrian facilities to make walking and bicycling safer and to encourage a healthier life style for many. Pedestrian and biking facilities also contribute to lowering vehicular emissions and cleaner air.

The bicycle facility planned for the Claribel Widening Project is a Class 1 facility that will minimize impacts to farmlands by incorporating the 5-foot bike lane into a 10-foot shoulder with a rumble strip, thereby utilizing the principles of land conservation. Preserving the farmland, not only

The bicycle facility design was a collaborative effort between the County, Stanislaus County Bicycle Club and the farmers within the project area. Meeting together, each was able to voice their concerns and come to a reasonable compromise that met everyone's needs.

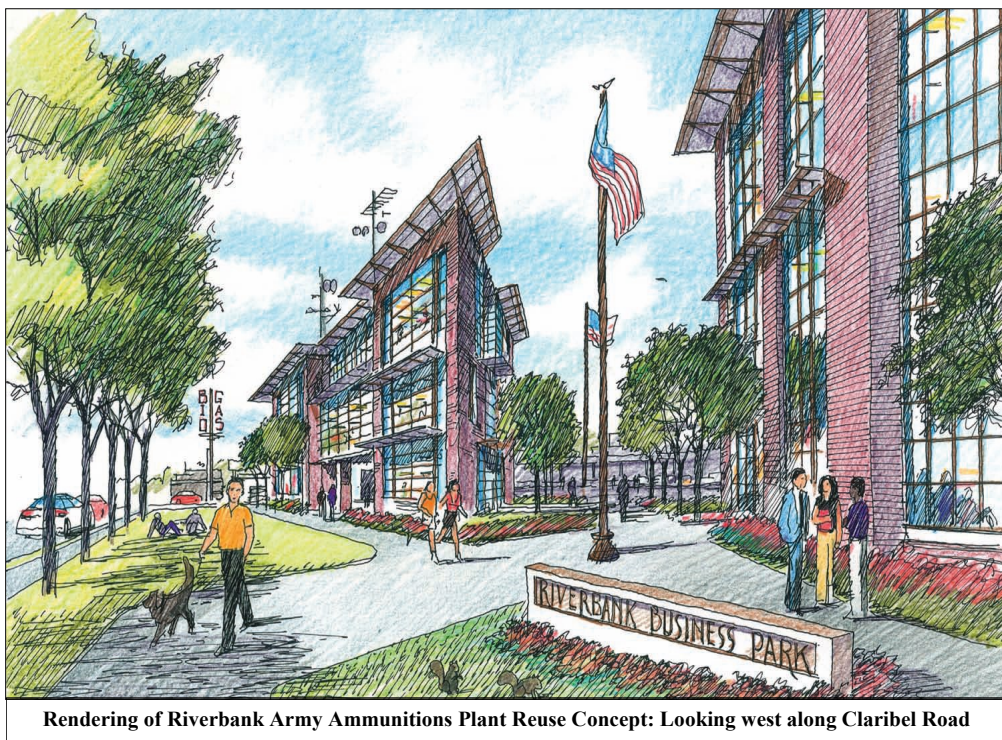
Transit Services:

Stanislaus County operates Stanislaus Regional Transit, StaRT, an intercity public transportation service that provides various types of public transit between the cities in the County. The StaRT services take their passengers to

jobs, school, shopping and other activities in other cities. Currently the StaRT Route 60 fixed route provides service between the Cities of Modesto, Riverbank and Oakdale.

The current route, when leaving Modesto on its way to Riverbank, travels north on McHenry then east on Patterson Road to Riverbank. The current route does

not go by the Crossroads Shopping Center, the major shopping center for northeast Stanislaus County, or the housing developments on Oakdale Road in Riverbank. The closest Route



Rendering of Riverbank Army Ammunitions Plant Reuse Concept: Looking west along Claribel Road

emphasizes the County's commitment to our number one industry, it also preserves water quality as it maintains open land available to act as a filter and flood control system.



Livability (continued)

60 stop to the housing and shopping centers is located about a quarter mile east of the Patterson/Oakdale Roads intersection.

The existing two-lane Claribel Road and four way stop at Coffee Road is prohibitive of an effective bus route due to traffic congestion and delay. If Claribel Road were widened and a stop light installed at the Claribel/Coffee Road intersection, Route 60 could then be changed where the bus would go east on Claribel and then north on Oakdale Road.

The return route from Riverbank to Modesto would do the reverse. These improvements would then allow Route 60 to serve the shopping center and the housing developments on Oakdale Road. It has been a long-range goal to provide service to this area but has always been contingent on improvements to Claribel Road and a traffic light being installed at Claribel and Coffee Roads.

The improvements would enable Modesto residents on the north end of McHenry Avenue to have access to the shopping center as well as residents from Oakdale and Riverbank. It would also provide the housing development residents on Oakdale Road access to public transit to get to work, school and for other purposes.

It is estimated the changed StaRT Route 60 would provide access to over 8,855 residents in the Oakdale Road housing developments and an estimated 18,700 annual passenger trips per year for that section of the corridor.

Riverbank Army Ammunitions Plant (RBAAP) Reuse Plan:

Livability and economic development are intertwined: livability draws businesses and businesses contribute to community quality of life through investments in the built environment, culture and philanthropy. The Claribel Road Widening Project supports a balance of freight movement to community needs.

The City of Riverbank plans to reuse the decommissioned Riverbank Army Ammunition Plant Base Closure to introduce industrial, housing, offices, public spaces and other land uses. However, these uses will require access to the State Route 99 to be successful. The Project will improve access to State Route 99 by continuing the improvements made to State Route 219 to the west that tie into Claribel Road. The RBAAP is located at the corner of Claus Road and Claribel Road. The Base Reuse Plan states:



When the Riverbank Army Ammunition Plant (RBAAP) was selected for closure as part of the Base Realignment and Closure (BRAC) 2005 round, the community of Riverbank lost not only a source of high-quality jobs, but to some extent, a sense of security and identity. Riverbank, especially in today's uncertain financial and economic market, is in dire need of reversing these trends locally; creating new jobs with the existing tenants and prospective ones; encouraging the attraction and expansion of green industrial businesses; and increasing revenue to fund basic city services.



Cost/Benefit Analysis

Introduction

Stanislaus County Department of Public Works proposes to widen Claribel Road from Oakdale Road to McHenry Avenue to improve traffic congestion and air quality. The Claribel Widening Project (Project) is located southwest of the City of Riverbank and north of the City of Modesto. Claribel Road is classified as an east/west expressway, and Oakdale and Coffee Road are classified as north/south majors. Claribel Road serves as an interregional transportation facility between the cities of Riverbank, Modesto, and Oakdale to State Route (SR) 108, SR 219/Kiernan Road and SR 99. The Project limits considered in this analysis include approximately 2.1 miles of the Claribel Road corridor from just east of Oakdale Road to McHenry Avenue, and extends approximately 600 feet to the south of the Claribel Road/Oakdale Road intersections and 1300 feet north and south of the Claribel Road/Coffee Road intersection. Due to existing high traffic volumes, Claribel Road is quickly approaching capacity as a two-lane road.

