ALPINE COUNTY LOCAL TRANSPORTATION COMMISSION
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Markleeville, CA 96120
(530) 694-2140

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11400 American Legion Drive, Suite A
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692 Marshall Avenue, Unit A
San Andreas, CA 95249
(209) 754-2094

March 4, 2008

Mr. Kome Ajise
District Director
Department of Transportation, District 10
P.O. Box 2048
Stockton, CA 95201-2048

Subject: Alpine/Amador/Calaveras Tri-County 2008 RTIP – *TECHNICAL CHANGES*

Dear Mr. Barna:

The Tri-Counties of Alpine, Amador and Calaveras have each adopted the attached 2008 Tri-County Regional Transportation Improvement Program (RTIP). Pursuant to comments received from California Transportation Commission (CTC) and Caltrans District 10 staff, the Tri-Counties are submitting "technical changes" to their 2008 RTIP. These technical changes include:

- Alpine County Local Road Rehabilitation identified as – Emigrant Trail Loop / Alpine Village Subdivision
- Amador SR 88 Pine Grove Corridor Improvement PS&E changed to – Reserve
- Amador County Local Road Rehabilitation identified as – Sutter Ione Road
- Calaveras SR 4 Wagon Trail Realignment PA&ED $960,000 in 2011/12 changed to – Reserve
- Calaveras SR 4 Wagon Trail Realignment PS&E changed to – Reserve
- Calaveras SR 4/49 South Intersection PA&ED changed to – Reserve

Attached is the Tri-County 2008 RTIP Funding Spreadsheet showing the technical changes. Also attached are updated Project Programming Request forms.

The Tri-County's 2008 RTIP "Technical Changes" have also been sent to California Transportation Commission's Executive Director, Mr. John F. Barna Jr. and to Department of Transportation, Division of Transportation Programming Chief, Ms. Rachel Falsetti.

Sincerely,

Charles F. Field
Executive Director
Amador County Transportation Commission

Sincerely,

Timothy J. McSorley, P.E.
Executive Director
Calaveras Council of Governments

Sincerely,

Dennis Cardoza
Executive Director
Alpine County Local Transportation Commission

2008 STIP
Alpine/Amador/Calaveras

Tri-County
Regional Transportation
Improvement Program
(RTIP)

Adopted by
Alpine County Local Transportation Commission, February 5, 2008
Amador County Transportation Commission, February 7, 2008
Calaveras Council of Governments, February 6, 2008

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2008 STIP Tri-County
Regional Transportation Improvement Program

A. EXECUTIVE SUMMARY

Alpine, Amador and Calaveras Regional Transportation Planning Agencies (**Tri-Counties**) have agreed to combine their Regional Improvement Program (**RIP**) funds of the State Transportation Improvement Program (**STIP**) to fund the State Route (SR) 4 Wagon Trail Realignment, SR 88 Pine Grove Corridor Improvement, SR 4/49 South Intersection environmental documentation and Alpine and Amador Counties local road rehabilitation.

Memorandum of Understanding II (**MOU II**) between the Tri-Counties outlines how the agencies agree to fund two major State highway improvements and other STIP projects in the 2008 STIP and future STIP programs over the next 20 years. A component of MOU II and this RTIP includes Tri-County support for early funding of Alpine County local rehabilitation. Alpine County has always supported the Tri-County effort but has never received any STIP funding for projects in Alpine County since SB 45 was adopted.

For the 2008 STIP, the 2008 Tri-County Regional Transportation Improvement Program (**RTIP**) requests funding for the following projects:

- SR 88 Pine Grove Corridor Improvement PA&ED and portion of PS&E
- SR 4 Wagon Trail Realignment PA&ED and portion of PS&E
- SR 4/49 Bridges Intersection PA&ED
- Alpine County Local Road Rehabilitation
- Amador County Local Road Rehabilitation
- PPM for each of the Tri-Counties
- TE funding for each of the Tri-Counties

The Tri-Counties are requesting that funding for the Alpine County Local Road Rehabilitation be programmed in the 2008/09 fiscal year. An equal amount of funding in fiscal year 2008/09 previously programmed in the 2006 STIP Augmentation for the SR 4 Wagon Trail PA&ED is proposed to be moved to 2011/12 fiscal year. Funding targets made available pursuant to the 2008 STIP Fund Estimate are proposed to program further development of the Wagon Trail and Pine Grove projects as well as Amador County Local Road Rehab, PPM and TE in fiscal years 2011/12 and 2012/13.

