



**Approval of Cooperative Agreement #10-355 with the State of California, Department of Transportation (Caltrans) for the State Route (SR) 99/Kiernan Avenue Interchange Improvement Project and Related Actions**

**Staff Recommendations: (continued)**

- 3. Adopt a formal Board resolution to enter into Cooperative Agreement #10-355 with the State of California for the design, right of way and construction phases of the project and to conduct all Resolution of Necessity hearings and all associated tasks in acquiring property for the SR 99/Kiernan Avenue Interchange Improvement Project.**

**Fiscal Impact: (continued)**

costs, and a portion of the Construction phase of the work will be funded with local funds including Public Facilities Fees (Regional Transportation Impact Fees) and other environmental mitigation fees. The remaining R/W Acquisition and Construction costs will be funded with State Route 99 Bond Savings and Regional Surface Transportation Program (RSTP) funds.

Under the proposed Cooperative Agreement, Stanislaus County will bear the costs associated with noticing and conducting the Resolution of Necessity hearings and all associated tasks in acquiring the necessary property for the improvement project. It is anticipated that the costs to conduct the Resolution of Necessity hearings will be minimal and can be funded in the project costs.

If the SR 99 Bond Savings funds do not get programmed as planned, condition 43 of the Cooperative Agreement gives the Department the ability to cease all work covered under the Agreement without penalty.

The SR 99/Kiernan Avenue Interchange Improvement Project was added to the County's Public Facilities Fee - Regional Transportation Impact Fee (RTIF) program as part of the recent update approved by the Board of Supervisors on July 20, 2010. In conjunction with the RTIF update, there has been a tremendous effort to obtain Corridor Mobility Improvement Account (CMIA) and Prop 1B/SR99 Corridor Bond money for the Kiernan Interchange project. This project has the potential to be allocated \$46.5 million of SR 99 Bond Savings funds. This project will require significant County match and the use of RTIF funds is a critical component in meeting that match requirement. The StanCOG Policy Board approved adding this project to the prioritization list on September 15, 2010. This action may result in placing several planned projects "on hold", including: McHenry Avenue Widening Phase I, Albers Road Widening Phase II, Geer Road @ Santa Fe Avenue and Geer Road @ Whitmore Avenue intersection improvements, as well as improvements at the Crows Landing @ Keyes Road intersection.

Further complicating this issue are the recent discussions with the nine cities about the creation of a new inclusive Regional Transportation Impact Fee that would no longer be under County control and direction. When this effort is complete, there is a risk that the previously planned use of RTIF funding for these critical projects may no longer be available as project prioritization and programming would be subject to the discretion of this new combined entity. This is a new

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wrinkle that staff had not considered when they originally began pursuing the SR 99 Bond Savings funding. Staff is working to develop contingency funding plans that could include the use of mitigation funding related to Gregori High School traffic impacts and mitigation, Federal transportation funding and if necessary, the use of Regional Surface Transportation Program (RSTP) apportionments.

The Board of Supervisors should be aware that given the potential changes in the RTIF, funding for these projects is not as secure as originally anticipated. Staff continues to work diligently to identify a secure funding plan for the match portion of these projects and remains confident we will be able to do so. Staff recommends proceeding with a design contract for the Kiernan Interchange project, so that we can keep this project on track to secure the \$46.5 million of SR 99 Bond Savings funds, even as we continue to work out the match funding details.

DISCUSSION:

Stanislaus County, in cooperation with the California Department of Transportation (Caltrans) District 10, proposes to reconstruct the SR 99/Kiernan Avenue interchange in the community of Salida. This project will help to alleviate traffic congestion, improve operations, and increase the capacity of the interchange. Two build alternatives and the no-build alternative is proposed for further consideration. The preferred alternative would cost approximately \$62 million for construction and right of way acquisition. The project is proposed for funding by the Stanislaus County Public Facilities Fees, Regional Surface Transportation Program funds, environmental impact fees, and State Route 99 Bond Savings funds.

The proposed interchange improvements include reconstruction of the existing interchange to provide improved operations for turning movements to and from SR 99, as well as associated local road improvements at adjacent intersections. The proposed project consists of two components: 1) reconstruction of the interchange and 2) construction of auxiliary lanes in both northbound and southbound direction of SR 99 from Kiernan Avenue to Pelandale Avenue.

Stanislaus County Department of Public Works is in the process of completing the environmental phase (PA/ED) of the project. The Department has produced a Project Study Report (PSR) and the environmental document is in final preparation and will be ready for adoption by the Board in January 2011. The PA/ED was funded with the voluntary regional transportation contribution received from Kaiser Permanente in 2004. The attached Cooperative Agreement between the County and Caltrans allows work to continue on the next phase of the project. The next project phase is formally known as Plans, Specifications, and Estimate (PS&E). The Cooperative Agreement stipulates that the design work to complete this phase will be performed and paid for by Stanislaus County. The Cooperative Agreement also provides for the construction of the project. Caltrans will provide Independent Quality Assurance (IQA) in their role as Lead Agency for the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) at no cost to the project.

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This Cooperative Agreement supersedes any previous Memorandum of Understanding or agreement relating to the project.

The County, as sponsoring and funding partner for the project is required to provide for all right of way activities, including the Resolution of Necessity hearings. Caltrans requires that the Board memorialize this commitment in the form of a resolution for any right of way that will be conveyed to the State once the project is complete. A successful partnership has previously been established between Stanislaus County and the California Department of Transportation on other projects such as the State Route 219 Phase I and Phase II Improvements, in which the County provided Resolution of Necessity hearings for the projects.

Resolution of Necessity (RON) hearings are part of an eminent domain process and need to be completed before the property can be acquired. The hearings would require the Board of Supervisors to determine several things:

1. Whether the acquisition of the property is in the public interest and necessary to the project;
2. Whether the property to be acquired and the project are planned and located in a manner compatible with the greatest public good and least private injury;
3. Whether an initial offer to purchase the property has been made to the owners of record; and,
4. If the property is enrolled in a Williamson Act contract, whether the project location is based on the lower cost of acquiring land in an agricultural preserve, and whether it is reasonably feasible to locate the project on land not within an agricultural preserve.

The Board Resolution and the Cooperative Agreement #10-355 between the County and the State will commit the County to perform all RON hearings and all tasks associated with acquiring all necessary properties to allow for the future project. This approach allows the acquisition of property critical to the project to occur much sooner than would otherwise be possible.