This project will consist of widening the existing two-lane road to a four-lane corridor with a bike path, with additional improvements at Coffee Road intersection and to the Oakdale intersection. The cost/benefit analysis addresses the need to improve this regional corridor for the anticipated growth within the General Plan Area of neighboring communities. Also, the cost/benefits of air quality, population affected by impact and accidents reduction will be evaluated.

Project Risk Matrix

Current Status/ Baseline & Problem to be addressed	Change to Baseline/ Alternatives	Type of Impacts	Population Affected by Impacts	Economic Benefits	Summary of Results
There is traffic congestion along the two lane rural road and no bus transit service along this section of road. Baseline: "no build" case.	Lane expansion from 2 lanes to 4 lanes. Signalizing intersection and intersection improvements. Addition of 3 bus stop locations	Alleviate traffic congestion during peak hours. Reduction in overall potential accidents and reduction CO ₂ emissions	Person-hours of time saved: Travel time. Increase Accessibility to public transportation	Exact monetary values are listed on results summary	The project offers an overall benefit to Stanislaus County and its residents. Results listed in the project summary

Cost/Benefit Analysis Results

The project results are listed in two parts:

- Part One: Widening Claribel Road from McHenry Avenue to Oakdale Road
- Part Two: Widening Claribel Road from McHenry Avenue to Oakdale Road and adding a Bus transit services along the corridor. There will be three (3) bus transit stop locations added.

Part One shows the benefit costs associated with just widening the Claribel Corridor and Part Two was used to calculate the added benefit of having a bus transit service along the widen corridor. The County plans to utilize the widen corridor for bus transit service and the results in part two represents additional benefit cost values of this project. In each part, seven percent (7%) and three percent (3%) discount rates were used to account for the discount rate for future benefits. The results yield that the benefit cost ratio's ranges from 4.3 to 6.9, the rate of return ranges from 22% to 24.7% and the payback period ranges from 6 to 7 years. The results of the investment analysis prove that this project will be beneficial. Travel time, vehicle operation, accident, person-hours and CO₂ emissions cost savings were evaluated and reflect marked improvements to the County.

Life Cycle Cost/Benefits Results

3% DISCOUNT VALUE MODEL RESULTS

Part One: Claribel Widening 3% Discount Rate

INVESTMENT ANALYSIS SUMMARY RESULTS				
Life-Cycle Costs (mil. \$)	\$15.5	ITEMIZED BENEFITS (mil. \$)	Average Annual	Total Over 20 Years
Life-Cycle Benefits (mil. \$)	\$106.7	Travel Time Savings	\$4.3	\$86.0
Net Present Value (mil. \$)	\$91.3	Veh. Op. Cost Savings	\$0.7	\$14.5
Benefit / Cost Ratio:	6.9	Accident Cost Savings	\$0.2	\$3.5
Rate of Return on Investment:	24.7%	Emission Cost Savings	\$0.1	\$2.8
Payback Period:	6 years	TOTAL BENEFITS	\$5.3	\$106.7
		Person-Hours of Time Saved	484,444	9,688,871
		Additional CO ₂ Emissions (tons)	-3,522	-70,440
		Additional CO ₂ Emissions (mil. \$)	-\$0.1	-\$2.3

Part Two: Claribel Widening with Bus Transit Route 3% Discount Rate

INVESTMENT ANALYSIS SUMMARY RESULTS				
Life-Cycle Costs (mil. \$)	\$15.6	ITEMIZED BENEFITS (mil. \$)	Average Annual	Total Over 20 Years
Life-Cycle Benefits (mil. \$)	\$100.5	Travel Time Savings	\$4.4	\$89.0
Net Present Value (mil. \$)	\$84.9	Veh. Op. Cost Savings	\$0.7	\$14.0
Benefit / Cost Ratio:	6.5	Accident Cost Savings	-\$0.1	-\$1.1
Rate of Return on Investment:	23.8%	Emission Cost Savings	-\$0.1	-\$1.3
Payback Period:	6 years	TOTAL BENEFITS	\$5.0	\$100.5
		Person-Hours of Time Saved	506,126	10,122,515
		Additional CO ₂ Emissions (tons)	-1,043	-20,861
		Additional CO ₂ Emissions (mil. \$)	-\$0.0	-\$0.6

The results of the analysis for Part One (3% discount rate) is 24.7% rate of return on investment and the payback period of 6 years. Part Two (3% discount rate) has a 23.8% rate of return on investment and a payback period of 6 years, which makes this a highly beneficial project for Stanislaus County.



Cost/Benefit Analysis (continued)

7% DISCOUNT VALUE MODEL RESULTS

Part One: Claribel Widening 7% Discount Rate

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$15.2
Life-Cycle Benefits (mil. \$)	\$65.9
Net Present Value (mil. \$)	\$50.7
Benefit / Cost Ratio:	4.3
Rate of Return on Investment:	24.7%
Payback Period:	6 years

ITEMIZED BENEFITS (mil. \$)		Average Annual	Total Over 20 Years
Travel Time Savings		\$2.7	\$53.4
Veh. Op. Cost Savings		\$0.4	\$8.5
Accident Cost Savings		\$0.1	\$2.4
Emission Cost Savings		\$0.1	\$1.6
TOTAL BENEFITS		\$3.3	\$65.9
Person-Hours of Time Saved		484,444	9,688,871
Additional CO ₂ Emissions (tons)		-3,522	-70,440
Additional CO ₂ Emissions (mil. \$)		-\$0.1	-\$1.3

Part Two: Claribel Widening with Bus Transit Route 7% Discount Rate

3

INVESTMENT ANALYSIS		
SUMMARY RESULTS		
Life-Cycle Costs (mil. \$)	\$15.3	
Life-Cycle Benefits (mil. \$)	\$79.8	
Net Present Value (mil. \$)	\$64.5	
Benefit / Cost Ratio:	5.2	
Rate of Return on Investment:	22.0%	
Payback Period:	7 years	

ITEMIZED BENEFITS (mil. \$)		Average Annual	Total Over 20 Years
Travel Time Savings		\$3.9	\$77.6
Veh. Op. Cost Savings		\$0.6	\$12.5
Accident Cost Savings		-\$0.3	-\$6.6
Emission Cost Savings		-\$0.2	-\$3.7
TOTAL BENEFITS		\$4.0	\$79.8
Person-Hours of Time Saved		506,914	10,138,281
Additional CO ₂ Emissions (tons)		1,277	25,533
Additional CO ₂ Emissions (mil. \$)		\$0.0	\$0.3

The results of the analysis for Part One (7% discount rate) is 24.7% rate of return on investment and the payback period of 6 years. Part Two (7% discount rate) has a 22.0% rate of return on investment and a payback period of 7 years, which makes this a highly beneficial project for Stanislaus County.

Model

The California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C) software was used to provide economic benefit-cost analysis for this project. The model was provided by the California Department of Transportation (Caltrans) and is located on the website:

<http://www.dot.ca.gov/hq/tpp/offices/ote/benefit.html> . The model measured four (4) major categories of benefits that result from highway expansion projects.