B. INTRODUCTION

The Regional Transportation Improvement Program (RTIP) is a document used by local governments throughout California to nominate transportation projects for funding under the State Transportation Improvement Program (STIP). The RTIP is updated every two years and programs transportation projects for the next five years. New funding provided in the 2008 STIP is available in the 2011/12 and 2012/13 fiscal years. If 2008 STIP funding is used in an earlier fiscal year, then an equal amount of previously programmed funding must be moved to the 2011/12 or later fiscal year.

The California Transportation Commission (**CTC**) has recognized the three counties of Alpine, Amador, and Calaveras known as the "Tri-Counties" partnership. The partnership has proven valuable in previous STIP cycles. In 2002, 2004, 2006 and 2006 Augmentation, the Tri-Counties prepared one RTIP approved by the Transportation Commissions serving each of the Tri-Counties. Under Tri-County **MOU I**, the Tri-Counties with Caltrans funded and delivered:

- SR 49 Amador Bypass
- SR 4 Arnold Passing Lane
- SR 88 Cooks and Hams Station Passing Lanes
- SR 4 Angels Camp Bypass projects

All of the projects have been completed except for the SR 4 Angels Camp Bypass, which has been awarded construction and will be built during the next 3 construction seasons.

For the 2008 STIP the Tri-Counties are proposing **MOU II** to fund:

- SR 4 Wagon Trail Realignment
- SR 88 Pine Grove Corridor Improvement projects

State Route 4 Wagon Trail Realignment Project – This proposed two-lane highway improvement is to provide a safer and improved route between Copperopolis and Angels Camp. The project has been scoped in two ways – as a new alignment, with 65mph design speed, or as an improved route near the existing alignment with a 55mph design speed. The preferred alternative will be decided upon with completion of project approval and environmental documentation (PA&ED).

State Route 88 Pine Grove Corridor Improvement Project – This proposed corridor project could include either a) widening and improvements to State Route 88 through the town of Pine Grove or b) a bypass around the town, either to the north side of town or to the south side of town. The preferred alternative will be decided upon with completion of PA&ED.

Both of these projects are new projects with Calaveras Council of Governments as lead agency for project approval and environmental documentation (PA&ED) for the Wagon Trail project and the Amador County Transportation Commission lead agency for PA&ED for the Pine Grove project. The cost of these projects will require that Caltrans support approximately 50% of the funding from the Interregional Improvement Program (IIP). These funds will be needed in the right of way acquisition and construction phases.

Additionally, the Tri-Counties **MOU II** provides funding for:

- SR 4/49 South Intersection in Calaveras County
- Alpine County local road rehabilitation
- Amador County Sutter-Ione Road rehabilitation

State Route 4/49 South Intersection – This project was developed because of SR 4 Angels Camp bypass relinquishment agreements between the State and the City of Angels (Camp). It was agreed that the bridge portion of SR 4 at the SR 49 intersection would not be fully relinquished to the City until improvements are made to the skewed intersection. It requires that the environmental portion of the improvements began within seven years of the adoption of the

project study report (PSR). The PSR was completed in June 2004. PA&ED must begin prior to July 2011.

Alpine County Rehabilitation – Alpine County has, since 1998, programmed all of its STIP shares (RIP) in Amador and Calaveras Counties. Alpine wants to continue to support the Tri-County partnership, however, in 2008, the highest priority in Alpine County is to place an asphalt concrete (AC) overlay on critical County roads, such as, but not limited to Emigrant Trail Road before there is further deterioration and reconstruction is required. Other local roads are in the same condition.

Amador County Road Rehabilitation - Amador County experienced damage to one local primary collector route, "Sutter-Ione Road," due to trucks and heavy equipment servicing construction of the Amador SR 49 Bypass, which was a priority project funded through the prior Tri-County MOU I. Amador desires up to $500,000 in RIP for purposes of repairing said damages to Sutter-Ione Road consistent with STIP Guidelines. Amador will use its own funds to rehabilitate this roadway but request that $500,000 be programmed for Amador County local road rehabilitation projects in 2011/12.

All projects proposed for funding in the RTIP are in conformance with the Regional Transportation Plans (**RTPs**), which are adopted and maintained by the Transportation Commission serving each county. Each project in the RTIP is required to include performance measures to show that they meet the goals and objectives of the County's Regional Transportation Plans.

