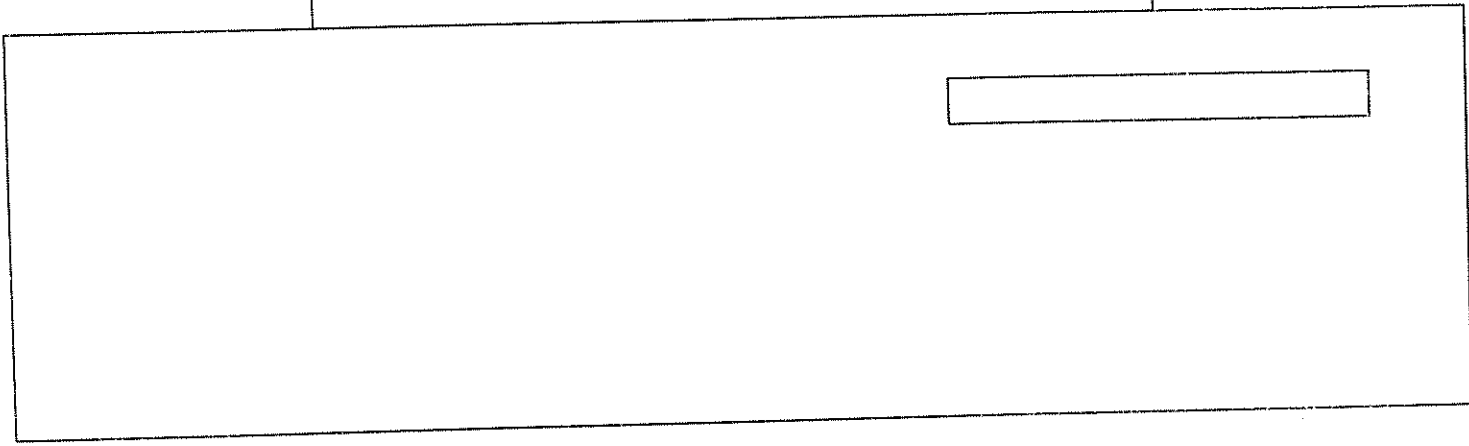


COG Policy Board

**Transportation Consent
Items**

Agenda Items II. A. – D.



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TRANSPORTATION FUNDING CLAIMS

Resolution 2006-33
Resolution 2006-34
Resolution 2006-35

City of Kerman
City of Orange Cove
City of Parlier

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2006-33

In the Matter of:)
)
TRANSPORTATION)
DEVELOPMENT ACT)
OF 1971)
_____)

RESOLUTION OF APPROVAL
TRANSPORTATION FUNDING
CLAIM FOR THE CITY OF
KERMAN, 2006-07

WHEREAS, the Council of Fresno County Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the City of Kerman has submitted a Transportation Funding Claim for its 2006-07 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the City of Kerman has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the City of Kerman has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or areawide public transportation needs.
3. On June 22, 2006 the COG Board approved Resolution 2006-17 which found that public transportation needs within the City of Kerman and its sphere of influence will be reasonably met in 2006-07.

BE IT FURTHER RESOLVED, that the COG hereby approves the Transportation Funding Claim submitted by the City of Kerman and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Council of Fresno County Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 28th day of September, 2006.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 28th day of September, 2006.

Signed: _____
Barbara Goodwin, Executive Director

Date: 8/16/06

Claimant: City of Kerman

TRANSPORTATION FUNDING CLAIM FOR FISCAL YEAR: 2006/07

TO: Council of Fresno County Governments
2100 Tulare Street, Suite 619
Fresno, California 93721

FROM: Applicant: City of Kerman
Address: 850 S. Madera Ave.
City: Kerman Zip Code: 93630
Contact: Tim Przybyla Phone: (559)846-9382

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

Local Transportation Fund

Apportionment	\$ 397,916
Surplus (Prior Years)	\$
Unexpended, Held by Claimant	\$
Other Agency	\$

State Transit Assistance Fund

Estimate	\$ 39,594
Prior Year Carryover	\$ 13,329
Unexpended, Held by Claimant	\$

Other

Audit Exception/Impairment (required General Fund Payback)	\$
Other	\$

TOTAL \$ **450,839**

In accordance with Title 21, Chapter 3, Subchapter 2 and 2.5 of the California Code of Regulations, it is requested that an allocation be made in the total amount of

Four Hundred Fifty Thousand Eight Hundred Thirty-Nine Dollars

(spell out amount)

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund

Authorized Signature: _____

Title: FINANCE DIRECTOR

Date: 8/17/06

Claimant: City of Kerman

PURPOSE	AMOUNT	SUB-TOTAL
1. Bicycle & Pedestrian Facilities (Art. 3)	\$ 7,958	
(Art. 8a)	\$	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	
		SUB-TOTAL \$ 7,958
2. Regional Transportation Planning		SUB-TOTAL \$ 11,114
3. Public Transportation (Art. 4)	\$	
(Art. 8c)	\$	
Other Agency ()	\$	
Other Agency ()	\$	
State Transit Assistance Funds	\$	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	
Other, specify ()	\$	
		SUB-TOTAL \$
4. Community Transit Service (CTSA, Art. 4.5)		SUB-TOTAL \$
5. Streets & Roads (Art. 8a)	\$ 297,762	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	
		SUB-TOTAL \$ 297,762
6. To Be Claimed By: (Fresno County Rural Transit Agency).....	\$ 114,507	
(Consolidated Transp. Serv. Agency)	\$ 19,498	
Other ()	\$	
Other ()	\$	
		SUB-TOTAL \$ 134,005
7. Reserved in Fund Pending Further Claiming		SUB-TOTAL \$

GRAND TOTAL \$ _____

(Claim Total Must Agree With Total On First Page)

Minus All Unexpended Funds Held By \$ _____

GRAND TOTAL PAYABLE TO CLAIMANT \$ 450,839

Allocation instructions and payment by the Fresno County Auditor-Controller to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the rules and regulations of the Transportation Development Act.