The Cooperative Agreement also outlines the various expectations and understandings of the parties relative to conducting all the associated tasks with acquiring all necessary properties.

As previously stated, if the SR 99 Bond Savings funds do not get programmed as planned, condition 43 of the Cooperative Agreement gives the Department the ability to cease all work covered under the Agreement without penalty.

#### POLICY ISSUES:

The recommended actions are consistent with the Board's priorities of providing a Safe Community and a Well Planned Infrastructure System by continuing planning, design and construction efforts to improve this important transportation corridor into Stanislaus County. Cooperative Agreement #10-355 designates project delivery responsibility for various phases of the SR 99/Kiernan Avenue Interchange Improvement Project that includes conducting Resolution

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of Necessity hearings and all associated tasks in acquiring the necessary properties for the Improvement Project.

**STAFFING IMPACTS:**

There is no staffing impact associated with this item.

**CONTACT PERSON:**

**Matt Machado, Public Works Director, Phone No. (209) 525-4130.**

CB:la

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

Date: September 21, 2010

No. 2010-589

On motion of Supervisor Monteith Seconded by Supervisor O'Brien  
and approved by the following vote,

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

Noes: Supervisors: None

Excused or Absent: Supervisors: None

Abstaining: Supervisor: None

THE FOLLOWING RESOLUTION WAS ADOPTED:

Item # \*C-2

**Approval of Cooperative Agreement #10-355 with the State of California, Department of  
Transportation (Caltrans) for the State Route (SR) 99/Kiernan Avenue Interchange Improvement  
Project and Related Actions**

BE IT RESOLVED, that the Board of Supervisors of the County of Stanislaus, State of California, hereby finds and determines as follows:

WHEREAS, Stanislaus County desires to make operational and safety improvements to the State Route 99/Kiernan Avenue Interchange; and

WHEREAS, the State of California Department of Transportation (Caltrans) is the owner/operator of the State Route 99/Kiernan Avenue Interchange; and,

WHEREAS, Stanislaus County and Caltrans are agreeable to such improvements and have defined respective roles and responsibilities in Cooperative Agreement # 10-355; and,

WHEREAS, Streets and Highway Code section 114 and 130 authorizes the County and Caltrans to enter into a cooperative agreement for performance of work within the State Highway System (SHS) right of way; and,

WHEREAS, Streets and Highway Code section 760 authorizes the Board of Supervisors, by four-fifths vote, to cooperate with California Department of Transportation ("Caltrans") in the acquisition of land for state highway purposes if doing so will promote the interests of the County of Stanislaus ("County"); and

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Board of Supervisors of the County of Stanislaus authorizes the Chairman of the Board of Supervisors to sign a Cooperative Agreement with the California Department of Transportation ("Caltrans") for the County to perform design, right of way and construction activities to improve the State Route/Kiernan Avenue Interchange and conduct all resolution of necessity hearings, provide appraisal packages, and to perform all associated tasks in acquiring property for State Route 99/Kiernan Avenue Interchange improvements.

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



**COOPERATIVE AGREEMENT**

This agreement, effective on December 16, 2010, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Stanislaus County, a political subdivision of the State of California, referred to as COUNTY.

For the purpose of this agreement, the term PARTNERS collectively refers to CALTRANS and COUNTY (all signatory parties to this agreement). The term PARTNER refers to any one of those signatory parties individually.

BOARD OF SUPERVISORS  
2010 DEC 24 A 10:15

**RECITALS**

1. California Streets and Highways Code sections 114 and 130 authorize PARTNERS to enter into a cooperative agreement for performance of work within the State Highway System (SHS) right of way.
2. This agreement outlines the terms and conditions of cooperation between PARTNERS to complete PS&E, R/W, and Construction phases of PROJECT for reconstruction of the interchange at State Route (SR) 99/ SR 219/Kiernan Avenue in and near the City of Salida, in Stanislaus County.

For the purpose of this agreement, reconstruction of the interchange at State Route (SR) 99/SR 219/Kiernan Avenue in and near the City of Salida, in Stanislaus County will be referred to as PROJECT. All responsibilities assigned in this agreement to complete PS&E, R/W, and Construction phases of PROJECT will be referred to as OBLIGATIONS.

3. This agreement is separate from and does not modify or replace any other cooperative agreement or memorandum of understanding between PARTNERS regarding PROJECT.
4. Prior to this agreement, COUNTY developed the Project Initiation Document; COUNTY developed the Project Report (Cooperative Agreement No. 10-312).
5. COUNTY prepared the environmental documentation for PROJECT.
6. The estimated date for OBLIGATION COMPLETION is June 30, 2016.
7. In this agreement capitalized words represent defined terms and acronyms. The Definitions section contains a complete definition for each capitalized term.
8. From this point forward, PARTNERS define in this agreement the terms and conditions under which they will accomplish OBLIGATIONS.

**RESPONSIBILITIES**

9. COUNTY is SPONSOR for 100% of PROJECT.
10. CALTRANS will provide IQA for the portions of WORK within existing and proposed SHS right of way. CALTRANS retains the right to reject noncompliant WORK, protect public safety, preserve property rights, and ensure that all WORK is in the best interest of the SHS.
11. COUNTY may provide IQA for the portions of WORK outside existing and proposed SHS right of way.



12. COUNTY is the only FUNDING PARTNER for this agreement. COUNTY's funding commitment is defined in the FUNDING SUMMARY.
13. CALTRANS is the CEQA lead agency for PROJECT.
14. CALTRANS is the NEPA lead agency for PROJECT.
15. COUNTY is IMPLEMENTING AGENCY for PS&E, R/W and CONSTRUCTION.