Travel time savings
Vehicle operating cost savings
Accident cost savings
Emission reductions

The Cal-B/C model is designed to analyze data based on project specific information. The model results are calculated over the life of the project, which is assumed to be twenty years. The model analyzes the projects in a “build” and “no build” case. The benefit cost of widening the road and the added benefit cost of having a

bus transit route will be analyzed. The breakdown of the segments in which the project benefit costs will be analyzed is referred to as Part One and Part Two. Part one analyzes the general widening of the corridor, while part two analyzes the additional benefit cost of utilizing the widen corridor as a bus transit route (Part one and Part two are linked files in the model analysis).

The Claribel Road widening project, part one, is analyzed under the condition of a General Highway (this is the typical setting/condition for lane expansion project). Part two is analyzed under the condition of Bus Transit expansion project (a standard setting for bus transit projects). The General Highway and Bus settings dictate the specific model values used for the type of project condition being evaluated. Parts One & Part Two have been adjusted for the three percent (3%) and seven percent (7%) real discount rates. An Economic Update factor of 1.01 was used for the purpose of converting nominal dollars into real constant dollars. The Consumer Price Index (CPI) method was used to account for the economic update factor.

The anticipated duration for construction will be one year for the distance of approximately 2.1 miles. The highway and traffic data information was obtained from the Stanislaus County Department of Public Work-Traffic Engineering Division.

The Actual 3-Year Accident Data and Statewide Basic Average Accident Rates values were inputted in the 1C – Highway Accident Data section of the Cal-B/C model. The Actual 3 Year Accident Data focuses on the fatal accidents, injury accidents and property damage only accidents. The information analyzed was provided by the County’s Traffic Engineering Department. Traffic data was broken into three segments and totals were used for the Cal-B/C model. The three sections are as follows:

- Traffic accidents along the Claribel Road Corridor
- Traffic accidents at the intersection at Claribel Road and Coffee Road
- Traffic accidents at the intersection at Claribel Road and McHenry Avenue

Statewide accidents rates were provided by Caltrans, Figure 5-D, Table 2-Basic Average Collision Rate Table Highways, Intersections and Ramps.



Cost/Benefit Analysis (continued)

Economic Competitiveness (continued)

FIGURE 5-D

Table 2 – Basic Average Collision Rate Table Highways, Intersections and Ramps (page 2 of 8)

RATE GROUP	BASE RATE	+ADT FACTOR	PCT IAT	PCT INI	PCT F-I	HIGHWAY TYPE	TERRAIN OR ADT	DESIGN SPEED	AREA	COLL COSTS (\$1000)	
										F-I	ALL
H 0 118	0.3900	0.4	45.1	48.5		CONVENTIONAL 2 LANES OR 3 LANE	FLAT	55	RURAL	480.4	196.6
H 0 120	0.0000	2.8	49.8	52.6		INDIVIDUAL LANES	FLAT		RURAL	325.6	193.5

Additional Benefits (not included in Cal-B/C)

There are benefits to the project that were not quantified by the model, but will present an overall benefit to the project. For instance, the addition of the bike trail will add a societal value to the project, yet it is not an item included in the model analysis. The bus transit benefit does present a quantifiable benefit. However, there are non-quantifiable benefits to bus transit service, such as accessibility to public transportation.

Economic Competitiveness

Stanislaus County is located in the Central Valley, one of the world's most productive agricultural regions. On less than 1 percent of the total farmland in the United States, the Central Valley produces 8 percent of the nation's agricultural output by value. Virtually all non-tropical crops are grown in the Central Valley, which is the primary source for a number of food products throughout the United States, including tomatoes, almonds, grapes, cotton, apricots, and asparagus.

Although conversion of agricultural lands to urban uses may often be detrimental to agricultural production in Stanislaus County, conversion of farmland for transportation uses (highways, interchanges, etc.) is beneficial to agriculture. Moving goods, such as vegetables, nuts, dairy, and poultry products, from and through

Stanislaus County promotes economic benefits for the county, the State, and our world!

Agriculture is the leading industry in Stanislaus County. The value of agriculture commodities produced in 2010 in Stanislaus County increased by 11% over the prior year to a gross value of \$2,572,434,000. This value of farm production has a ripple, or multiplier, effect in the economy by generating related activities such as food processing, retail and wholesale trade, marketing, transportation, and related services. Located in the Central Valley, which has long been known as California's agricultural heartland, Stanislaus County consistently ranks among the top ten agricultural counties in the state. Stanislaus County also plays a major role in agriculture at the national level, based on market value of agricultural product

favorable climate and the flat, fertile soils that comprise the resource base of our biggest industry. The availability of affordable, high quality irrigation water and low-cost electrical power also gives local agriculture a competitive advantage. Agriculture in Stanislaus County is characterized by a broad diversity of commodities. While overall production trends for leading commodities have continued to grow, these trends are not always reflective of the overall health of agriculture in Stanislaus County.

The same elements that make Stanislaus County so well suited for agriculture – favorable climate, flat land, available water and low-cost power – also make the County attractive for urban development. Like other areas of the Central Valley, the County has become a magnet for those in search of affordable housing within commuting distance of the San

Francisco Bay Area and other major employment centers. Confronted with unprecedented population growth, diminishing agricultural resources, and increased production costs, it can no longer be assumed local agriculture will always be a major supplier to the nation with fresh fruits and vegetables and remain the mainstay of our economy. The challenge of solving the problems confronting agriculture in Stanislaus County

requires the coordinated efforts of both government and private citizens. The goals to sustain a healthy agricultural economy, conserve our agricultural land, and protect our natural resources are goals for which our community as a whole can strive, from which our community as a whole will benefit.



sold. The success of agriculture in Stanislaus County is largely due to our



Sustainability

The Claribel Widening and maintenance of the national Signalization Project will result in ambient air quality standards substantial benefits to the (NAAQS). In 1990, Congress environment and the sustainability amended the Clean Air Act (CAA) of the region. The project will to accelerate efforts to attain the upgrade the existing transportation NAAQS. In 1991, Congress facility providing a new transit route adopted the Intermodal Surface and bike lanes to reduce the impact Transportation Efficiency Act of vehicle travel on the surrounding environment. The improvements will result in reduced vehicle wait times, reduced CO₂ emissions, and reduced vehicle trips due to the additional transportation choices. Jobs associated with the commercial-residential live/work opportunities will result in reduced vehicle miles traveled, and reduced CO₂ emissions and fewer impacts to the environment from automobiles.