Date: 8/16/06

Claimant: City of Kerman

BICYCLE AND PEDESTRIAN FACILITIES

Two percent (2%) of the claimant's Local Transportation Fund apportionment must be spent on bicycle and pedestrian facilities (PUC 99233.3 and 99234); such claims are to be filed as Article 3. Claims for projects in excess of 2% may be filed as Article 8a (PUC 99400(a)). If other funding is to be used with Local Transportation Funds to implement projects, such funding should be shown on the claim form.

Project Title and Brief Description	Project Cost
1. (Generic) Various Bicycle and Pedestrian facilities throughout the claimant's jurisdiction;	\$ <u>7,958</u>
AND/OR	
1. (Specific)	\$ _____
2. (Specific)	\$ _____
(add sheets if necessary)	
TOTAL PROJECT COSTS	\$ _____

Revenue Source & Amount

LTF (Article 3)	\$ _____
LTF (Article 8a)	\$ _____
Other:	\$ _____
Other:	\$ _____
Audit Exception - G.F. Payback ...	\$ _____

STREETS AND ROADS CLAIM

Local Transportation Funds coming to claimants within Fresno County may be used for streets and roads improvements and maintenance pursuant to Article 8 (PUC 99400), but only after Fresno COG makes a finding that public transportation needs within the claimant's jurisdiction are reasonably met by satisfying the service requirements set forth by the Regional Transportation Plan (PUC 99401.5).

Project Title and Brief Description	Project Cost
1. (Generic) Development, Construction and Maintenance of Facilities	\$ <u>297,762</u>
AND/OR	
1. (Specific)	\$ _____
2. (Specific)	\$ _____
(add sheets if necessary)	
TOTAL PROJECT COSTS	\$ _____

Revenue Source & Amount

LTF (Article 8a)	\$ _____
Other:	\$ _____
Other:	\$ _____
Audit Exception - G.F. Payback ...	\$ _____

Date: 8/16/06

Claimant: City of Kerman

CONTINGENCY PROJECT LISTING

Should additional Local Transportation Fund or State Transit Assistance Fund monies be made available during the current fiscal year, they are hereby also claimed for the following purposes:

☐ **ARTICLE 3, BICYCLE & PEDESTRIAN FACILITIES**

Project Title & Brief Descriptions

Project Cost

1. Various Bicycle and Pedestrian facilities throughout \$ Amount of Add'l
the claimant's jurisdiction funds made available
in current FY.

AND/OR

1. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

☐ **ARTICLE 4, PUBLIC TRANSPORTATION**
OR
☐ **ARTICLE 8C, PUBLIC TRANSPORTATION**

Project Title & Brief Descriptions

Project Cost

1. \$

2. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

☒ **ARTICLE 8, STREETS AND ROADS**

Project Title & Brief Descriptions

Project Cost

1. Development, Construction and Maintenance of Facilities \$ Amount of Add'l
throughout the claimant's jurisdiction funds made available
in current FY.

AND/OR

1. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2006-34

In the Matter of:)
)
TRANSPORTATION)
DEVELOPMENT ACT)
OF 1971)
_____)

RESOLUTION OF APPROVAL
TRANSPORTATION FUNDING
CLAIM FOR THE CITY OF
ORANGE COVE, 2006-07

WHEREAS, the Council of Fresno County Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the City of Orange Cove has submitted a Transportation Funding Claim for its 2006-07 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the City of Orange Cove has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the City of Orange Cove has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or areawide public transportation needs.
3. On June 22, 2006 the COG Board approved Resolution 2006-17 which found that public transportation needs within the City of Orange Cove and its sphere of influence will be reasonably met in 2006-07.

BE IT FURTHER RESOLVED, that the COG hereby approves the Transportation Funding Claim submitted by the City of Orange Cove and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Council of Fresno County Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 28th day of September, 2006.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 28th day of September, 2006.

Signed: _____
Barbara Goodwin, Executive Director

Date: 7/07/06

Claimant: CITY OF ORANGE COVE

TRANSPORTATION FUNDING CLAIM FOR FISCAL YEAR: 2006/07

TO: Council of Fresno County Governments
2100 Tulare Street, Suite 619
Fresno, California 93721

FROM: Applicant: CITY OF ORANGE COVE
Address: 633-6TH STREET Zip Code: 93646
City: ORANGE COVE, CA Phone: 559-626-5170
Contact: ODI ORTIZ

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

Local Transportation Fund
Apportionment \$ 303,610
Surplus (Prior Years) \$ _____
Unexpended, Held by Claimant \$ _____
Other Agency \$ _____

State Transit Assistance Fund
Estimate \$ 30,210
Prior Year Carryover \$ 11,015
Unexpended, Held by Claimant \$ _____

Other
Audit Exception/Impairment (required General Fund Payback) \$ _____
Other \$ _____

TOTAL \$ 344,835

In accordance with Title 21, Chapter 3, Subchapter 2 and 2.5 of the California Code of Regulations, it is requested that an allocation be made in the total amount of

(spell out amount)

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund

Authorized Signature: Odilon Ortiz

Title: Finance Director

Date: 7/13/06

Claimant: CITY OF ORANGE COVE

[illegible]

GRAND TOTAL \$ 344,835

\$ 344,835

Page 2

Date: 7/7/06

Claimant: CITY OF ORANGE COVE

BICYCLE AND PEDESTRIAN FACILITIES

Two percent (2%) of the claimant's Local Transportation Fund apportionment must be spent on bicycle and pedestrian facilities (PUC 99233.3 and 99234); such claims are to be filed as Article 3. Claims for projects in excess of 2% may be filed as Article 8a (PUC 99400(a)). If other funding is to be used with Local Transportation Funds to implement projects, such funding should be shown on the claim form.