### SCOPE

#### **Scope: General**

16. PARTNERS will perform all OBLIGATIONS in accordance with federal and California laws, regulations, and standards; FHWA STANDARDS; and CALTRANS STANDARDS.
17. IMPLEMENTING AGENCY for a PROJECT COMPONENT will provide a Quality Management Plan (QMP) for that component as part of the PROJECT MANAGEMENT PLAN.
18. Any PARTNER may, at its own expense, have representatives observe any OBLIGATIONS performed by another PARTNER. Observation does not constitute authority over those OBLIGATIONS.
19. Each PARTNER will ensure that all of its personnel participating in OBLIGATIONS are appropriately qualified, and if necessary licensed, to perform the tasks assigned to them.
20. PARTNERS will invite each other to participate in the selection and retention of any consultants who participate in OBLIGATIONS.
21. If WORK is done under contract (not completed by a PARTNER's own employees) and is governed by the California Labor Code's definition of a "public work" (section 1720(a)(a)), that PARTNER will conform to sections 1720 – 1815 of the California Labor Code and all applicable regulations and coverage determinations issued by the Director of Industrial Relations.
22. IMPLEMENTING AGENCY for each PROJECT COMPONENT included in this agreement will be available to help resolve problems generated by that component for the entire duration of PROJECT.
23. CALTRANS will issue, upon proper application, the encroachment permits required for WORK within SHS right of way.

Contractors and/or agents, and utility owners will not perform WORK without an encroachment permit issued in their name.

24. If any PARTNER discovers unanticipated cultural, archaeological, paleontological, or other protected resources during WORK, all WORK in that area will stop and that PARTNER will notify all PARTNERS within 24 hours of discovery. WORK may only resume after a qualified professional has evaluated the nature and significance of the discovery and a plan is approved for its removal or protection.
25. PARTNERS will hold all administrative draft and administrative final reports, studies, materials, and documentation relied upon, produced, created, or utilized for PROJECT in confidence to the extent permitted by law. Where applicable, the provisions of California Government Code section 6254.5(e) will govern the disclosure of such documents in the event that PARTNERS share said documents with each other

PARTNERS will not distribute, release, or share said documents with anyone other than employees, agents, and consultants who require access to complete PROJECT without the written consent of the partner authorized to release them, unless required or authorized to do so by law.

26. If any PARTNER receives a public records request, pertaining to OBLIGATIONS, that PARTNER will notify PARTNERS within five (5) working days of receipt and make PARTNERS aware of any disclosed public records. PARTNERS will consult with each other prior to the release of any public documents related to the PROJECT. (S.a.33)
27. If HM-1 or HM-2 is found during a PROJECT COMPONENT, IMPLEMENTING AGENCY for that PROJECT COMPONENT will immediately notify PARTNERS.
28. CALTRANS, independent of PROJECT, is responsible for any HM-1 found within the existing SHS right of way. CALTRANS will undertake HM MANAGEMENT ACTIVITIES related to HM-1 with minimum impact to PROJECT schedule.
29. COUNTY, independent of PROJECT, is responsible for any HM-1 found within PROJECT limits and outside the existing SHS right of way. COUNTY will undertake or cause to be undertaken HM MANAGEMENT ACTIVITIES related to HM-1 with minimum impact to PROJECT schedule.
30. If HM-2 is found within PROJECT limits, the public agency responsible for the advertisement, award, and administration (AAA) of the PROJECT construction contract will be responsible for HM MANAGEMENT ACTIVITIES related to HM-2.
31. CALTRANS' acquisition or acceptance of title to any property on which any HM-1 or HM-2 is found will proceed in accordance with CALTRANS' policy on such acquisition.
32. PARTNERS will comply with all of the commitments and conditions set forth in the environmental documentation, environmental permits, approvals, and applicable

agreements as those commitments and conditions apply to each PARTNER's responsibilities in this agreement.

- 33. IMPLEMENTING AGENCY for each PROJECT COMPONENT will furnish PARTNERS with written monthly progress reports during the implementation of OBLIGATIONS in that component.
- 34. Upon OBLIGATION COMPLETION, ownership and title to all materials and equipment constructed or installed for the operations and/or maintenance of the SHS within SHS right of way as part of WORK become the property of CALTRANS.

CALTRANS will not accept ownership of title to any materials or equipment constructed or installed outside SHS right of way.

- 35. IMPLEMENTING AGENCY for a PROJECT COMPONENT will accept, reject, compromise, settle, or litigate claims of any non-agreement parties hired to do WORK in that component.
- 36. PARTNERS will confer on any claim that may affect OBLIGATIONS or PARTNERS' liability or responsibility under this agreement in order to retain resolution possibilities for potential future claims. No PARTNER will prejudice the rights of another PARTNER until after PARTNERS confer on claim.
- 37. PARTNERS will maintain, and will ensure that any party hired by PARTNERS to participate in OBLIGATIONS will maintain, a financial management system that conforms to Generally Accepted Accounting Principles (GAAP), and that can properly accumulate and segregate incurred PROJECT costs, and provide billing and payment support.
- 38. PARTNERS will comply with the appropriate federal cost principles and administrative requirements outlined in the Applicable Cost Principles and Administrative Requirements table below. These principals and requirements apply to all funding types included in this agreement.

<b>Applicable Cost Principles and Administration Requirements</b>		
The federal cost principles and administrative requirements associated with each organization type apply to that organization.		
<b>Organization Type</b>	<b>Cost Principles</b>	<b>Administrative Requirements</b>
Federal Governments	2 CFR Part 225	OMB A-102
State and Local Government	2 CFR, Part 225	49 CFR, Part 18
Educational Institutions	2 CFR, Part 220	2 CFR, Part 215
Non-Profit Organizations	2 CFR, Part 230	2 CFR, Part 215
For Profit Organizations	48 CFR, Chapter 1, Part 31	49 CFR, Part 18

**CFR (Code of Federal Regulations)**

**OMB (Office of Management and Budget)**

**Related URLs:**

- Various OMB Circular: [http://www.whitehouse.gov/omb/grants\\_circulars](http://www.whitehouse.gov/omb/grants_circulars)
- Code of Federal Regulations: <http://www.gpoaccess.gov/CFR>

39. PARTNERS will maintain and make available to each other all OBLIGATIONS-related documents, including financial data, during the term of this agreement.
40. PARTNERS will retain all OBLIGATIONS-related records for three (3) years after the final voucher.
41. PARTNERS have the right to audit each other in accordance with generally accepted governmental audit standards.

CALTRANS, the state auditor, FHWA, and COUNTY will have access to all OBLIGATIONS-related records of each PARTNER, and any party hired by a PARTNER to participate in OBLIGATIONS, for audit, examination, excerpt, or transcription.

The examination of any records will take place in the offices and locations where said records are generated and/or stored and will be accomplished during reasonable hours of operation. The auditing PARTNER will be permitted to make copies of any OBLIGATIONS-related records needed for the audit.