Direction for preparation of the RTIP is provided by the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans). While the format of the RTIP is not mandated for rural counties, it is to include, at a minimum, those projects which the region wants to add to or maintain within the STIP and including any local projects which will have participating federal funds and are, therefore, included in the Federal Transportation Improvement Program (the FTIP). Caltrans uses the information in the rural county RTIPs to prepare the FTIPs for rural counties.

C. STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Based on the CTC's STIP Guidelines, the Tri-County RTIP identifies projects proposed for funding with the Tri-Counties' share of state and federal funds within the STIP. These regional share funds are called Regional Improvement Program (**RIP**) funds. In addition, the regions recommend projects for funding under Caltran's share of STIP funds, called Interregional Improvement Program (**IIP**) funds, through the Interregional Transportation Improvement Plan (ITIP) process. Additionally, pursuant to AB 608, regions may also propose to program up to five percent of their RIP funds for project Planning, Programming and Monitoring (**PPM**). The regions also may adopt to have federally funded Transportation Enhancement (**TE**) funds programmed as separate projects

This 2008 STIP Tri-County RTIP contains four sections pertaining to the STIP including the following:

(1) Tri-County with Caltrans Partnership MOU II (Background)
(2) CTC 2008 STIP Fund Estimate and Constraints
(3) Proposed Tri-County 2008 STIP Projects and Future Projects
(4) Performance Indicators and Monitoring

(5) Transportation Enhancement Funds

(1) Tri-County MOU II with Caltrans Partnership (Background)

The 1998 Interim STIP Guidelines formally recognized the 1996 Memorandum of Understanding (1996 MOU) between Calaveras and Amador Counties under which the two regions agreed to pool county minimum allocations in the 1996 STIP. The two counties "pooled" their STIP funds (prior to the adoption of SB 45) in order to gain State support and funding for two long-standing priority state highway projects: the State Route (SR) 49 Amador Bypass in Amador County and the SR 4 Angels Camp Bypass in Calaveras County.

In 1997, Alpine County joined Amador and Calaveras Counties and the 1996 MOU was expanded to include the SR 4 Arnold Passing Lane project and the SR 88 Cooks and Hams Stations Passing Lanes project, which serve as critical links connecting remote Alpine County with the rest of the State. The Boards of Supervisors and the Regional Transportation Planning Agencies (RTPAs) in each county unanimously adopted resolutions supporting the new agreement, Tri-County **MOU I** and the resolution was submitted with each County's 1998 RTIP.

In the 2006 STIP Augmentation program, all of the four (4) State Highway projects in **MOU I** were fully funded. The status of the four projects is as follows:

- The **SR 4 Arnold Passing Lane** project was constructed and became operational in October 2004. The final project cost was $3.4 million.

- The **SR 88 Cooks and Hams Stations Passing Lanes** project was constructed and became operational in December 2006. The final project cost was $7.3 million.

- The **SR 49 Amador Bypass** has three major funding components; Construction, Relinquishment and Environmental Mitigation. The Amador Bypass began construction in the spring of 2004 and became operational on February 28, 2007. The Relinquishment cooperative agreements to the City of Sutter Creek, Amador City and Amador County have been completed. The Environmental Mitigation project has complete construction in December 2007, however Caltrans has responsibility to ensure a success rate of oak tree plantings for the next 10 years. The final project cost for all components (excluding support costs since that item was grandfathered) is at $35.2 million.

- The **SR 4 Angels Camp Bypass** has been awarded construction with earthwork to begin in April 2008 and construction completion scheduled by December 2010. The final project cost is estimated to be $61.2 million.

The Tri-Counties with Caltrans have been successful with delivery of these projects totaling over $107 million. The Tri-Counties have again voted unanimously to continue with the Tri-County effort on new State highway projects.

The Tri-Counties desire to enter into a second MOU (**MOU II**) to combine STIP funding in the 2008 STIP and future STIP cycles. The agencies agree to pool funding for the SR 4 Wagon Trail Realignment, SR 88 Pine Grove Corridor Improvement, SR 4/49 South Intersection and Alpine and Amador Counties local road rehabilitation.