Project Title and Brief Description		Project Cost
1. (Generic)	Various Bicycle and Pedestrian facilities throughout the claimant's jurisdiction;	\$ <u>6,072</u>
AND/OR		
1. (Specific)		\$ _____
2. (Specific)		\$ _____
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$ _____

Revenue Source & Amount

LTF (Article 3) \$ _____
LTF (Article 8a) \$ _____
Other: \$ _____
Other: \$ _____
Audit Exception - G.F. Payback .. \$ _____

STREETS AND ROADS CLAIM

Local Transportation Funds coming to claimants within Fresno County may be used for streets and roads improvements and maintenance pursuant to Article 8 (PUC 99400), but only after Fresno COG makes a finding that public transportation needs within the claimant's jurisdiction are reasonably met by satisfying the service requirements set forth by the Regional Transportation Plan (PUC 99401.5).

Project Title and Brief Description		Project Cost
1. (Generic)	Development, Construction and Maintenance of Facilities	\$ <u>199,089</u>
AND/OR		
1. (Specific)		\$ _____
2. (Specific)		\$ _____
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$ <u>199,089</u>

Revenue Source & Amount

LTF (Article 8a) \$ _____
Other: \$ _____
Other: \$ _____
Audit Exception - G.F. Payback .. \$ _____

Date: 7/7/06

Claimant: CITY OF ORANGE COVE

CONTINGENCY PROJECT LISTING

Should additional Local Transportation Fund or State Transit Assistance Fund monies be made available during the current fiscal year, they are hereby also claimed for the following purposes:

() **ARTICLE 3, BICYCLE & PEDESTRIAN FACILITIES**

Project Title & Brief Descriptions

Project Cost

1. Various Bicycle and Pedestrian facilities throughout..... \$ Amount of Add'l
the claimant's jurisdiction funds made available
in current FY.

AND/OR

1.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

() **ARTICLE 4, PUBLIC TRANSPORTATION**
OR
() **ARTICLE 8C, PUBLIC TRANSPORTATION**

Project Title & Brief Descriptions

Project Cost

1.

2.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

(~~X~~) **ARTICLE 8, STREETS AND ROADS**

Project Title & Brief Descriptions

Project Cost

1. Development, Construction and Maintenance of Facilities..... \$ Amount of Add'l
throughout the claimant's jurisdiction funds made available
in current FY.

AND/OR

1.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2006-35

In the Matter of:)
)
TRANSPORTATION)
DEVELOPMENT ACT)
OF 1971)
_____)

RESOLUTION OF APPROVAL
TRANSPORTATION FUNDING
CLAIM FOR THE CITY OF
PARLIER, 2006-07

WHEREAS, the Council of Fresno County Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the City of Parlier has submitted a Transportation Funding Claim for its 2006-07 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the City of Parlier has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the City of Parlier has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or areawide public transportation needs.
3. On June 22, 2006 the COG Board approved Resolution 2006-17 which found that public transportation needs within the City of Parlier and its sphere of influence will be reasonably met in 2006-07.

BE IT FURTHER RESOLVED, that the COG hereby approves the Transportation Funding Claim submitted by the City of Parlier and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Council of Fresno County Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 28th day of September, 2006.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 28th day of September, 2006.

Signed: _____
Barbara Goodwin, Executive Director

Date: 6/15/06Claimant: CITY OF PARLIER**TRANSPORTATION FUNDING CLAIM
FOR FISCAL YEAR: 2006/07**

TO: Council of Fresno County Governments
2100 Tulare Street, Suite 619
Fresno, California 93721

FROM: Applicant: City of Parlier
Address: 1100 E. PARLIER
City: Parlier, CA Zip Code: 93648
Contact: Patricia Barboza Phone: (559) 646-3545 X-222

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

Local Transportation Fund

Apportionment	\$ <u>406,167</u>
Surplus (Prior Years)	\$ _____
Unexpended, Held by Claimant	\$ _____
Other Agency	\$ _____

State Transit Assistance Fund

Estimate	\$ <u>40,415</u>
Prior Year Carryover	\$ <u>14,979</u>
Unexpended, Held by Claimant	\$ _____

Other

Audit Exception/impairment (required General Fund Payback)	\$ _____
Other	\$ _____

TOTAL \$ 461,561

In accordance with Title 21, Chapter 3, Subchapter 2 and 2.5 of the California Code of Regulations, it is requested that an allocation be made in the total amount of

Four Hundred Sixty One thousand Five Hundred Sixty One

(spell out amount)