The audited PARTNER will review the draft audit, findings, and recommendations, and provide written comments within 30 calendar days of receipt.

Upon completion of the final audit, PARTNERS have 30 days to refund or invoice as necessary in order to satisfy the obligation of the audit.

Any audit dispute not resolved by PARTNERS is subject to dispute resolution. Any costs arising out of the dispute resolution process will be paid within 30 calendar days of the final audit or dispute resolution findings.

42. Any PARTNER that hires another party to participate in OBLIGATIONS will conduct a pre-award audit of that party in accordance with the *Local Assistance Procedures Manual*.
43. PARTNERS will not incur costs beyond the funding commitments in this agreement. If IMPLEMENTING AGENCY anticipates that funding for WORK will be insufficient to complete WORK, IMPLEMENTING AGENCY will promptly notify SPONSOR.

IMPLEMENTING AGENCY has no obligation to perform WORK if funds to perform WORK are unavailable.

44. If WORK stops for any reason, IMPLEMENTING AGENCY will place all facilities impacted by WORK in a safe and operable condition acceptable to CALTRANS.

- 45. If WORK stops for any reason, each PARTNER will continue to implement all of its applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, or approvals that are in effect at the time that WORK stops, as they apply to each PARTNER’s responsibilities in this agreement, in order to keep PROJECT in environmental compliance until WORK resumes.
- 46. Each PARTNER accepts responsibility to complete the activities that it selected on the SCOPE SUMMARY. Activities marked with “N/A” on the SCOPE SUMMARY are not included in the scope of this agreement.

**Scope: Environmental Permits, Approvals and Agreements**

- 47. Each PARTNER identified in the Environmental Permits table below accepts the responsibility to complete the assigned activities.

<b>Environmental Permits</b>						
Permit	Coordinate	Prepare	Obtain	Implement	Renew	Amend
NPDES SWRCB	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY
State Waste Discharge Requirements (Porter Cologne) RWQCB	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY
Air Quality Permits	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY

**Scope: Plans, Specifications, and Estimate (PS&E)**

- 48. COUNTY will ensure that the engineering firm preparing the plans, specifications, and estimate will not be employed by or under contract to the PROJECT construction contractor.

COUNTY will not employ the engineering firm preparing the plans, specifications, and estimate for construction management of PROJECT.

However, COUNTY may retain the engineering firm during the construction PROJECT COMPONENT to check shop drawings, do soil foundation tests, test construction materials, and perform construction surveys.

- 49. COUNTY will identify and locate all utility facilities within PROJECT area as part of PS&E responsibilities. The plans, specifications, and estimate for PROJECT will identify all utility facilities not relocated or removed in advance of the construction PROJECT COMPONENT.

50. COUNTY will make all necessary arrangements with utility owners for the timely accommodation, protection, relocation, or removal of any existing utility facilities that conflict with construction of PROJECT or that violate CALTRANS' encroachment policy.

**Scope: Right of Way (R/W)**

51. COUNTY will provide a land surveyor licensed in the State of California to be responsible for surveying and right of way engineering. All survey and right of way engineering documents will bear the professional seal, certificate number, registration classification, expiration date of certificate, and signature of the responsible surveyor.
52. COUNTY will provide CALTRANS-approved verification of its arrangements for the protection, relocation, or removal of all conflicting facilities and that such work will be completed prior to construction contract award or as otherwise stated in the PROJECT plans, specifications, and estimate. This verification must include references to all required SHS encroachment permits.
53. COUNTY will utilize a public agency currently qualified by CALTRANS or a properly licensed consultant for all right of way activities. A qualified right of way agent will administer all right of way consultant contracts.

COUNTY will submit a draft Right of Way Certification document to CALTRANS six weeks prior to the scheduled milestone date for review.

COUNTY will submit a final Right of Way certification document to CALTRANS prior to PROJECT advertisement for approval.

54. COUNTY will prepare and provide to CALTRANS a Right of Way Certification prior to PROJECT advertisement.
55. All right of way conveyances must be completed prior to OBLIGATION COMPLETION.
56. CALTRANS' acceptance of right of way title is subject to review of an Updated Preliminary Title Report provided by COUNTY verifying that the title is free of all encumbrances and liens. Upon acceptance, COUNTY will provide CALTRANS with a Policy of Title Insurance in CALTRANS' name.
57. The COUNTY will hear Resolutions of Necessity.

**Scope: CONSTRUCTION**

58. COUNTY will advertise, open bids, award, and approve the construction contract in accordance with the California Public Contract Code and the California Labor Code.

COUNTY will not advertise the construction contract until CALTRANS completes or accepts the final plans, specifications, and estimate package; CALTRANS approves the Right of Way Certification; and SPONSOR verifies full funding of CONSTRUCTION SUPPORT and CONSTRUCTION CAPITAL.

By accepting responsibility to advertise and award the construction contract, COUNTY also accepts responsibility to administer the construction contract.

59. COUNTY will provide a RESIDENT ENGINEER and construction support staffs that are independent of the design engineering company and construction contractor.
60. COUNTY will provide a landscape architect.
61. IMPLEMENTING AGENCY will implement changes to the construction contract through contract change orders (CCOs). PARTNERS will review and concur on all CCOs over \$100,000.

CALTRANS must approve all CCOs affecting public safety or the preservation of property, all design and specification changes, and all major changes as defined in the CALTRANS *Construction Manual* prior to implementing the CCO.

62. If the lowest responsible construction contract bid is greater than the funding commitment to CONSTRUCTION CAPITAL, all PARTNERS must be involved in determining how to proceed. If PARTNERS do not agree in writing on a course of action within 15 working days, this agreement will terminate.
63. COUNTY will require the construction contractor to furnish payment and performance bonds naming COUNTY as obligee, and CALTRANS as additional obligee, and to carry liability insurance in accordance with CALTRANS specifications.
64. As IMPLEMENTING AGENCY for CONSTRUCTION, COUNTY is responsible for maintenance within PROJECT limits as part of the construction contract.
65. PARTNERS will execute a separate maintenance agreement prior to OBLIGATION COMPLETION.
66. Any Landscape work above State standards, will be maintained by COUNTY, and a Maintenance Agreement will be executed prior to construction.