Air Quality

The purpose of the Congestion Mitigation and Air Quality (CMAQ) program is to fund transportation projects or programs that will contribute to attainment or

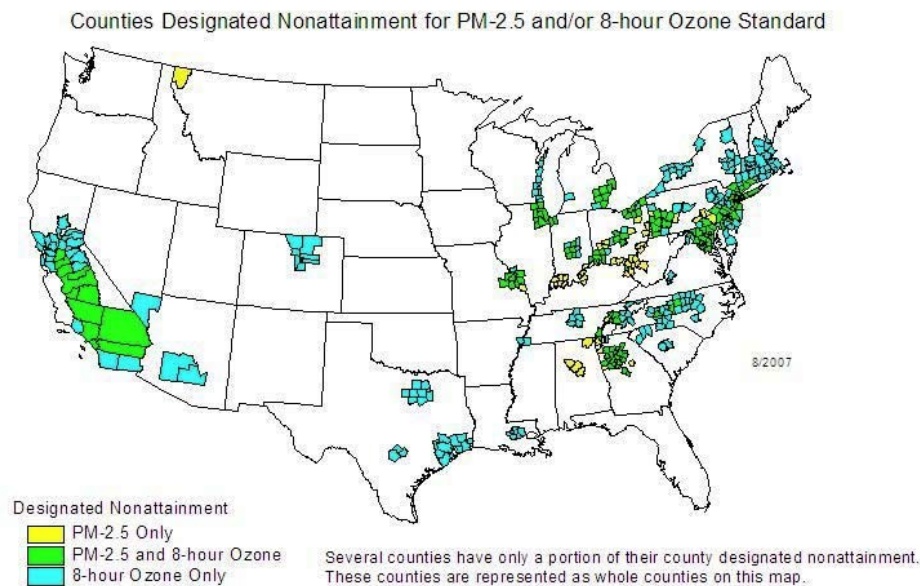
(ISTEA). This law authorized the CMAQ program to provide funding for surface transportation and related projects that contribute to air quality improvements and congestion mitigation.

Stanislaus County resides with the San Joaquin Valley Air Basin, which is comprised of a single air district, the San Joaquin Valley Air Pollution Control District, and consists of the San Joaquin,

Stanislaus, Merced, Madera, Fresno, Kings, and Tulare counties, and the western portion of Kern County. The entire air basin is designated as nonattainment for the State 24-hour and the annual PM₁₀ standards, as well as the State annual PM_{2.5} standard. The air basin is also designated as nonattainment for the national 24-hour and annual PM₁₀ standards and the 24-hour and annual PM_{2.5} standards.

The Claribel Road Widening and Signalization Project, which includes a CMAQ signal at the

intersection of Coffee Road, is a cost-effective project with a cost to reduce pollution under \$30/kg/day, which is the upper bound of cost effective projects, over the 10-year life of a signal project. The construction of the signal will reduce air pollution by 17.294 kg/day or nearly 7 tons of air pollution per year by allowing traffic to more freely flow through the corridor, without the significant idling that is encountered today



during the peak hours.

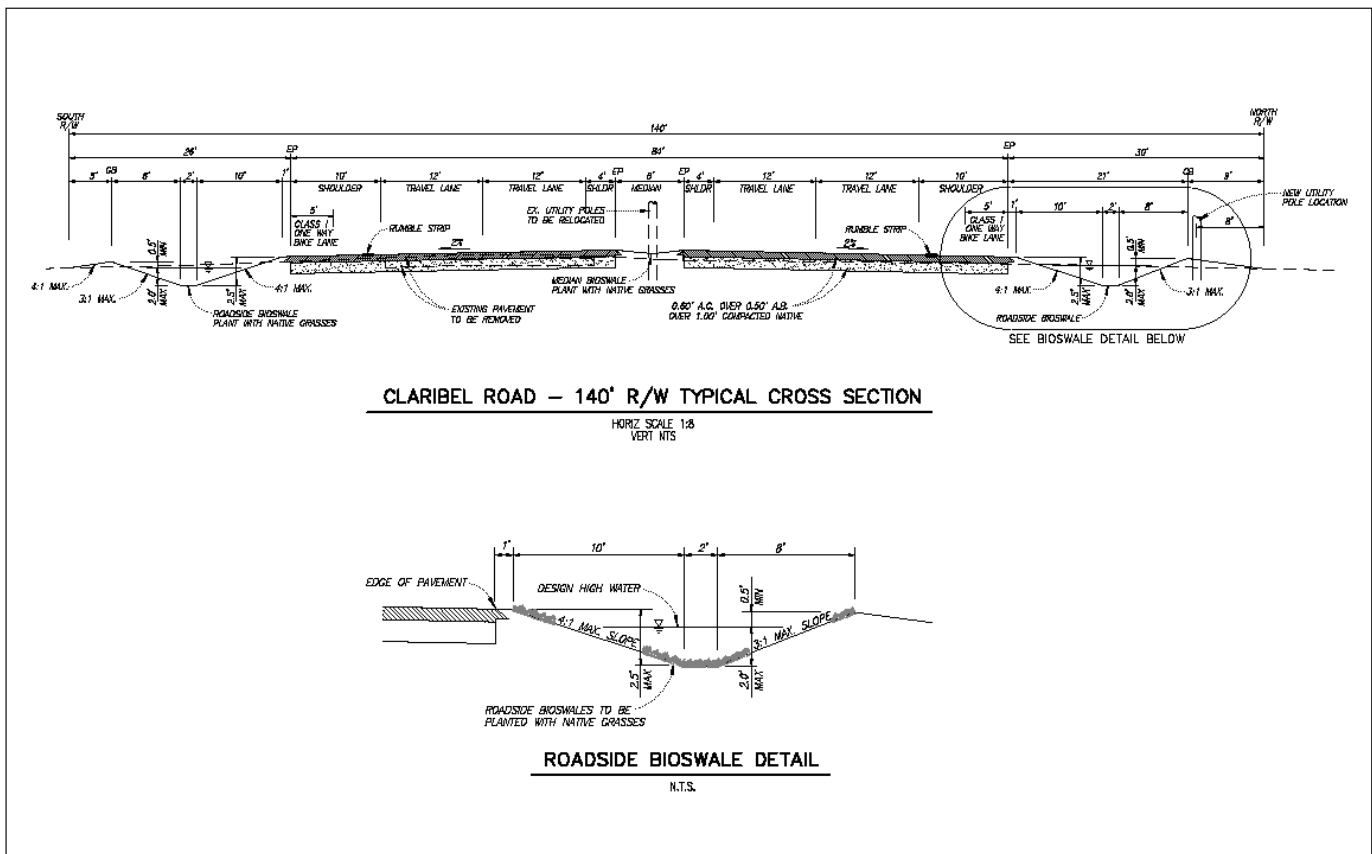
Water Quality

The Project will also improve the surrounding environment and avoid adverse environmental impacts by utilizing bioswales in the design. Bioswales are storm water runoff conveyance systems that provide an alternative to storm sewers. The bioswales will improve water quality by infiltrating the first flush of storm

water runoff and filtering the large storm flows they convey. Once established, bioswales require less maintenance than turf grass or ditches because they need less water and no fertilizer if native grasses are used. They also do not require mowing or weed control, minimizing road maintenance activities. Bioswales increase the livability of the area by providing an aesthetically pleasing feature that is pedestrian and bike friendly.