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund

Authorized Signature: _____

Title: City ManagerDate: 6/15/06

Date: 06/15/06

Claimant: City of Parlier

TRANSPORTATION FUNDING CLAIM DETAIL

PURPOSE	AMOUNT	SUB-TOTAL
1. Bicycle & Pedestrian Facilities (Art. 3)	\$8,123	
(Art. 8a)	\$	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	
		SUB-TOTAL \$8,123
2. Regional Transportation Planning		SUB-TOTAL \$11,344
3. Public Transportation (Art. 4)	\$	
(Art. 8c)	\$	
Other Agency ()	\$	
Other Agency ()	\$	
State Transit Assistance Funds	\$	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	
Other, specify ()	\$	
		SUB-TOTAL \$
4. Community Transit Service (CTSA, Art. 4.5)		SUB-TOTAL \$
5. Streets & Roads (Art. 8a)	\$295,795	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	
		SUB-TOTAL \$295,795
6. To Be Claimed By: (Fresno County Rural Transit Agency)	\$126,397	
(Consolidated Transp. Serv. Agency)	\$19,902	
Other ()	\$	
Other ()	\$	
		SUB-TOTAL \$146,299
7. Reserved in Fund Pending Further Claiming		SUB-TOTAL \$0
	GRAND TOTAL	\$ 461,561
(Claim Total Must Agree With Total On First Page)		
Minus All Unexpended Funds Held By		\$
GRAND TOTAL PAYABLE TO CLAIMANT		\$ 461,561

Allocation instructions and payment by the Fresno County Auditor-Controller to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the rules and regulations of the Transportation Development Act.

Date: 6/15/06Claimant: City of Parlier**BICYCLE AND PEDESTRIAN FACILITIES**

Two percent (2%) of the claimant's Local Transportation Fund apportionment must be spent on bicycle and pedestrian facilities (PUC 99233.3 and 99234); such claims are to be filed as Article 3. Claims for projects in excess of 2% may be filed as Article 8a (PUC 99400(a)). If other funding is to be used with Local Transportation Funds to implement projects, such funding should be shown on the claim form.

Project Title and Brief Description		Project Cost
1. (Generic)	Various Bicycle and Pedestrian facilities throughout the claimant's jurisdiction;	\$ 8123
AND/OR		
1. (Specific)		\$
2. (Specific)		\$
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$ 70,000

Revenue Source & Amount

LTF (Article 3)	\$ 20,000
LTF (Article 8a)	\$
Other: traffic congestion relief	\$ 50,000
Other:	\$
Audit Exception - G.F. Payback	\$

STREETS AND ROADS CLAIM

Local Transportation Funds coming to claimants within Fresno County may be used for streets and roads improvements and maintenance pursuant to Article 8 (PUC 99400), but only after Fresno COG makes a finding that public transportation needs within the claimant's jurisdiction are reasonably met by satisfying the service requirements set forth by the Regional Transportation Plan (PUC 99401.5).

Project Title and Brief Description		Project Cost
1. (Generic)	Development, Construction and Maintenance of Facilities	\$ 295,795
AND/OR		
1. (Specific)		\$
2. (Specific)		\$
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$ 295,795

Revenue Source & Amount

LTF (Article 8a)	\$
Other:	\$
Other:	\$
Audit Exception - G.F. Payback	\$

Date: 6/15/06Claimant: City Of Parlier**CONTINGENCY PROJECT LISTING**

Should additional Local Transportation Fund or State Transit Assistance Fund monies be made available during the current fiscal year, they are hereby also claimed for the following purposes:

() ARTICLE 3, BICYCLE & PEDESTRIAN FACILITIES**Project Title & Brief Descriptions****Project Cost**

1. Various Bicycle and Pedestrian facilities throughout..... *\$ Amount of Add'l funds made available in current FY.*
the claimant's jurisdiction

AND/OR

1.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

() ARTICLE 4, PUBLIC TRANSPORTATION
OR
() ARTICLE 8C, PUBLIC TRANSPORTATION

Project Title & Brief Descriptions**Project Cost**

1.

2.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____**ARTICLE 8, STREETS AND ROADS****Project Title & Brief Descriptions****Project Cost**

1. Development, Construction and Maintenance of Facilities..... *\$ Amount of Add'l funds made available in current FY.*
throughout the claimant's jurisdiction

AND/OR

1.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

TRANSPORTATION PLANNING GRANTS FISCAL YEAR 2007-2008

Environmental Justice: Context-Sensitive Planning
Community-Based Transportation Planning
Partnership Planning
Transit Planning

Statewide Transit Planning Studies
Transit Technical Planning & Assistance
Transit Professional Development

APPLICATION DEADLINE
OCTOBER 13, 2006

Transportation Planning Grant Summary Chart

GRANT	FUND SOURCE	PURPOSE	WHO MAY APPLY	LOCAL MATCH
Environmental Justice: Context-Sensitive Planning	State Highway Account Budget \$3 million Grant Cap \$250,000	Promote community involvement in planning to improve mobility, access, and safety while promoting economic opportunity, equity, environmental protection, and affordable housing for low-income, minority, and Native American communities.	The following may apply directly or as a sub-recipient : • Metropolitan Planning Organizations and Regional Transportation Planning Agencies • Cities and Counties • Transit Agencies • Native American Tribal Governments. The following may apply only as a sub-recipient : • Universities and Community Colleges • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities*	10% of the grant request (non-State and non-federal funds). Up to half of the 10% match can be in-kind.
Community-Based Transportation Planning	State Highway Account Budget \$3 million Grant Cap \$300,000	Fund transportation and land use planning that promote public engagement and support livable, sustainable community concepts.	The following may apply directly or as a sub-recipient : • Metropolitan Planning Organizations and Regional Transportation Planning Agencies • Cities and Counties • Transit Agencies The following may apply only as a sub-recipient : • Universities and Community Colleges • Native American Tribal Governments • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities*	20% of grant request (non-State and non-federal funds). Up to half of the 20% match can be in-kind.
Partnership Planning	FHWA State Planning and Research, Part 1 Budget Federal funds \$1,000,000 Grant Cap \$300,000	Fund transportation planning studies of multi-regional and statewide significance, strengthen the economy, protect the environment, and promote public involvement and safety in the State.	The following may only apply as an applicant : • Metropolitan Planning Organizations and Regional Transportation Planning Agencies (Projects are to be performed jointly with Caltrans staff.) The following may apply only as a sub-recipient : • Universities and Community Colleges • Native American Tribal Governments • Cities and Counties • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities*	20% of grant total (non-federal funds or in-kind contribution). Additional local funds above the minimum local match are desired.