### COST

#### **Cost: General**

67. The cost of any awards, judgments, or settlements generated by OBLIGATIONS is an OBLIGATIONS COST.

68. CALTRANS, independent of PROJECT, will pay all costs for HM MANAGEMENT ACTIVITIES related to HM-1 found within the existing SHS right of way.
69. COUNTY, independent of PROJECT, will pay, or cause to be paid, all costs for HM MANAGEMENT ACTIVITIES related to HM-1 found within PROJECT limits and outside of the existing SHS right of way.
70. HM MANAGEMENT ACTIVITIES costs related to HM-2 are CONSTRUCTION SUPPORT and CONSTRUCTION CAPITAL costs.
71. The cost to comply with and implement the commitments set forth in the environmental documentation is an OBLIGATIONS COST.
72. The cost to ensure that PROJECT remains in environmental compliance is an OBLIGATIONS COST.
73. The cost of any legal challenges to the CEQA or NEPA environmental process or documentation is an OBLIGATIONS COST.
74. Independent of OBLIGATIONS COST, CALTRANS will fund the cost of its own IQA for WORK done within existing or proposed future SHS right of way.
75. Independent of OBLIGATIONS COST, COUNTY will fund the cost of its own IQA for WORK done outside existing or proposed future SHS right of way.
76. CALTRANS will provide encroachment permits to COUNTY at no cost. CALTRANS will charge contractors, consultants, and agents the standard encroachment permit fees.
77. Fines, interest, or penalties levied against a PARTNER will be paid, independent of OBLIGATIONS COST, by the PARTNER whose actions or lack of action caused the levy. That PARTNER will indemnify and defend each other PARTNER.
78. Travel, per diem, and third-party contract reimbursements are an OBLIGATIONS COST only after those hired by PARTNERS to participate in OBLIGATIONS incur and pay those costs.

Payments for travel and per diem will not exceed the rates paid rank and file state employees under current California Department of Personnel Administration (DPA) rules current at the effective date of this agreement.

If COUNTY invoices for rates in excess of DPA rates, COUNTY will fund the cost difference and reimburse CALTRANS for any overpayment.

79. The cost of any engineering support performed by CALTRANS includes all direct and applicable indirect costs. CALTRANS calculates indirect costs based solely on the type of



funds used to pay support costs. State and federal funds are subject the current Program Functional Rate. Local funds are subject to the current Program Functional Rate and the current Administration Rate. The Program Functional Rate and the Administration Rate are adjusted periodically.

80. If any PARTNER reimburses another PARTNER for any costs later determined to be unallowable, the PARTNER that received the reimbursement will reimburse those funds.
81. The cost to place PROJECT right of way in a safe and operable condition and meet all environmental commitments is an OBLIGATIONS COST.
82. Because IMPLEMENTING AGENCY is responsible for managing the scope, cost, and schedule of a project component, if there are insufficient funds available in this agreement to place the right of way in a safe and operable condition, the appropriate IMPLEMENTING AGENCY accepts responsibility to fund these activities until such time as PARTNERS amend this agreement.

That IMPLEMENTING AGENCY may request reimbursement for these costs during the amendment process.

83. If there are insufficient funds in this agreement to implement applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, and/or approvals that are in effect at a time that WORK stops, each PARTNER implementing commitments or conditions accepts responsibility to fund these activities, as they apply to each PARTNER's responsibilities, until such time are PARTNERS amend this agreement.

Each PARTNER may request reimbursement for these costs during the amendment process.

84. PARTNERS will pay invoices within 30 calendar days of receipt of invoice.

**Cost: Environmental Permits, Approvals and Agreements**

85. The cost of coordinating, obtaining, complying with, implementing, and if necessary renewing and amending resource agency permits, agreements, and/or approvals is an OBLIGATIONS COST.

**Cost: Plans, Specifications, and Estimate (PS&E)**

86. COUNTY will determine the cost to positively identify and locate, protect, relocate, or remove any utility facilities whether inside or outside SHS right of way in accordance with federal and California laws and regulations, and CALTRANS' policies, procedures, standards, practices, and applicable agreements including, but not limited to, Freeway Master Contracts.

87. Each PARTNER listed below may submit invoices for PS&E:
- CALTRANS may invoice COUNTY

**Cost: CONSTRUCTION Support**

88. The cost to maintain the SHS within PROJECT limits is an OBLIGATIONS COST until PARTNERS execute a separate maintenance agreement.
89. Each PARTNER listed below may submit invoices for CONSTRUCTION Support:
- CALTRANS may invoice COUNTY

**SCHEDULE**

90. PARTNERS will manage the schedule for OBLIGATIONS through the work plan included in the PROJECT MANAGEMENT PLAN.

**GENERAL CONDITIONS**

91. PARTNERS understand that this agreement is in accordance with and governed by the Constitution and laws of the State of California. This agreement will be enforceable in the State of California. Any PARTNER initiating legal action arising from this agreement will file and maintain that legal action in the Superior Court of the county in which the CALTRANS district office that is signatory to this agreement resides, or in the Superior Court of the county in which PROJECT is physically located
92. All OBLIGATIONS of CALTRANS under the terms of this agreement are subject to the appropriation of resources by the Legislature, the State Budget Act authority, and the allocation of funds by the California Transportation Commission.
93. Any PARTNER performing IQA does so for its own benefit. No one can assign liability to that PARTNER due to its IQA activities.
94. Neither COUNTY nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by CALTRANS under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this agreement.

It is understood and agreed that CALTRANS will fully defend, indemnify, and save harmless COUNTY and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories or assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS under this agreement.  
(L.I.42)

95. Neither CALTRANS nor any officer or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by COUNTY under or in connection with any work, authority, or jurisdiction conferred upon COUNTY under this agreement.

It is understood and agreed that COUNTY will fully defend, indemnify, and save harmless CALTRANS and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories or assertions of liability occurring by reason of anything done or omitted to be done by COUNTY under this agreement.