Caltrans' "estimated" long-term project costs for Wagon Trail and Pine Grove projects are as follows:

SR 4 Wagon Trail Realignment

- PA&ED $ 3,209,000
- PS&E $ 5,487,000
- R/W Support $ 1,636,000
- R/W Capital $ 2,866,000
- Construction Support $ 5,487,000
- Construction Capital $57,151,000
- TOTAL To Be Funded $75,836,000

SR 88 Pine Grove Corridor Improvement

- PA&ED $ 2,410,000
- PS&E $ 6,000,000
- R/W Support $ 2,400,000
- R/W Capital $40,000,000
- Construction Support $ 3,000,000
- Construction Capital $29,400,000
- TOTAL To Be Funded $83,210,000

(PA&ED = Project Approval and Environmental Documentation – Environmental work
PS&E = Plans, Specifications and Estimates – Design work
R/W Support = Personnel time to work on right of way appraisals and acquisitions
R/W Capital = Funding for purchase of property needed for right of way
Construction Support = Personnel time to provide inspection during construction
Construction Capital = Funding to pay contractor to build the project)

It is very important to note that the project costs for both projects are based on Project Study Report/Project Development Study (**PSR/PDS**) documents. No alignments have been chosen. Once the Project Reports (**PRs**) are prepared at the end of the PA&ED process then there will be more accurate project cost estimates. The cost estimates shown above and below are based on the highest cost alternative provided in each PSR. The cost estimates do not include relinquishment costs if bypass options are chosen.

Both of the projects have had previous RIP funding approval in the 2006 STIP. Additionally, the projects have federal earmark funding from Public Lands Highway (**PLH**) and High Priority Project (**HPP**) funding sources.

The "estimated" 20-year funding sources for Wagon Trail and Pine Grove projects are as follows:

SR 4 Wagon Trail Realignment

- RIP Total Funding $35,775,000 48%
  - 2006 STIP $ 1,160,000
  - 2008 STIP $ 1,735,000
  - 2010-2024 STIP $32,880,000
  - TOTAL $35,775,000
- IIP Total Funding $38,030,000 50%
- PLH Total Funding $ 1,031,000 1%
- HPP Total Funding $ 1,000,000 1%
- Total $75,836,000

SR 88 Pine Grove Corridor Improvement

- RIP Total Funding $41,210,000 49.5%
  - 2006 STIP $ 1,775,000
  - 2008 STIP $ 1,667,000
  - 2010-2026 STIP $31,860,000
  - Alpine 20016-2020 $ 5,908,000
  - TOTAL $41,210,000

- IIP Total Funding $41,600,000 50%
- HPP Total Funding $ 400,000 0.5%
- Total $83,210,000

Note: The estimated future RIP projected to be available is shown on Attachment 1.

(2) Proposed Tri-County STIP Programming (not including TE)

A summary of the Tri-Counties request for 2008 STIP programming is shown on Table 1. This table does not include the Tri-Counties request for programming of separate Transportation Enhancements (TE). These are shown in the following section (Table 2).

TABLE 1

TRI-COUNTY 2008 STIP FUNDING (Dollars x $1,000)

	2008/09	2009/10	2010/11	2011/12	2012/13	Total 08 STIP
*2006 STIP Programmed Funding **	*2,935*					
2008 STIP Funding Targets**				1,486	4,458	
Total STIP						**8,879**
ALPINE						
Local Road Rehabilitation (Emigrant Trail)	*960*					
PPM				17	18	
Alpine Total						*995*
AMADOR						
SR 88 Pine Grove *(previous PA&ED funding)*	*1,775*					
SR 88 Pine Grove PS&E					1,667	
Local Road Rehabilitation					500	
PPM				57	57	
Amador Total						4,056
CALAVERAS						
SR 4 Wagon Trail *(previous PA&ED funding)*	*200*			960		
SR 4 Wagon Trail PS&E					1,735	
SR 4/49 Bridges Intersection PA&ED				800		
PPM				66	67	
Calaveras Total						3,828
2006 STIP Programmed Funding	*2,935*					*2,935*
2008 STIP Funding Targets				1,900	4,044	5,944
TOTAL	*2,935*			1,900	4,044	**8,879**

*2,935 = 1,160 Wagon Trail and 1,775 Pine Grove funding from previous approved STIP
**1,486 = 25% of 5,944 and 4,458 = 75% of 5,944 of 2008 STIP with 75% in the last FY year

The following text helps to explain Table 1 above. Based on the 2008 STIP fund estimate, CTC has given the Tri-Counties a funding target in the amount of $5.944 million. The Tri-Counties are advised these STIP targets should be programmed as follows:

- 25% in 2011/12 $1,486,000
- 75% in 2012/13 $4,458,000
- Tri-County Total $5,944,000

From the 2006 STIP, Amador and Calaveras had the following funding programmed in the 2008/09 fiscal year:

- Pine Grove Corridor Imp. $1,775,000 (Amador)
- Wagon Trail Realignment $1,160,000 (Calaveras)