GRANT	FUND SOURCE	PURPOSE	WHO MAY APPLY	LOCAL MATCH
Statewide Transit Planning Studies	FTA Section 5305 Budget Federal funds \$1.2 million Grant Cap \$300,000	Fund studies on transit issues having statewide or multi-regional significance to assist in reducing urban transportation needs, improving transit service, strengthening the economy, promoting equity, and protecting the environment.	The following may only apply as an applicant : • Metropolitan Planning Organizations and Regional Transportation Planning Agencies (Projects are to be performed jointly with Caltrans staff.) The following may apply only as a sub-recipient : • Transit Agencies • Universities and Community Colleges • Native American Tribal Governments • Cities and Counties • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities*	11.47% of the grant total (non-federal funds or in-kind contribution).
Transit Technical Planning Assistance	FTA Section 5305 Budget Federal funds \$900,000 Grant Cap \$100,000	Fund public and intermodal transportation planning studies in rural transit areas of California (transit service area with population of 100,000 or less).	The following may only apply as an applicant : • Metropolitan Planning Organizations and Regional Transportation Planning Agencies The following may apply only as a sub-recipient : • Transit Agencies • Universities and Community Colleges • Native American Tribal Governments • Cities and Counties • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities*	11.47% of the grant total (non-federal funds or in-kind contribution).
Transit Professional Development	FTA Section 5305 Budget Federal funds \$200,000 Grant Cap \$50,000	Fund training and development of transit planning professionals and student internships.	The following may only apply as an applicant : • Metropolitan Planning Organizations and Regional Transportation Planning Agencies The following may apply only as a sub-recipient : • Transit Agencies • Universities and Community Colleges • Native American Tribal Governments • Cities and Counties • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities*	11.47% of the grant total (non-federal funds or in-kind contribution).

* Public entities are typically local agencies operated with public funds to address issues such as redevelopment, housing, and land use. They have rule-making authority, separate boards, and may collect limited revenues in the form of land use and development permits. Public entities can include special districts or joint-power authorities.



Priority, Market-Ready Technologies and Innovations

Roundabouts

Problem: Intersection crashes account for more than 45 percent of all crashes nationwide

Intersection safety is a serious problem in the United States. Addressing this problem is one of the Federal Highway Administration's (FHWA) top priorities.

In 2004, more than 2.7 million intersection-related crashes occurred, accounting for more than 45 percent of all crashes in the United States. That same year, intersection fatalities were 9,117 or 21 percent of all traffic fatalities.

In addition, approximately 45 percent of all injury crashes, or nearly 900,000 crashes, occurred at intersections. Each year, side-impact crashes, which occur mostly at intersections, cause more than one-third of all vehicle occupant deaths.

Why are there so many intersection crashes?
An intersection is a planned point of conflict in the roadway system. With different crossing and entering movements by both drivers and pedestrians, an intersection is one of the most complex traffic situations that motorists encounter. Add the element of speeding motorists who disregard traffic controls, and the dangers are compounded.

Who is most likely to be affected?
Situations involving complex speed-distance judgments under time constraints, as found at intersections, can be problematic for many drivers and pedestrians, especially senior drivers and pedestrians. Approximately half of fatal crashes involving drivers 80 or older take place at intersections.

Solution: Roundabouts are a proven safety solution that prevent and reduce the severity of intersection crashes

Over the past 25 years, U.S. intersection designs and traffic engineering measures have improved, but the annual number of intersection fatalities has not changed significantly. To reduce crashes and improve intersection safety, FHWA recommends the use of roundabouts, where appropriate. Roundabouts must be designed to meet the needs of all road users—drivers, pedestrians, pedestrians with disabilities, and bicyclists. Proper site selection and pedestrian channelization are essential to making roundabouts accessible to all users.

What is a roundabout and how does its design improve intersection safety?

A roundabout is a one-way, circular intersection in which traffic flows around a center island. Roundabouts are designed to meet the needs of all road users—drivers, pedestrians, pedestrians with disabilities, and bicyclists. A roundabout eliminates some of the conflicting traffic, such

Putting It in Perspective

In 2004:

- Approximately 1 intersection-related fatality occurred every hour.
- Approximately 2 intersection-related injury crashes occurred every minute.
- Financial loss from intersection crashes was \$96 billion.

as left turns, which cause crashes at traditional intersections. Because roundabout traffic enters or exits only through right turns, the occurrence of severe crashes is substantially reduced. Small-angle collisions that may occur as a result of a right-hand turn are typically less severe than other types of collisions.