96. PARTNERS do not intend this agreement to create a third party beneficiary or define duties, obligations, or rights in parties not signatory to this agreement. PARTNERS do not intend this agreement to affect their legal liability by imposing any standard of care for fulfilling OBLIGATIONS different from the standards imposed by law.
97. PARTNERS will not assign or attempt to assign OBLIGATIONS to parties not signatory to this agreement.
98. PARTNERS will not interpret any ambiguity contained in this agreement against each other. PARTNERS waive the provisions of California Civil Code section 1654.
99. A waiver of a PARTNER's performance under this agreement will not constitute a continuous waiver of any other provision. An amendment made to any article or section of this agreement does not constitute an amendment to or negate all other articles or sections of this agreement.
100. A delay or omission to exercise a right or power due to a default does not negate the use of that right or power in the future when deemed necessary.
101. If any PARTNER defaults in its OBLIGATIONS, a non-defaulting PARTNER will request in writing that the default be remedied within 30 calendar days. If the defaulting PARTNER fails to do so, the non-defaulting PARTNER may initiate dispute resolution.
102. PARTNERS will first attempt to resolve agreement disputes at the PROJECT team level. If they cannot resolve the dispute themselves, the CALTRANS district director and the executive officer of COUNTY will attempt to negotiate a resolution. If PARTNERS do not reach a resolution, PARTNERS' legal counsel will initiate mediation. PARTNERS agree to participate in mediation in good faith and will share equally in its costs.

Neither the dispute nor the mediation process relieves PARTNERS from full and timely performance of OBLIGATIONS in accordance with the terms of this agreement. However, if any PARTNER stops fulfilling OBLIGATIONS, any other PARTNER may seek equitable relief to ensure that OBLIGATIONS continue.

Except for equitable relief, no PARTNER may file a civil complaint until after mediation, or 45 calendar days after filing the written mediation request, whichever occurs first.

PARTNERS will file any civil complaints in the Superior Court of the county in which the CALTRANS district office signatory to this agreement resides. The prevailing PARTNER will be entitled to an award of all costs, fees, and expenses, including reasonable attorney fees as a result of litigating a dispute under this agreement or to enforce the provisions of this article including equitable relief.

103. PARTNERS maintain the ability to pursue alternative or additional dispute remedies if a previously selected remedy does not achieve resolution.
104. If any provisions in this agreement are deemed to be, or are in fact, illegal, inoperative, or unenforceable, those provisions do not render any or all other agreement provisions invalid, inoperative, or unenforceable, and PARTNERS will automatically sever those provisions from this agreement.
105. PARTNERS intend this agreement to be their final expression and supersede any oral understanding or writings pertaining to OBLIGATIONS.
106. If during performance of WORK additional activities or environmental documentation is necessary to keep PROJECT in environmental compliance, PARTNERS will amend this agreement to include completion of those additional tasks.
107. PARTNERS will execute a formal written amendment if there are any changes to OBLIGATIONS.
108. This agreement will terminate upon OBLIGATION COMPLETION or an amendment to terminate this agreement, whichever occurs first.

However, all indemnification, document retention, audit, claims, environmental commitment, legal challenge, and ownership articles will remain in effect until terminated or modified in writing by mutual agreement.

109. The following documents are attached to, and made an express part of this agreement: SCOPE SUMMARY, FUNDING SUMMARY.

## **DEFINITIONS**

**CALTRANS** – The California Department of Transportation

**CALTRANS STANDARDS** – CALTRANS policies and procedures, including, but not limited to, the guidance provided in the *Guide to Capital Project Delivery Workplan Standards* (previously known as WBS Guide) available at <http://www.dot.ca.gov/hq/projmgmt/guidance.htm>.

**CEQA (California Environmental Quality Act)** – The act (California Public Resources Code, sections 21000 et seq.) that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those significant impacts, if feasible.

**CFR (Code of Federal Regulations)** – The general and permanent rules published in the Federal Register by the executive departments and agencies of the federal government

**CONSTRUCTION CAPITAL** – See PROJECT COMPONENT.

**CONSTRUCTION SUPPORT** – See PROJECT COMPONENT.

**COOPERATIVE AGREEMENT CLOSURE STATEMENT** – A document signed by PARTNERS that verifies the completion of all OBLIGATIONS included in this agreement and in all amendments to this agreement.

**COST** – The responsibility for cost responsibilities in this agreement can take one of three assignments:

- **OBLIGATIONS COST** – A cost associated with fulfilling OBLIGATIONS that will be funded as part of this agreement. The responsibility is defined by the funding commitments in this agreement.
- **PROJECT COST** – A cost associated with PROJECT that can be funded outside of OBLIGATIONS. A PROJECT COST may not necessarily be part of this agreement. This responsibility is defined by the PARTNERS' funding commitments at the time the cost is incurred.
- **PARTNER cost** – A cost that is the responsibility of a specific PARTNER, independent of PROJECT.

**FHWA** – Federal Highway Administration

**FHWA STANDARDS** – FHWA regulations, policies and procedures, including, but not limited to, the guidance provided at [www.fhwa.dot.gov/topics.htm](http://www.fhwa.dot.gov/topics.htm).

**FUNDING PARTNER** – A PARTNER that commits a defined dollar amount to fulfill OBLIGATIONS. Each FUNDING PARTNER accepts responsibility to provide the funds identified on the FUNDING SUMMARY under its name.

**FUNDING SUMMARY** – The table that designates an agreement’s funding sources, types of funds, and the PROJECT COMPONENT in which the funds are to be spent. Funds listed on the FUNDING SUMMARY are “not-to-exceed” amounts for each FUNDING PARTNER.

**GAAP (Generally Accepted Accounting Principles)** – Uniform minimum standards and guidelines for financial accounting and reporting issued by the Federal Accounting Standards Advisory Board that serve to achieve some level of standardization. See <http://www.fasab.gov/accepted.html>.

**HM-1** – Hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law whether it is disturbed by PROJECT or not.

**HM-2** – Hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law only if disturbed by PROJECT.

**HM MANAGEMENT ACTIVITIES** – Management activities related to either HM-1 or HM-2 including, without limitation, any necessary manifest requirements and disposal facility designations.

**IMPLEMENTING AGENCY** – The PARTNER responsible for managing the scope, cost, and schedule of a PROJECT COMPONENT to ensure the completion of that component.

**IQA (Independent Quality Assurance)** – Ensuring that IMPLEMENTING AGENCY’s quality assurance activities result in WORK being developed in accordance with the applicable standards and within an established Quality Management Plan (QMP). IQA does not include any work necessary to actually develop or deliver WORK or any validation by verifying or rechecking work performed by another partner.

**NEPA (National Environmental Policy Act of 1969)** – The federal act that establishes a national policy for the environment and a process to disclose the adverse impacts of projects with a federal nexus.