Example of Roadway Bioswale

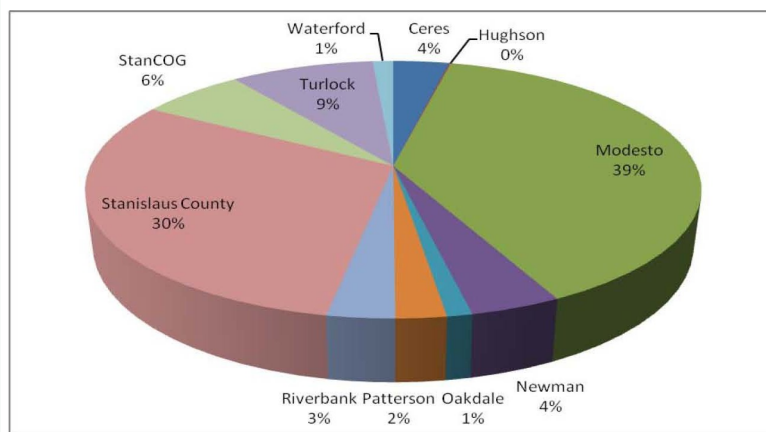


Innovation

Stanislaus County has a population of just over 515,000 (2010 Census) with the City of Modesto designated as the only metropolitan area in the county. The Department of Public Works, Stanislaus County has been successfully creative and innovative in the area of transportation funding and finance. The Department has obligated just over \$40M of federally funded projects in the last five years and \$27M of non-federally funded projects in that same time period! This success is attributable to proactively pursuing funding for transportation projects, building a healthy stock of shelf ready projects, and streamlining design and environmental activities to meet tight schedules. The Department has used federal funds to provide cultural studies and analysis for priority on-system roadways to reduce the environmental analysis time on a project-by-project basis. The Department has also been successful in developing viable working relationships with Caltrans District personnel to help streamline the local assistance process and deliver more projects.

Table 1
Federal Obligations by
Agency Fiscal Year 2009-10

Agency	Federal Funds Obligated	Percentage Obligated from Total Funds Regionally Obligated
Ceres	\$2,062,038	4%
Hughson	\$53,210	0%
Modesto	\$22,841,004	39%
Newman	\$2,363,835	4%
Oakdale	\$656,848	1%
Patterson	\$1,308,749	2%
Riverbank	\$1,755,815	3%
Turlock	\$5,257,767	9%
Waterford	\$759,933	1%
StanCOG	\$3,810,501	6%
Stanislaus County	\$17,807,778	30%
Total	\$58,677,478	100.0%



Annual Listing of Federal Obligation Projects, Stanislaus County



State of Good Repair

As demonstrated by the Benefit/Cost Analysis, this project is a good deal with a Benefit/Cost ratio of 6:1. The rate of return on the investment is calculated to be 24/6% with a payback period of 6 years. However, the story does not stop here. This is a very important project to the region. It will promote economic sustainability for the City of Riverbank by supporting goods movement from the newly established industrial/commercial center established as a result of the base closure at Riverbank Army Ammunitions Plant. It will provide transit access to the Riverbank Crossroads Shopping Center that could potentially serve more than 8,855 people. Bicyclist will benefit from the Class 1 bike lanes. The project will reduce delay, improve air and water quality, and reduce accidents.

A comparison of life-cycle costs is represented in the two exhibits below. A new 4-lane facility with 10-foot shoulders/bike lane will cost approximately \$958,000 to maintain over a twenty-year life, while the existing 2-lane facility will cost \$759,000 to maintain over the next twenty years. The citizens of Stanislaus County could enjoy the improved facility and its benefits at an average additional maintenance cost of \$10,000 per year.

There could potentially be other maintenance cost savings due to implementation of the bioswales. The bioswales will promote cleaner water by acting as a filtering system to runoff and are specifically designed to reduce maintenance costs. A non-bioswale ditch must be mowed and maintained on an annual basis; the bioswale does not

require the same level of maintenance.

Stanislaus County has a sustainable source of income to maintain the facility as evidenced by the Stanislaus County Adopted Final Budget Fiscal Year 2011-2012:

At the proposed level of funding, the Department can maintain the County's roadway system in a reasonably safe and cost-effective manner. This includes repairs, improvements, and preventative maintenance performed on an annual basis. The budget also provides for 24-hour emergency response to road hazards and weather related emergencies.

The budget combines the individual budgets for Road & Bridge Operations (\$13,722,679) and Road Construction Projects (\$26,983,172) for a total of \$40,705,851. This is a decrease of \$7,823,466 from the Fiscal Year 2010-2011 combined budget of \$48,529,317. The decrease is the result of the absence of American Reinvestment Recovery Act (ARRA) funds. ARRA funds were one-time funds received in Fiscal Year 2010-2011.



Pavement Management Strategy 4 lanes (new facility)							
	Year	Cost/yd ²	Conversion to yd ²	Cost	Contingency (10%)	Total Cost	Rounded Value
Fog Seal	5	\$0.53	96096.00	\$50,930.88	\$5,093.09	\$56,023.97	56,100.00
Fog Seal	10	\$0.53	96096.00	\$50,930.88	\$5,093.09	\$56,023.97	56,100.00
Slurry Seal	15	\$1.50	96096.00	\$144,144.00	\$14,414.40	\$158,558.40	158,600.00
1.5" Overlay	20	\$6.50	96096.00	\$624,624.00	\$62,462.40	\$687,086.40	687,100.00
							\$ 957,900.00
Pavement Management Strategy 2 lanes (existing facility)							
	Year	Cost/yd ²	Conversion to yd ²	Cost	Contingency (10%)	Total Cost	Rounded Value
1.5" Overlay	5	\$6.50	49280.00	\$320,320.00	\$32,032.00	\$352,352.00	352,400.00
Fog Seal	8	\$0.53	49280.00	\$26,118.40	\$2,611.84	\$28,730.24	28,800.00
Fog Seal	11	\$0.53	49280.00	\$26,118.40	\$2,611.84	\$28,730.24	28,800.00
Rehabilitation	14	\$14.00	49280.00	\$689,920.00	\$68,992.00	\$758,912.00	759,000.00
Fog Seal	17	\$0.53	49280.00	\$26,118.40	\$2,611.84	\$28,730.24	28,800.00
Fog Seal	20	\$0.53	49280.00	\$26,118.40	\$2,611.84	\$28,730.24	28,800.00
							\$ 1,226,600.00
NOTE: Fog Seal, Slurry Seal and Overlay cost were estimated per standard cost used by Stanislaus County in 2011							



Grant Request - Funding and Schedule

Funding

Stanislaus County is fully committed to funding the Claribel Widening Project and has secured California State Transportation Improvement Funds programmed for FY 11/12 for \$4,090,000 for the construction phase of the project. In addition, the County has committed \$7,010,000 of local funds to the project. The local funds have been used to fully fund design and environmental activities of approximately \$1,000,000 and will be used to fully fund right of way activities and acquisition of approximately \$2,700,000. The remaining \$3,310,000 will be used for construction. CMAQ funding in the amount of \$800,000 has been programmed for FY 11/12. This leaves a critical shortfall of \$3,000,000. Without the TIGER Grant IV funding of \$3,000,000, this project will not be built for sometime in the future when other funding can somehow be realized. The TIGER Grant and CMAQ funding would provide for 34% of the construction funding with a 66% non-federal match. **The total project reflects a 25% federal share and a 75% non-federal match!**

Schedule

The project schedule for Claribel Road widening is achievable and ensures timely use of Federal funds as well as State and local funds that will help deliver this regionally significant project. The project will have NEPA clearance in April 2012 as we have completed the technical studies and are processing the IS/EA with a FONSI anticipated in April. The next key milestone is right-of-way clearance. We anticipate that we will secure a right-of-way certificate 3W, which allows us to bid the project this fall. We have proactively met with all impacted property owners to discuss the project and they are supportive, although, offers cannot be made until the environmental document has been certified.

