

# **Chapter 4: Funding and Implementation**



## Cost Estimating

Cost estimating is an iterative process. When a project is in the conceptual stage, preliminary cost estimates are also provided conceptually, utilizing a typical per-unit cost. As a project's design is refined, costs are further refined and may rise or fall, depending upon specific project needs. The Crows Landing Road corridor study represents the conceptual phase of project development, therefore cost estimates, shown in **Table 2** below, are typical per-unit costs. These estimates are provided in constant 2014 dollars for materials and labor with no provision for inflation. The cost of each project will vary depending upon the specific circumstances. This includes resurfacing and restriping to include bike lanes; reconstructing curb, gutter, and sidewalk; adding signal loop detectors; relocating utilities; undergrounding a portion of the Turlock Irrigation District canal; and purchasing some right of way.

**Table 2**

<b>Project Implementation Cost Estimate</b>				
	<b>Unit Cost</b>	<b>Unit</b>	<b>Quantity</b>	<b>Project Cost</b>
Resurface (minimum thin overlay)	\$90	Ton	7,374	\$663,660
Restripe, including bike lanes	\$350,000	Lump Sum	1	\$350,000
Raised median (14 - 16 feet wide)	\$15	Square Foot	56,000	\$840,000
Intersection signage in median	\$10,000	Lump Sum	1	\$10,000
Remove signal	\$25,000	Lump Sum	1	\$25,000
Add signal	\$400,000	Lump Sum	1	\$400,000
Install concrete sidewalk only	\$12	Square Foot	34,650	\$415,800
Install concrete sidewalk, curb, gutter	\$20	Square Foot	43,240	\$864,800
Bulbout (one)	\$5,000	Each	1	\$5,000
Enhanced crosswalk (overhead lighting)	\$20,000	Each	1	\$20,000
Pedestrian overcrossing	\$2,500,000	Each	1	\$2,500,000
Street trees (40 feet on center)	\$600	Each	150	\$90,000
Landscaping (not trees)	\$8	Square Foot	56,000	\$448,000
ADA Ramps	\$3,500	Each	60	\$210,000
Traffic Detection Loops	\$600	Each	120	\$72,000
Street Lighting	\$12,000	Each	70	\$840,000
Adjust Street Utilities to Grade	\$600	Each	130	\$78,000
			<b>Sub Total</b>	<b>\$7,832,260</b>
			Design (10%)	\$783,226
			Inspection and Administration (10%)	\$783,226
			Contingencies (8%)	\$626,581
			<b>Total</b>	<b>\$10,025,293</b>

## Project Implementation

Complex transportation projects, such as Crows Landing Road, are often funded through a variety of sources. Transportation funding typically restricts eligibility by phase of construction (planning, preliminary design, final design and construction) or by type of improvement (pavement and striping, bicycle and pedestrian, aesthetic elements such as trees, or safety measures). Funding for construction and maintenance are made available through federal and state

sources, as Modesto and Stanislaus County have very limited local transportation funding sources. Transportation funding, therefore, is limited by federal and state rules and regulations and is limited to the amount of money available from various federal and state sources. The amount of money available fluctuates over time.

Changes to the public right of way are identified as short-term, relatively low-cost actions; mid-term changes; and, long-term. Practically speaking, the timing of all improvements is affected by jurisdictional issues and cost. Some improvements are relatively inexpensive and can be implemented more quickly, while others are most costly and won't be implemented until new development occurs. Where and when a change is actually implemented will not be that simple in practice for various reasons. Funding availability and jurisdictional issues will have the greatest impact on when and where changes are implemented. Modesto expects that full implementation of the adopted plan will occur incrementally over the course of many years. Modesto and Stanislaus County have a history of working together on infrastructure projects, which is expected to continue with the Crows Landing Road improvements. This will provide continuity for improvements, as the jurisdictional boundaries of the two agencies create a patchwork, as shown on **Figure 1** in Chapter 1.

**Short-Term Actions:**

- resurface and restripe roadway and add bicycle facilities
- maintain street lighting
- install marked crosswalks at some intersections
- increase size of street signs

**Intermediate-Term Actions:**

- install mid-block crosswalks and warning lights
- install raised medians/pedestrian refuges at limited locations
- add street signs to medians
- remove signal at Butte Avenue

**Long-Term Actions:**

- install street trees
- install complete raised medians and mid-block pedestrian crossings
- add street signs to medians
- install bulbouts
- widen road north of State Route 99
- install pedestrian overcrossing
- install or widen sidewalks

Funding Sources

Transportation projects are typically funded through a variety of sources. Some elements of a roadway, such as pavement, are eligible for road funds, while other elements, such as new bicycle and pedestrian facilities, lighting, or street trees are eligible for more limited funding sources. Large-scale development projects often fund major changes to public right of way, but may only be responsible for public right of way immediately adjacent to their property or for changes that can clearly be shown to be needed due to the project. Funding for traffic signals or a portion of a traffic signal is a good example of this.

Most transportation funding is controlled by the Stanislaus Council of Governments, which plans the use of, determines project eligibility for, and administers virtually all of the transportation funding used in Stanislaus County. Each city or county is responsible to prepare a prioritized list of projects city or county staff believes is eligible for a particular fund. The total amount of each funding source available in a particular year is subject to federal and state discretion. Therefore, the amount and type of regionally-controlled funding available to any one project is under minimal local control. Fees paid by developers and any citywide tax measures are collected and administered by the jurisdiction in which the funding is collected and each agency has generally greater discretion to spend the collected local funds.

Most of the short-term actions listed above will be eligible for RSTP money, although lighting and signage will probably be funded locally. Intermediate-term actions are largely eligible for ATP or local money, although traffic signal work may be eligible for RSTP. Most long-term actions will be eligible for local funding or ATP.

### Regionally-Controlled Funds

#### **Regional Surface Transportation Program (RSTP)**

Capital costs for transportation projects, reconstruction or resurfacing of roads, operational improvements, bicycle and pedestrian facilities, highway safety improvements, transportation enhancement activities, and transportation control measures are all eligible to receive RSTP funding. This fund is administered by the Stanislaus Council of Governments.

#### **Active Transportation Program (ATP)**

This program consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. Eligible projects increase bicycle and walking trips, improve safety for non-motorized travelers, reduce greenhouse gas emissions, improve public health, and share benefits with disadvantaged communities. This fund is administered by the Stanislaus Council of Governments.

#### **Local Funding**

The City of Modesto controls infrastructure funds that are raised locally. These funds can be used for a variety of purposes, including capital and operating costs. Local funding sources may include the Capital Improvement Program, Local Assessment District, or a local sales tax measure. Because regionally-controlled money requires financial participation from local agencies, local funding is often used to match regionally-controlled funds. Additionally, cities can require frontage and alley improvements from developers in conjunction with new development or property improvements that exceed 50 percent of the appraised value of the structures.