Not all circular intersections are roundabouts. Many existing traffic circles or rotaries operate under different traffic rules and have experienced operational and safety problems.

The three safety design features of a roundabout are yield control of entering traffic; channelized approaches that deflect traffic into the proper one-way, counterclockwise flow; and geometric curvature of the circular road and angles of entry to slow the speed of vehicles. These three features are critical to the success of a roundabout because they effectively decrease driving speed to typically 48 kilometers (30 miles) per hour or less.

Benefits

- Crashes are less severe than other intersection crashes.
- Safer than traditional intersections.
- Cost-effective way to improve intersection safety.
- Increased traffic capacity and improved traffic flow.
- No signal equipment to maintain.
- Aesthetic benefits.

Successful Applications: There are increasing numbers of examples of roundabouts demonstrating success in reducing crashes

A 2000 study by the Insurance Institute for Highway Safety and several other organizations evaluated 24 intersections in California, Colorado, Florida, Kansas, Maine, Maryland, South Carolina, and Vermont before and after construction of roundabouts. The study revealed a 39-percent decrease in crashes, a 76-percent decrease in injury crashes, and a 90-percent reduction in crashes involving fatal or incapacitating injuries.

A December 2002 study of 15 single-lane roundabouts in Maryland showed a 60-percent decrease in total crash rates, an 82-percent reduction in injury crash rates, a 100-percent decrease in the fatal crash rate, and a 27-percent reduction in property-damage-only (PDO) crash rates. In addition, a soon-to-be-published study by the National Cooperative Highway Research Program found that the installation of roundabouts led to a 35-percent reduction in total crashes and a 76-percent reduction in crashes causing injuries or fatalities.

These are but a few examples of the safety benefits of roundabouts. There also are operational benefits from roundabouts, such as less delay and increased traffic capacity.

Deployment Statement

Building more well-designed roundabouts will result in fewer crashes and less delay than stop- and signal-controlled intersections.

Deployment Goal

A desirable goal would be to build approximately 1,000 roundabouts per year. To help accomplish this, the Safety and Design Technical Service Team at the FHWA Resource Center offers a 1-day workshop on roundabout safety and design. The workshop was developed in conjunction with the FHWA publication, *Roundabouts: An Informational Guide* (FHWA-RD-00-067). The Technical Service Team also offers a promotional video, titled "The Case for Roundabouts," and a color brochure explaining the benefits of roundabouts.

Deployment Status

Approximately 150 to 250 roundabouts are built in the United States each year.

Additional Resources

FHWA has published a comprehensive guide called *Roundabouts: An Informational Guide* (FHWA-RD-00-067). To order a copy of the guide, send a request to report.center@fhwa.dot.gov or visit <http://www.tfhrc.gov/safety/00068.htm>.

For more information, contact:

Ed Rice, FHWA Office of Safety
Phone: 202-366-9064
E-mail: ed.rice@fhwa.dot.gov

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Needs Assessment of California Local Streets and Roads

Respective Roles

1. CSAC/LOCC will jointly hire a consultant to develop an initial survey instrument for all the partners to review and approve. This may also involve discussions with Caltrans, CTC staff and legislative staff.
2. CSAC/LOCC will forward the final survey instrument developed to the RTPA Moderator, CALCOG Director, and the Chair of the California Rural Counties Task Force.
3. The RTPA Moderator, CALCOG Director, and the Chair of the California Rural Counties Task Force will forward the survey instrument to their membership.
4. Each RTPA, COG or rural county representative will distribute and collect the survey forms to and from all cities and counties within each region and may compile the results and then forward the results to CSAC/LOCC.
5. Each RTPA, COG or rural county representative that does not compile the results will forward the survey responses to CSAC/LOCC.
6. CSAC/LOCC consultant will review and consult with active participants the survey data and follow-up with cities and counties regarding any possible questions concerning the survey results.
7. CSAC/LOCC consultant will compile the survey data and develop a draft statewide report for all stakeholders to review and comment.
8. CSAC/LOCC consultant will prepare the final statewide report based on stakeholder comments.
9. The RTPA's, COG's, MPO's etc. will include the findings from the study or any subsequent update or refinement from that region for their respective RTP development.
10. The final report will be available for future educational efforts, including submittal to the Governor, the Legislature, and the California Transportation Commission.



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August 18, 2006

Ms. Marian Bergeson, Chairperson
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

**SUBJECT: Role of State Route 180 in providing Aggregate to Meet Anticipated
Statewide increase in Demand**

Dear Chairperson Bergeson:

As you are no doubt aware, the potential passage of the State of California's Infrastructure Bond package in November 2006 holds tremendous promise for the long neglected infrastructure needs throughout the state. However, as has been discussed at numerous transportation venues throughout the state, should any or all of the bonds pass they will exacerbate the well known challenge of delivering transportation projects in California when there is a shortage of aggregate (sand, rock and gravel) statewide. Aggregates are a necessary element in virtually all public and private infrastructure and capital construction projects. Their continued local availability in sufficient quantity and quality are necessary for both construction and maintenance of streets and highways. Going further, aggregate prices have risen substantially recently as available resources have not kept pace with construction demands. A recent 50- year forecast by the State Department of Conservation indicates that the State will experience a 30% shortfall in construction aggregates through 2050. In Fresno County specifically, the most recent State Mineral Lands Classification Study indicates that Fresno County's identified aggregate reserves were projected to last through 2013, and may be depleted earlier due to recent growth.