With the 2006 STIP funding in 2008/09 and 2008 STIP funding the Tri-Counties shares are:

- Alpine share $ 995,000
- Amador share $4,056,000
- Calaveras share $3,828,000
- Tri-County Total $8,879,000

Each Tri-County regional agency has agreed to request PPM funding, which is 5% of their STIP share. The PPM funding (rounded to nearest thousand) for each agency is:

- Alpine PPM $ 35,000 (Alpine agrees to less than 5%)
- Amador PPM $ 114,000
- Calaveras PPM $ 133,000
- Tri-County PPM Total $ 282,000

The 2008 Tri-County RTIP proposes to use the STIP funding available for the following projects:

- Alpine County Local Road Rehabilitation ($960,000)
- SR 88 Pine Grove Corridor Improvement PA&ED and PS&E ($3,442,000)
- SR 4 Wagon Trail Realignment PA&ED and portion of PS&E ($2,895,000)
- SR 4/49 Bridges Intersection PA&ED ($800,000)
- PPM funding for all Counties ($282,000)

(3) Transportation Enhancement (TE) Funds and Projects

Transportation Enhancement (**TE**) funds are a separate pot of federal funds that can be used for transportation enhancement projects such as pedestrian ways, bikeways, landscaping and other similar projects. TE funds are the same as the previously known Transportation Enhancement Activity (TEA) funds except TE funds will be administered differently. In the 2008 STIP, TE funds are now part of the STIP programming process. TE funds can be programmed for TE projects or the Tri-Counties can choose to use these funds toward their STIP project priorities.

Alpine County TE Reserve – Alpine County is working on preparing documents for bicycle and pedestrian projects and will be programming available TE funding for specific projects in the future.

Amador County TE Reserve for new TE funding – The Amador County Transportation Commission has programmed all of their 2006 TE funds on two projects; the SR 49 Bypass Landscaping and the Regional Transit Center Bike, Pedestrian and Landscaping. The SR 49 Bypass Landscaping is under construction and will be completed in 2008. Work on the Regional Transit Center bike, pedestrian and landscaping project is schedule to begin in the 2009. 2008 TE funding will be programmed as reserve until projects are identified for the new TE funding.

Calaveras County TE Reserve for new TE funding – Calaveras Council of Governments has selected four projects for their 2006 TE funding; Mokelumne Hill Town Hall and Sidewalk Enhancement, Shay Locomotive Restoration, City of Angels Sidewalk and Landscaping and Cosgrove Creek Bikeway. Allocation requests have been submitted for the Mokelumne Hill and Shay Locomotive projects. Allocation for the City of Angels Sidewalk project is being prepared. The Cosgrove Creek project is in the process of acquiring right of way, a component not funded with TE funds. 2008 TE funding will be programmed as reserve until projects are identified for the new TE funding.

TE funds will be distributed to each of the three counties individually based on the STIP allocation formula. The distribution of funds is as follows:

Based on the 2008 TE fund estimate, CTC has provided the Tri-Counties with a funding target in the amount of $663 thousand.

The Tri-Counties are advised these STIP targets should be programmed as follows:

- In 2011/12 $ 313,000
- In 2012/13 $ 350,000
- Tri-County TE Total $ 663,000

The new TE funding shares (rounded to the nearest thousand) for the Tri-Counties are estimated to be:

- Alpine share 16.747% $ 111,000
- Amador share 38.374% $ 254,000
- Calaveras share 44.879% $ 298,000
- Tri-County Total $ 663,000

Alpine, Amador and Calaveras are requesting their 2008 TE funds be held in "reserve" until each agency determines what their TE projects should be.

Listed in Table 2 is the Proposed **2008 Tri-County TE funding**.

TABLE 2

TRI-COUNTY 2008 STIP "TE" FUNDING (Dollars x $1,000)

	Previous	2008/09	2009/10	2010/11	2011/12	2012/13	Total 08 TE
2006 TE Funding	*1,187*	*369*	*484*	*367*			
2008 TE Funding					**313**	**350**	**3,070**
Alpine TE *(Previous TE)*				*367*			
Alpine TE – Reserve					52	59	
Alpine Total							478

Amador TE *(Previous TE)*	*995*						
Amador TE – Reserve					120	134	
Amador Total							1,249
Calaveras TE *(Previous TE)*	*192*	*369*	*484*				
Calaveras TE – Reserve					141	157	
Calaveras Total							1,343
FY Total Project Costs	1,187	369	484	367	313	350	**3,070**
2008 TE Program					*313*	*350*	*633*

*All Counties are requesting to "reserve" their new TE funding until their process have determined projects.