The project will be ready to advertise in June/July 2012, with construction beginning in December 2012. The first stage of construction will be the irrigation canal, MID Lateral No. 6, crossing which will be achieved by building a siphon. Irrigation canal relocations are always constructed in the winter months during the irrigation off-season. This ensures that jobs are created early in the construction process and during a normally off-season time period for construction work.

The construction of mainline will begin in early 2013 and will be staged to minimize impacts to the traveling public. The first phase of mainline construction is to build the northern 2-lanes of Claribel Road while traffic continues on existing Claribel Road on the south side of the corridor. During the first summer, the signal at Coffee Road will be constructed. Modesto Irrigation District overhead electric utility relocations will occur during the summer 2013 season, also.

The second phase of mainline construction will follow. Traffic will be diverted onto the new north side of Claribel Road. Demolition of the eastbound lanes will occur, then the new eastbound lanes will be constructed. Once both sides of Claribel have been completed, the traffic will then be able to fully utilize the new 4-lane facility.

Construction Funding (in millions):

• CMAQ:	\$ 0.8
• TIGER Grant:	\$ 3.0
• State:	\$ 4.09
• Local:	\$ 3.31
TOTAL	\$11.2

Key Milestone Dates (updated February 2012)

- *Environmental Clearance: April 2012*
- *Right of Way Acquired: June 2012*
- *Design Complete : July 2012*
- *Construction: December 2012 – July 2014*

Job Creation and Near Term Economic Activity

The Claribel Widening Project is estimated to create 145.6 jobs according to Council of Economic Advisor's numbers using 13 jobs created per million dollars spent. This includes direct, indirect and induced job-years. The following table indicates direct job hours specifically estimated for this project.

		Dec (2012)	Jan-Feb (2013)	May-June (2013)	July-Sept (2013)	Oct(2013)	Total
		4 weeks-20 working	8 weeks- 40	9 weeks-45 working	13 weeks-65	5 weeks-25	
Stage 1: Canal Crossing							
CM		man hours	man hours	man hours	man hours	man hours	Total
(half time)	Resident Engineer	80	160				
	Office Engineer	160	320				
	Inspector	160	320				
	Total	400	800				1200
Demo/Grading/Concrete							
(half time)	Superintendent	80	160				
	Foreman	160	320				
	Operator	160	320				
	Operator	160	320				
	Laborer	160	320				
	Laborer	160	320				
	Laborer	160	320				
	Total	1040	2080				3120
Stage 2: Road Work							
CM							
(half time)	Resident Engineer			180	260	100	
	Office Engineer			360	520	200	
	Inspector			360	520	200	
	Total			900	1300	500	2700
Grading/Earthwork							
(half time)	Superintendent			180	260		
	Foreman			360	520		
	Grade Setter			360	520		
	Operator			360	520		
	Operator			360	520		
	Operator			360	520		
	Laborer			360	520		
	Laborer			360	520		
	Laborer			360	520		
	Laborer			360	520		
	Total			3420	4940		8360
Paving/Striping							
(half time)	Superintendent					100	
	Foreman					200	
	Operator					200	
	Operator					200	
	Operator					200	
	Laborer					200	
	Laborer					200	
	Laborer					200	
	Laborer					200	
	Laborer					200	
	Total					2100	2100
Grand Total Man							17,480
Assumptions:							
Canal work to take place December through February (3 months)							
Remaining Roadway work to take place May through October (6 months)							
8 hour work days, 5 working days per calendar week							
No weather or R/W delays							



Partnerships

Stanislaus County enjoys the support of many area representatives. Listed below are supporters of the Claribel Road Widening Project for a variety of reasons. The Cities of Modesto and Riverbank clearly see the economic potential the project will yield. The Alliance sees this as a benefit to our local workforce. The Farmland Working Group is appreciative of our efforts to minimize impacts to prime farmland while addressing agricultural goods movement issues. The Stanislaus County Bicycle Club was instrumental in implementing the Class 1 Bike Lane design for the project. Congressman Denham and Senator Boxer understand the unemployment, housing market and air quality issues we face in Stanislaus County. The California Department of Transportation works closely with us on local projects, as well as highway projects and is supportive of this particular project.

City of Modesto (letter included)

City of Riverbank (letter included)

Stanislaus Economic Development & Workforce Alliance (letter included)

Stanislaus County Bicycle Club (letter included)

Farmland Working Group (letter included)

California Department of Transportation (letter included)

Congressman Denham (letter sent separately)

Senator Boxer (letter sent separately)

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY 711
www.dot.ca.gov



*Flex your power!
Be energy efficient!*

March 12, 2012

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

Dear Mr. Machado:

The California Department of Transportation (Caltrans) fully supports Stanislaus County's (County) TIGER 2012 application for the regionally significant Claribel Road Widening Project (Project). Caltrans recognizes the San Joaquin Valley is an important contributor of agricultural goods and products to the nation, within the global economy. Long-term economic stability is highly dependent on a road, rail and port transportation network that promotes efficient goods movement. The Project is an important component of that network.

This project is needed to manage growth in the region. It will promote multimodal transportation uses with the implementation of a new bus route and Class 1 bicycle lanes, along with goods movement between newly established commercial and industrial centers within the region. The Project is needed to manage existing operational deficiencies by providing additional capacity that will accommodate growth forecasts, including new jobs and traffic projections.

Stanislaus County will improve 2.1 miles of Claribel Road between Oakdale Road and McHenry Avenue (SR 108) to better accommodate existing and projected vehicular, pedestrian, and bicycle traffic anticipated from implementation of planned housing and business development in the Community of Salida Community and the cities of Riverbank, Modesto and Oakdale.

The current two lane configuration with a four way stop at Coffee Road will be widened to a four lane facility with a center median. Shoulders will be widened to include Class 1 Bike Lanes and a signal at the Claribel/Coffee intersection will be constructed. The Project will also widen a canal bridge. The design incorporates drainage swales and best management practices to manage storm water runoff and improve water quality. The new configuration will allow for implementation of a new bus route that will provide service to over 8,855 residents in the planning area.

"Caltrans improves mobility across California"

Mr Matt Machado
March 12, 2012
Page 2

A successful TIGER award of \$6,300,000, along with \$4,150,000 in non-federal match and \$750,000 in Congestion Mitigation and Air Quality funds, will complete the overall project cost of \$11,200,000.

Caltrans looks forward to working with Stanislaus County to facilitate this Project should the U. S. Department of Transportation approve an award of National Infrastructure Investments "TIGER Discretionary Grants" (TIGER 2012) funds.

Sincerely,



MALCOLM DOUGHERTY
Acting Director



City of Riverbank Development Services Department

Public Works ≈ Planning ≈ Building ≈ Neighborhood Improvement

6707 Third Street, Riverbank, CA 95367 Office (209) 863-7120 FAX (209) 869-7126

March 7, 2012

Ray LaHood, Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Subject: Stanislaus County Claribel Road Widening Project

Dear Secretary LaHood:

The City of Riverbank wholeheartedly supports the Claribel Road Widening Project in Stanislaus County. This exceptional and regionally significant project is under consideration for TIGER IV program funding. Riverbank is in the heart of the San Joaquin Valley that is a vital producer of agricultural goods and products to the nation, and global economy. Our prosperity and long-term economic stability is highly dependent on a road, rail and port transportation network that promotes efficient goods movement. The Claribel Road Widening Project is an important component of that network system.