As you are aware, Will Kempton, California Department of Transportation Director, has sent a letter to public and private entities highlighting the importance of aggregate resources to the strategic growth of California's economy, and encouraging the responsible development of new sources of aggregate. With that in mind, as we have identified in previous presentations to the California Transportation Commission and CTC staff, State Route 180 (Clovis Avenue to Temperance Avenue) is currently ready to advertise for construction and should we be successful in obtaining funding; either through passage of the Infrastructure Bonds or –passage of our own local sales tax measure (Measure "C"), offers the promise of helping to relieve the aggregate shortage. This is because there are currently proposals to develop two large gravel mines east of Fresno, adjacent to State Route 180. Historically the San Joaquin River has served as the primary source of aggregate in Fresno County, however with the steady depletion

Member Agencies: The cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma & Fresno County

of those resources, the Kings River (adjacent to the SR 180 corridor) is now becoming the focus of aggregate mining in Fresno County.

As the central San Joaquin Valley continues to urbanize, the local availability of aggregate is important for two key reasons: cost and air quality. Air quality, especially fine particulate emissions from diesel trucks, is a critical issue for Fresno County and the San Joaquin Valley as a whole. Fuel consumption and related emissions increase as aggregate materials are hauled from distant locations. An estimated annual aggregate consumption of nearly 6 million tons in Fresno County roughly corresponds to a minimum of 225,000 heavy truck trips (not factoring primary and secondary trips to/from concrete or asphalt concrete plants). As an example, the difference between an assumed 50-mile round trip and a 150-mile round trip would result in an additional 25 million vehicle-miles of diesel truck travel per year, with corresponding fuel consumption and pollution emissions. In addition, longer trips increase wear and tear on highway and roads, leading to increased maintenance costs. If materials aren't available locally, the transportation costs can rapidly exceed the value of the aggregate. Last year, Fresno County alone used approximately 120,000 tons of asphalt-concrete for repair and maintenance of its 3,600 mile road system. Costs for asphalt-concrete for Fresno County's road maintenance program have increased 48% over a year ago, due to increased oil prices, higher transportation costs, and increased aggregate costs. Obviously, this causes a corresponding reduction in the miles of roads able to be rehabilitated and further deterioration of the overall system and impacts to users. Needless to say, this same type of impact is occurring statewide with multiplied results.

In summary, all of the points identified in this letter were addressed by various members of the Fresno County community during our recent Regional Transportation Improvement Program presentation to the CTC, which occurred as part of the development of the 2006 State Transportation Improvement Program. However in light of the potential passage of Proposition 1B in November and additional STIP funding that may materialize through other sources, we here at Fresno COG want to take this opportunity to reiterate the importance of State Route 180 to the central San Joaquin Valley, as well as the state of California for the CTC Commissioners.

In closing, if you should have any questions or need additional information related to the potential role that State Route 180 might play in providing much needed aggregate statewide, please feel free to call me or Fresno COG Deputy Director, Tony Boren at 559-233-4148.

Sincerely,

A handwritten signature in cursive script that reads "Barbara Goodwin".

Barbara Goodwin, Executive Director
Council of Fresno County Governments

CC: Governor Arnold Schwarzenegger
Senator Don Perata-Senate President Pro-Tem
Assemblymember Fabian Nunez -Speaker of the Assembly
Senator Alan S. Lowenthal
Assemblymember Jenny Oropeza
CTC Commissioners:
James C. Ghielmetti
Bob Alvarado
John Chalker
Jeremiah F. Hallisey
R. Kirk Lindsey
Joseph Tavaglione
Estepan E. Torres
Larry Zarian
John Barna, Executive Director, California Transportation Commission
Will Kempton, Director, Caltrans
Judy Case, Fresno County Supervisor, District 4
Harry Armstrong, Chairman Fresno County Transportation Authority
Ron Peterson, Executive Director, Fresno County Transportation Authority

COG Policy Board

**Transportation
Action/Discussion Items
Agenda Item III. B.**

Jeffrey M. Reid Government and Civic

Jeffrey M. Reid is a partner with the Fresno based law firm of McCormick Barstow, where he concentrates on real estate and business transaction matters.

Prior Government Service

Deputy Secretary and General Counsel to the California Business, Transportation and Housing Agency.

Undersecretary, California Business, Transportation and Housing Agency. The BT&H Agency oversees the policies and administration of 13 Departments of California government, which included over 30,000 employees with budgets totaling in excess of \$7 Billion.

Member, San Francisco Bay Development and Conservation Commission.

Member, California Major Risk Medical Insurance Board.

Alternate Member, California Housing Finance Agency.

Alternate Member, California High Speed Rail Commission.

Member, Fresno County Assessment Appeals Board.

Member, Council of Fresno County Governments, Policy Advisory Committee.

Mr. Reid's most recent government service was as City Manager of Fresno, where he served Mayor Patterson during the City's transition to the Executive Mayor form of government.

Prior Civic Activities

Member, Fresno County Economic Development Commission, Executive Committee.

Chair, Fresno Chamber of Commerce Legislative Affairs Committee.

Member, Fresno Chamber of Commerce FRESPAC political action committee.

Member, City of Fresno Central Area Planning Committee.

Member, Leadership Fresno Class Number 4.

Board Member, Carden School of Fresno.

Wampum Bearer and Tally Keeper of the Calumet Nation, YMCA Indian Guides program.