**OBLIGATION COMPLETION** – PARTNERS have fulfilled all OBLIGATIONS included in this agreement, and all amendments to this agreement, and have signed a COOPERATIVE AGREEMENT CLOSURE STATEMENT.

**OBLIGATIONS** – All responsibilities included in this agreement.

**OBLIGATIONS COST** – See COST.

**OMB (Office of Management and Budget)** – The federal office that oversees preparation of the federal budget and supervises its administration in Executive Branch agencies.

**PARTNER** – Any individual signatory party to this agreement.

**PARTNERS** – The term that collectively references all of the signatory agencies to this agreement. This term only describes the relationship between these agencies to work together to achieve a mutually beneficial goal. It is not used in the traditional legal sense in which one PARTNER’s individual actions legally bind the other partners.

**PROJECT** – The undertaking to reconstruction of the interchange at State Route (SR) 99/SR 219/Kiernan Avenue in and near the City of Salida, in Stanislaus County.

**PROJECT COMPONENT** – A distinct portion of the planning and project development process of a capital project as outlined in California Government Code, section 14529(b).

- **PID (Project Initiation Document)** – The activities required to deliver the project initiation document for PROJECT.
- **PA&ED (Project Approval and Environmental Document)** – The activities required to deliver the project approval and environmental documentation for PROJECT.
- **PS&E (Plans, Specifications, and Estimate)** – The activities required to deliver the plans, specifications, and estimate for PROJECT.
- **R/W (Right of Way) SUPPORT** – The activities required to obtain all property interests for PROJECT
- **R/W (Right of Way) CAPITAL** – The funds for acquisition of property rights for PROJECT.
- **CONSTRUCTION SUPPORT** – The activities required for the administration, acceptance, and final documentation of the construction contract for PROJECT.
- **CONSTRUCTION CAPITAL** – The funds for the construction contract.

**PROJECT COST** – See COST.

**PROJECT MANAGEMENT PLAN** – A group of documents used to guide a project’s execution and control throughout that project’s lifecycle.

**PS&E (Plans, Specifications, and Estimate)** – See PROJECT COMPONENT.

**QMP (Quality Management Plan)** – An integral part of the Project Management Plan that describes IMPLEMENTING AGENCY’s quality policy and how it will be used.

**RESIDENT ENGINEER** – A civil engineer licensed in the State of California who is responsible for construction contract administration activities. Said engineer must be independent of the design engineering company and the construction contractor.

**R/W (Right of Way) CAPITAL** – See PROJECT COMPONENT.

**R/W (Right of Way) SUPPORT** – See PROJECT COMPONENT.

**SAFETEA-LU** – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

**SCOPE SUMMARY** – The attachment in which each PARTNER designates its commitment to specific scope activities within each PROJECT COMPONENT as outlined by the *Guide to Capital Project Delivery Workplan Standards* (previously known as WBS Guide) available at <http://www.dot.ca.gov/hq/projmgmt/guidance.htm>.

**SHS (State Highway System)** – All highways, right of way, and related facilities acquired, laid out, constructed, improved, or maintained as a state highway pursuant to constitutional or legislative authorization.

**SPONSOR** – Any PARTNER that accepts the responsibility to establish scope of PROJECT and the obligation to secure financial resources to fund PROJECT. SPONSOR is responsible for adjusting the PROJECT scope to match committed funds or securing additional funds to fully fund the PROJECT scope. If a PROJECT has more than one SPONSOR, funding adjustments will be made by percentage (as outlined in Responsibilities). Scope adjustments must be developed through the project development process and must be approved by CALTRANS as the owner/operator of the SHS.

**SFM (State Furnished Material)** – Any materials or equipment supplied by CALTRANS.

**WORK** – All scope activities included in this agreement.



**CONTACT INFORMATION**

The information provided below indicates the primary contact data for each PARTNER to this agreement. PARTNERS will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this agreement.

The primary agreement contact person for CALTRANS is:

Christina Hibbard, Project Manager

1976 E. Dr. MLK Jr. Blvd

Stockton, California 95205

Office Phone: (209) 948-7889

Mobile Phone: (209) 351-4432

Fax Number: (209) 948-7666

Email: christina\_hibbard@dot.ca.gov

The primary agreement contact person for COUNTY is:

Chris Brady, County Engineer

1716 Morgan Road

Modesto, California 95354

Office Phone: (209) 262-5887

Email: bradyc@stancounty.com

**SIGNATURES**

PARTNERS declare that:


1. Each PARTNER is an authorized legal entity under California state law.
2. Each PARTNER has the authority to enter into this agreement.
3. The people signing this agreement have the authority to do so on behalf of their public agencies.

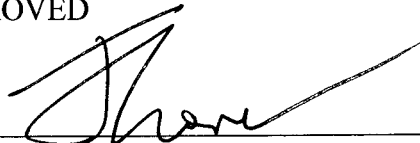
STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

STANISLAUS COUNTY

APPROVED

APPROVED

By:   
 RICHARD A. HARMON  
 Interim District 10 Director

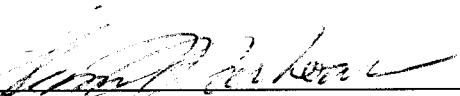
By:   
 Jeff Grover  
 Chairman of the Board of Supervisors


Date: 12/16/10

Date: DEC 02 2010

CERTIFIED AS TO FUNDS:

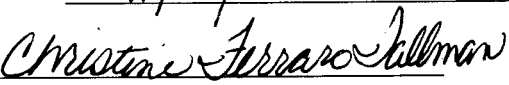
ATTEST

By:   
 Thomas L. Harbour  
 District Budget Representative

By:   
 Matt Machado  
 Director of Public Works

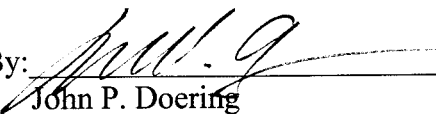
Date: 12/16/10

Date: 11/22/10

By:   
 Christine Ferraro Tallman  
 Clerk of the Board of Supervisors

Date: DEC 02 2010

APPROVED AS TO FORM AND PROCEDURE

By:   
 John P. Doering  
 Stanislaus County Counsel

Date: 12/1/10

**SCOPE SUMMARY**

4	5	6	7	8	Description	CALTRANS	COUNTY	N/A
3	185				Prepare Base Maps and Plan Sheets for PS&E Development		X	
4	195				Right of Way Property Management and Excess Land		X	
4	200				Utility Relocation		X	
3	205				Permits, Agreements during PS&E Component	X	X	
		05			Required permits		X	
		15			Railroad Agreements		X	
		25			Agreement for Material Sites		X	
		30			Executed Maintenance Agreement	X	X	
		45			MOU From Tribal Employment Rights Office (TERO)		X	
		55			NEPA Delegation	X		
4	220				RIGHT OF WAY ENGINEERING		X	
4	225				Obtain Right of Way Interests for Project Right of Way Certification		X	
3	230				Prepare Draft Plans, Specifications, and Estimates	X	X	
		05			Draft Roadway Plans		X	
		10			Draft Highway Planting Plans		X	
		15			Draft Traffic Plans		X	
		20			Transportation Management Plan		X	
		25			Draft Utility Plans		X	
		30			Draft Drainage Plans		X	
		35			Draft Specifications		X	
		40			Draft Plans, Specifications, and Estimates Quantities and Estimates		X	
		55			Structures Draft Plans, Specifications, and Estimates Incorporation		X	
		60			Updated Project Information for Plans, Specifications, and Estimates Package		X	
		90			NEPA Delegation	X		
		99			Other Draft Plans, Specifications, and Estimates Products		X	
3	235				Mitigate Environmental Impacts and Clean Up Hazardous Waste	X	X	
		05			Environmental Mitigation		X	
		10			Detailed Site Investigation for Hazardous Waste		X	
		15			Hazardous Waste Management Plan		X	
		20			Hazardous Waste Plans, Specifications, and Estimates		X	
		25			Hazardous Waste Clean-Up		X	
		30			Hazardous Substances Disclosure Document (HSDD)		X	
		35			Long Term Mitigation Monitoring		X	
		40			Updated Environmental Commitments Record		X	
		45			NEPA Delegation	X		
3	240				Draft Structures Plans, Specifications, and Estimates		X	
4	245				Post Right of Way Certification Work		X	

4	5	6	7	8	Description	CALTRANS	COUNTY	N/A
3	250				FINAL STRUCTURES PS&E PACKAGE		X	
3	255				Circulate, Review, and Prepare Final District Plans, Specifications, and Estimates Package	X	X	
		05			Circulated and Reviewed Draft District Plans, Specifications, and Estimates Package		X	
		10			Updated Plans, Specifications, and Estimates Package		X	
		15			Environmental Re-Evaluation	X		
		20			Final District Plans, Specifications, and Estimates Package		X	
		25			Geotechnical Information Handout		X	
		30			Materials Information Handout		X	
		35			Construction Staking Package and Control		X	
		40			Resident Engineer's Pending File		X	
		45			NEPA Delegation	X		
		50			Secured Lease for Resident Engineer Office Space or Trailer		X	
		55			Contractor Outreach		X	
		65			Right of Way Certification Document		X	
		70			Right of Way Engineering Products		X	
		75			Upgraded/Updated Right of Way Certification Document		X	
		95			Right of Way Certification Activity		X	
3	260				Contract Bid Documents Ready to List		X	
3	265				Awarded and Approved Construction Contract		X	
		50			Contract Ready for Advertising		X	
		55			Advertised Contract		X	
		60			Bids Opened		X	
		65			Contract Award		X	
		70			Executed and Approved Contract		X	
		75			Independent Assurance		X	
5	270				Construction Engineering and General Contract Administration	X	X	
		10			Construction Staking Package and Control		X	
		15			Construction Stakes		X	
		20			Construction Engineering Work		X	
		25			Construction Contract Administration Work		X	
			05		Secured Lease for Resident Engineer Office Space or Trailer		X	
			10		Set Up Construction Project Files		X	
			15		Pre-Construction Meeting		X	
			20		Progress Pay Estimates		X	
			25		Weekly Statement of Working Days		X	
			30		Construction Project Files and General Field Office Clerical Work		X	
			35		Labor Compliance Activities		X	
			40		Approved Subcontractor Substitutions		X	
			45		Coordination		X	
			50		Civil Rights Contract Compliance		X	

4	5	6	7	8	Description	CALTRANS	COUNTY	N/A
			99		Other Construction Contract Administration Products		X	
		30			Contract Item Work Inspection		X	
		35			Construction Material Sampling and Testing	X	X	
			05		Materials Sampling and Testing for Quality Assurance		X	
			10		Plant Inspection for Quality Assurance		X	
			15		Independent Assurance Sampling and Testing		X	
			20		Source Inspection	X		
		40			Safety and Maintenance Reviews		X	
		45			Relief From Maintenance Process		X	
		55			Final Inspection and Acceptance Recommendation		X	
		60			Plant Establishment Administration		X	
		65			Transportation Management Plan Implementation During Construction		X	
		75			NOTE: all permits under 5.270.75 are addressed in the text of this agreement.		X	
		80			Long-Term Environmental Mitigation/Mitigation Monitoring During Construction Contract		X	
		99			Other Construction Engineering and General Contract Administration		X	
5	275				Construction Engineering and General Contract Administration of Structures Work		X	
5	285				Contract Change Order Administration		X	
5	290				Resolve Contract Claims		X	
5	295				Accept Contract, Prepare Final Construction Estimate, and Final Report		X	
4	300				FINAL RIGHT OF WAY ENGINEERING		X	

**FUNDING SUMMARY**

<b>Funding Source</b>	<b>Funding Partner</b>	<b>Funding Type</b>	<b>PS&amp;E</b>	<b>R/W Capital</b>	<b>R/W Support</b>	<b>CON Capital</b>	<b>CON Support</b>
LOCAL	COUNTY	Local	\$4,880,000	\$8,483,000	\$2,120,000	\$58,040,000	\$5,800,000
		Subtotals by Component	\$4,880,000	\$8,483,000	\$2,120,000	\$58,040,000	\$5,800,000

<b>Funding Source</b>	<b>Funding Partner</b>	<b>Funding Type</b>	<b>Subtotal Support</b>	<b>Subtotal Capital</b>	<b>Subtotal Funds Type</b>
LOCAL	COUNTY	Local	\$12,800,000	\$66,523,000	\$79,323,000
		Subtotals by Component	\$12,800,000	\$66,523,000	\$79,323,000