(4) Performance Indicators and Monitoring

In order to maximize the state's investment in transportation infrastructure, the California Transportation Commission has required that each RTIP be evaluated for performance and cost-effectiveness. The performance indicators need to show the projects are achieving the goals, objectives and standards which are established as part of the Regional Transportation Plans. Each region should consider improvements to mobility, accessibility, reliability, safety, and productivity in the RTIP submittal. The evaluation of performance and cost-effectiveness will be for a 20-year period. Regions are asked to use the following criteria for measuring performance of the RTIP:

- Change in vehicle occupant, freight and goods travel time or delay.
- Change in accidents and fatalities.
- Change in vehicle and system operating costs.
- Change in access to jobs, markets and commerce.
- Change in frequency and reliability of rail/transit service.
- Change in air pollution emissions.
- Change in passenger, freight and goods miles carried.

Regions should consider the following criteria for measuring cost-effectiveness of the RTIP.

- Decrease in vehicle occupant travel, freight and goods time per thousand dollar invested.
- Decrease in accidents and fatalities per thousand dollar invested.
- Decrease in vehicle and system operating cost per thousand dollar invested.
- Improved access to jobs, markets and commerce per thousand dollar invested.
- Increased frequency reliability of rail/transit service per thousand dollar invested.
- Decrease air pollution emission per thousand dollar invested.
- Increase in annual passenger, freight and goods miles carried per thousand dollar invested.

Calaveras County Performance Measures for SR 4 Wagon Trail Realignment – Calaveras Council of Governments will be working with Caltrans District 10 on the PA&ED of the SR 4 Wagon Trail Realignment to complete the PA&ED process. Attached are performance measures for the SR 4 Wagon Trail Realignment project.

Amador County Performance Measures for SR 88 Pine Grove Corridor Improvement – Amador County Transportation Commission, with Caltrans District 10, will be working on

improving SR 88 through or around Pine Grove. Attached are performance measures for the SR 88 Pine Grove Improvement project.

Calaveras County Performance Measures for SR 4/49 South Intersection – Calaveras Council of Governments will be working with the City of Angels and Caltrans District 10 on the preliminary engineering and environmental documentation of the SR 4/49 South Intersection to complete the PA&ED process. Attached are performance measures for the SR 4/49 South Intersection project.

Alpine and Amador Counties Performance Measure for Local Rehabilitation - Alpine and Amador Counties are proposing local road rehabilitation for critical County roads. Attached are performance measures for Alpine and Amador Counties local road rehabilitation.

ATTACHMENT 1

Tri-County STIP Projections 2010-2026
(In $ Millions)
Based On Statewide Fund Estimate of $1 Billion/Year*
January 30, 2008

	2010	2012	2014	2016	2018	2020	2022	2024	2026	**Totals**
0.75 X Statewide Fund Est. of $1 billion per year X2 per STIP cycle	$1,500	$1,500	$1,500	$1,500	$1,500	$1,500	$1,500	$1,500	$1,500	**$13,500**
Tri-County Share @ 0.6133%	$9.2	$9.2	$9.2	$9.2	$9.2	$9.2	$9.2	$9.2	$9.2	**$9.2**
Tri-County Shares Cumulative	$9.2	$18.4	$27.6	$36.8	$46.00	$55.20	$64.4	$73.6	$82.8	**$82.80**
Amador County Shares Cumulative (38.53%)	$3.54	$7.08	$10.62	$14.16	$17.7	$21.24	$24.78	$28.32	$31.86	**$31.86**
Calaveras County Shares Cumulative (44.72%)	$4.11	$8.22	$12.33	$16.44	$20.55	$24.66	$28.77	$32.88	$36.99	**$36.99**
Alpine County Shares Cumulative (16.75%)	$1.54	$3.08	$4.62	$6.16	$7.7	$9.24	$10.78	$12.32	$13.86	**$13.86**

***STIP Fund Estimates 1994 - 2008 (Statewide, in $ Billions)**

1994	-0-	No 1994 STIP
1996	($0.57)	Negative STIP
1998	$6.05	$4.35 plus $1.70 (augmentation) = $6.05
2000	$1.50	
2002	$3.84	
2004	-0-	
2006	$3.9	($1.9 plus $2.0 augmentation = $3.9)
2008	$1.39	
Total	$16.11	Divided by 16 years = $1.0/year