The Claribel Road Widening project is a multi-faceted project accomplishing many of our residents and businesses needs. The project is needed to manage the impacts of job creation via industrial and commercial growth in Riverbank. With an unemployment rate hovering around 20%, supporting job creating activities is of vital importance to Riverbank. The project will facilitate goods movement between newly established regional commercial and industrial center at the former Riverbank Army Ammunitions Plant that was on the 2005 BRAC closure list. The widening of Claribel Road will help reduce Vehicle Miles Travelled in Riverbank by allowing a new bus route to be possible and constructing Class 1 bicycle lanes. The project is needed to manage existing operational deficiencies by providing additional capacity that will accommodate growth forecasts, including new jobs and traffic projections.

In this great endeavor, Stanislaus County proposes to improve 2.1 miles of Claribel Road between Oakdale Road and McHenry Avenue (SR 108) to better accommodate existing and projected vehicular, pedestrian, and bicycle traffic anticipated from implementation of planned housing and business development in the Salida Community, the Cities of Riverbank, Modesto and Oakdale. The current two lane configuration with a four

way stop at Coffee will be widened to a four lane facility with a center median, 10-foot shoulders that will include Class 1 Bike Lanes and a signal at the Claribel/Coffee intersection. During peak hour traffic, the current 4 way stop operates at Level of Service "F" with exaggerated auto emissions created by idling motors. The Claribel Road widening project will help protect Riverbank's air quality.

The project will also widen a canal bridge. The design incorporates drainage swales and best management practices to manage storm water runoff and improve water quality. This is of vital importance to us as the Stanislaus River is our namesake and protecting the resources thereof is an overarching goal of Riverbank.

The new configuration will allow for implementation of a new bus route that will provide service to over 8,855 residents in the Riverbank area. Providing affordable transportation to our residents so that they can get to new jobs is the most pressing need of Riverbank's workforce.

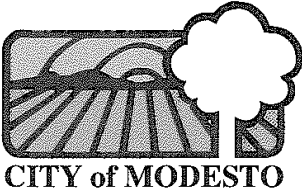
The project will also benefit the residents of Riverbank by lending to economic stability through transportation support of the reuse plan for the Riverbank Army Ammunitions Plant (RBAAP) Project, which was selected for closure in 2005. The reuse of the RBAAP provides an excellent opportunity for the City of Riverbank to enhance its economic base and create a unique industrial park. The Claribel Widening Project will help provide for transportation infrastructure that is imperative for the success of the RBAAP.

Thank you for allowing us to provide our input and support to the TIGER IV program. The program has been a tremendous success and we welcome your continued commitment to the San Joaquin Valley. Should you need any additional information, please contact me at (209) 863-7124.

Cordially,



J.D. Hightower
Development Services Director



*Office of the
City Manager*

*1010 Tenth Street
Suite 6100
P.O. Box 642
Modesto, CA 95353
209/577-5223
209/571-5128 Fax*

*Hearing and Speech
Impaired Only
TDD 209/526-9211*

March 5, 2012

Ray LaHood, Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Subject: Stanislaus County Claribel Road Widening Project

Dear Secretary LaHood:

The City of Modesto is pleased to provide our support for the Claribel Road Widening Project in Stanislaus County. This exceptional and regionally significant project is under consideration for TIGER IV program funding. The project is within the City's sphere of influence. The City of Modesto recognizes that San Joaquin Valley is an important contributor of agricultural goods and products to the nation, and global economy. Long-term economic stability is highly dependent on a road, rail and port transportation network that promotes efficient goods movement. The Claribel Road Widening Project is an important component of that network system.

The Claribel Road Widening project is needed to manage growth in the region, promote multimodal transportation uses with the implementation of a new bus route and Class 1 bicycle lanes and goods movement between newly-established commercial and industrial centers within the region. The project is needed to manage existing operational deficiencies by providing additional capacity that will accommodate growth forecasts, including new jobs and traffic projections.

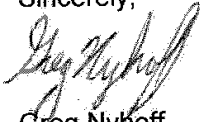
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Ray LaHood, Secretary of Transportation
U.S. Department of Transportation
March 5, 2012
Page 2

The design incorporates drainage swales and best management practices to manage storm water runoff and improve water quality. The new configuration will allow for implementation of a new bus route that will provide service to over 8,855 residents in the Riverbank area, many of whom are commuting to Modesto for jobs or services.

Thank you for allowing us to provide our input and support for the TIGER IV program. The program has been a tremendous success and we welcome your continued commitment to the San Joaquin Valley. Should you need any additional information, please contact me at (209) 577-5224.

Sincerely,



Greg Nyhoff
City Manager

cc: Modesto City Council
Monica Nino, Chief Executive Officer, Stanislaus County
Matt Machado, Director of Public Works, Stanislaus County
Brent Sinclair, Director of Community and Economic Development, City of Modesto
Bill Sandhu, Senior Civil Engineer, City of Modesto



March 5, 2012

Ray LaHood, Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

MAR 6 '12 AM 10:38

Subject: Stanislaus County Claribel Road Widening Project

Dear Secretary LaHood:

The Stanislaus County Alliance Worknet is pleased to provide our support for the Claribel Road Widening Project in Stanislaus County. This exceptional and regionally significant project is under consideration for TIGER IV program funding. The Alliance Worknet is dedicated to developing a skilled workforce that strengthens business and contributes to the economic success of our community. Although it is our mission to prepare individuals for jobs that are in high demand by local businesses and provide business with referrals of qualified job applicants, we are aware that a multimodal transportation system is imperative to realizing our mission. Our workforce must have the means to get to work, either by vehicle, transit or bike to be successful. Long-term economic stability is highly dependent on a road, rail and port transportation network that promotes efficient goods movement. The Claribel Road Widening Project is an important component of that network system.

The Claribel Road Widening project is needed to manage growth in the region, promote multimodal transportation uses with the implementation of a new bus route and Class 1 bicycle lanes and goods movement between newly established commercial and industrial centers within the region. The project is needed to manage existing operational deficiencies by providing additional capacity that will accommodate growth forecasts, including new jobs and traffic projections.

Stanislaus County proposes to improve 2.1 miles of Claribel Road between Oakdale Road and McHenry Avenue (SR 108) to better accommodate existing and projected vehicular, pedestrian, and bicycle traffic anticipated from implementation of planned housing and business development in the Salida Community, the Cities of Riverbank, Modesto and Oakdale. The current two lane configuration with a four way stop at Coffee will be widened to a four lane facility with a center median, 10-foot shoulders that will include Class 1 Bike Lanes and a signal at the Claribel/Coffee intersection. The project will also widen a canal bridge. The design incorporates drainage swales and best management practices to manage storm water runoff and improve water quality. The new configuration will allow for implementation of a new bus route that will provide service to over 8,855 residents in the planning area.

Thank you for allowing us to provide our input and support to the TIGER IV program. The program has been a tremendous success and we welcome your continued commitment to the San Joaquin Valley. Should you need any additional information, please contact me at 209 567-4985.

Sincerely

Bill Bassitt

Stanislaus County Bicycle Club

*817 Coffee Road, Ste A-2
Modesto CA 95355*

FEB 24 '12 PM 12:18

23 February 2012

To whom it may concern,

On behalf of the Stanislaus County Bicycle Club I am writing this letter strongly supporting the widening of Claribel Road in Modesto. At a recent meeting of the SCBC Board this project was discussed and was unanimously supported. We recognize that the present two-lane highway is very dangerous for cyclists. Traffic is very heavy and there is virtually no shoulder to ride on. In addition, Class I bike paths along the side of the widened Claribel will provide a vital link for cyclists between the City of Riverbank and Modesto.

Our bike club includes over 150 members and is active in promoting safe bicycling for all including those who ride for basic transportation and recreation. We are cognizant of the many vehicle-bicycle accidents that have resulted in serious injury and, tragically, in death in Stanislaus County.

We urge the approval of the TIGER III grant through the Department of Transportation.

Sincerely,



Charles A. Shoup
Board Member and Treasurer
Stanislaus County Bicycle Club



Farmland Working Group

STRIVING TO PROTECT FOOD, FAMILIES AND FARMLAND

March 12, 2012

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Ray LaHood, Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Subject: Stanislaus County Claribel Road Widening Project

Dear Secretary LaHood:

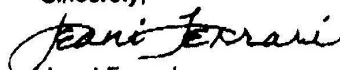
The Farmland Working Group is pleased to provide our support for the Claribel Road Widening Project in Stanislaus County. This exceptional and regionally significant project is under consideration for TIGER IV program funding. We recognize that San Joaquin Valley is an important contributor of agricultural goods and products to the nation, and global economy. Long-term economic stability is highly dependent on a road, rail and port transportation network that promotes efficient goods movement. The Claribel Road Widening Project is an important component of that network system.

The Claribel Road Widening project is needed to manage growth in the region, promote multimodal transportation uses with the implementation of a new bus route and Class 1 bicycle lanes and goods movement between newly established commercial and industrial centers within the region. The project is needed to manage existing operational deficiencies by providing additional capacity that will accommodate growth forecasts, including new jobs and traffic projections.

Stanislaus County proposes to improve 2.1 miles of Claribel Road between Oakdale Road and McHenry Avenue (SR 108) to better accommodate existing and projected vehicular, pedestrian, and bicycle traffic anticipated from implementation of planned housing and business development in the Salida Community, the Cities of Riverbank, Modesto and Oakdale. The current two lane configuration with a four way stop at Coffee will be widened to a four lane facility with a center median, 10-foot shoulders that will include Class 1 Bike Lanes and a signal at the Claribel/Coffee Intersection. The project will also widen a canal bridge. The design incorporates drainage swales and best management practices to manage storm water runoff and improve water quality. The new configuration will allow for implementation of a new bus route that will provide service to over 8,855 residents in the planning area.

Thank you for allowing us to provide our input and support to the TIGER IV program. The program has been a tremendous success and we welcome your continued commitment to the San Joaquin Valley.

Sincerely,


Jeani Ferrari,
Secretary

Farmland Working Group • P.O. Box 948 • Turlock, California 95381
www.farmlandworkinggroup.org

References

California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C) User's Guide, Feb. 2009,
www.dot.ca.gov/hq/tpp/offices/eab/LCBA_Analysis_Model.html

Claribel Road Widening Project Cost Benefit Analysis,
www.stancounty.com/publicworks/claribel-widening-main.shtm

Federal Transportation Improvement Plan,
www.stancog.org/trans-fund-home.shtm

Federal Wage Rate Certificate of Compliance,
www.stancounty.com/publicworks/claribel-widening-main.shtm

Riverbank Local Redevelopment Authority,
www.riverbanklra.org

San Joaquin Valley Air District,
www.valleyair.org

Stanislaus Council of Governments Regional Transportation Plan,
www.stancog.org/rtp.shtm

Stanislaus County Adopted Final Budget 2011-2012,
www.stancounty.com/budget/fy2011-2012/final/adopted-final-budget-2011-2012.pdf

Stanislaus County Claribel Road Widening Design Study Report.
www.stancounty.com/publicworks/claribel-widening-main.shtm



THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS
STATE OF CALIFORNIA

Date: February 28, 2012

2012-085

On motion of Supervisor Monteith Seconded by Supervisor Chiesa
and approved by the following vote,

Ayes: Supervisors: Chiesa, Withrow, Monteith, DeMartini, and Chairman O'Brien

Noes: Supervisors: None

Excused or Absent: Supervisors: None

Abstaining: Supervisor: None

THE FOLLOWING RESOLUTION WAS ADOPTED:

Item # *C-4

**APPROVAL TO APPLY FOR AND ACCEPT TRANSPORTATION INVESTMENT GENERATING
ECONOMIC RECOVERY (TIGER) DISCRETIONARY GRANT FUNDING
(REVISED PROJECT NAME ONLY)**

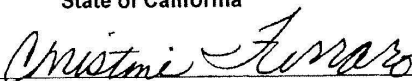
Whereas, The Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program is available on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area or a region;

Whereas, the Stanislaus County Public Works' Claribel Road Widening (from Oakdale Road to McHenry Avenue) Project has a need for additional funding and meets the criteria for the TIGER Discretionary Grant;

Now, therefore, be it resolved, that the Stanislaus County Director of Public Works is authorized on behalf of the Board of Supervisors to submit the grant proposal and to sign all necessary documents related to the grant, including all contracts;

Be it further resolved that the county agrees to abide by the statutes and regulations governing the federal TIGER Discretionary Grant Program.

ATTEST: CHRISTINE FERRARO TALLMAN, Clerk
Stanislaus County Board of Supervisors,
State of California



File No.

Material Changes from the Pre-Application Form

There are two significant material changes from the pre-application form submitted on February 13, 2012. The project limit coordinates were entered from the centerline of McHenry (SR 219) and Claribel, but the actual construction limits are east of that. The new coordinates are:

Project Start Latitude: 37.711071

Project Start Longitude: 120.99111

This is significant because the pre-application coordinates indicate that a portion of the project is in an urban area. The project actually will conform east of this location about 0.2 of a mile. Caltrans is starting construction on a project that will widen SR 219 from Dale Road through the intersection of McHenry Avenue and Claribel. Our project will begin and the end of that project.

The new starting coordinates eliminate the urban portion; and, the Claribel Road Widening Project is now entirely rural.

The rural designation is important because we are asking for the rural exemption of applying for a minimum of \$10M.

The second material change is in the funding amount. After the DOT webinar on March 1st, it was apparent that we needed to be more competitive in our ask amount. We are able to do this by scrapping together every cent we could muster and we are short by \$3M. The pre-application indicated that the ask would be \$6.3M. The \$3M ask should make our project very competitive and should emphasize the County's determination to build this very important regional project. The \$3M TIGER grant, along with the \$800,000 in CMAQ funds reflects 34% of the construction funding with a 66% non-federal match (total construction estimate of \$11.2M). The total project (design, environmental, r/w, and construction) reflects a 25% federal share and a 75% non-federal match.