Current Civic Activities

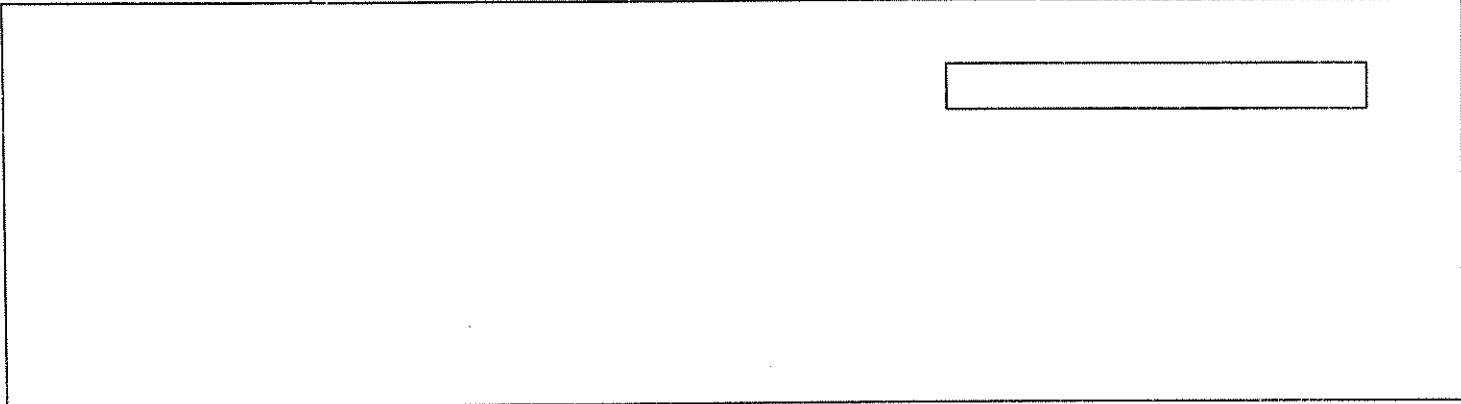
Mr. Reid currently serves on the Steering Committee of the Fresno County Bar Real Estate Roundtable, and as an active member of the Valley Taxpayers Coalition. He also serves on the Citizen's Bond Oversight Committees for the Central Unified School District and the State Center Community Colleges District. He is also a member of the Steering Committee of the State Bar Real Property Law Section Zoning and Land Use Subsection--North.

Education

Mr. Reid attended Claremont McKenna College, and graduated with a cum laude B.A. in 1981, with a double major in Economics and Political Science. His Senior Honor's Thesis was entitled California Local Government Finance in the 1980s, which examined the issues of local government finance raised by the 1978 adoption of Proposition 13's Property Tax Reforms. He also graduated with a JD from U.C. Berkeley, Boalt Hall School of Law in 1984.

COG Policy Board

Transportation Action/Discussion Items Agenda Item III. C.



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LOCAL TRANSPORTATION SALES TAX MEASURES GOING TO VOTERS IN NOVEMBER 2006



LOCAL TRANSPORTATION SALES TAX MEASURES STATUS REPORT FOR NOV. 2006



Legend

WILL STILL BE A SELF-HELP COUNTY AFTER THE NOV. 2006 ELECTION (tax expiration date)

Alameda (2022)	San Bernardino (2040)
Contra Costa (2034)	San Diego (2048)
Imperial (2009)	San Francisco (2033)
Los Angeles (Permanent)	San Joaquin* (2011)
Marin (2025)	San Mateo (2034)
Orange* (2011)	Santa Barbara* (2009)
Riverside (2039)	Santa Clara (2036)
Sacramento (2039)	Sonoma (2025)

* = also on ballot for renewal

ON NOVEMBER 2006 BALLOT FOR RENEWAL OR NEW SELF-HELP STATUS (tax duration)

Amador (Permanent)	Orange* (30 yrs)
Fresno (20 yrs)	San Joaquin* (30 yrs)
Merced (30 yrs)	Santa Barbara* (30 yrs)
Kern (20 yrs)	Stanislaus (30 yrs)
Madera (20 yrs)	Tulare (30 yrs)

TRIED, BUT HAVE FAILED TO BECOME A SELF-HELP COUNTY

Monterey	Napa
Santa Cruz	Solano
Ventura	

CALIFORNIA'S CURRENT SELF-HELP COUNTIES

[With Transportation Tax Measure Formally Existing Post November 2006 Election*]

*Does not include counties who may become self-help counties in the November 2006 election.



Legend

Transportation Sales Tax Counties

County	Tax Expiration
Alameda	2022
Contra Costa	2034
Imperial	2009
Los Angeles	Permanent
Marin	2025
Orange	2011
Riverside	2039
Sacramento	2039
San Bernardino	2040
San Diego	2048
San Francisco	2033
San Joaquin	2011
San Mateo	2034
Santa Barbara	2009
Santa Clara	2036
Sonoma	2025

Collectively, these counties represent
79.47% of the State's Population

LOCAL TRANSPORTATION SALES TAX MEASURES THAT HAVE PASSED BY 2/3 VOTE

Includes current self-help counties, and one past self-help county (San Benito) whose tax has now expired

*Does not include counties who may become self-help counties in the November 2006 election.

Legend

County	Year	% Yes Vote
--------	------	------------

Alameda	2000	81.50%
Contra Costa	2004	71%
Marin	2004	71%
Riverside	1989	79%
Riverside	2002	69%
Sacramento	2004	75%
San Benito	1988	83%
San Bernardino	2004	80%
San Diego	2004	67%
San Francisco	2003	75%
San Mateo	2004	76%
Santa Clara	1996	77%
Santa Clara	2000	70%
Sonoma	2004	67%



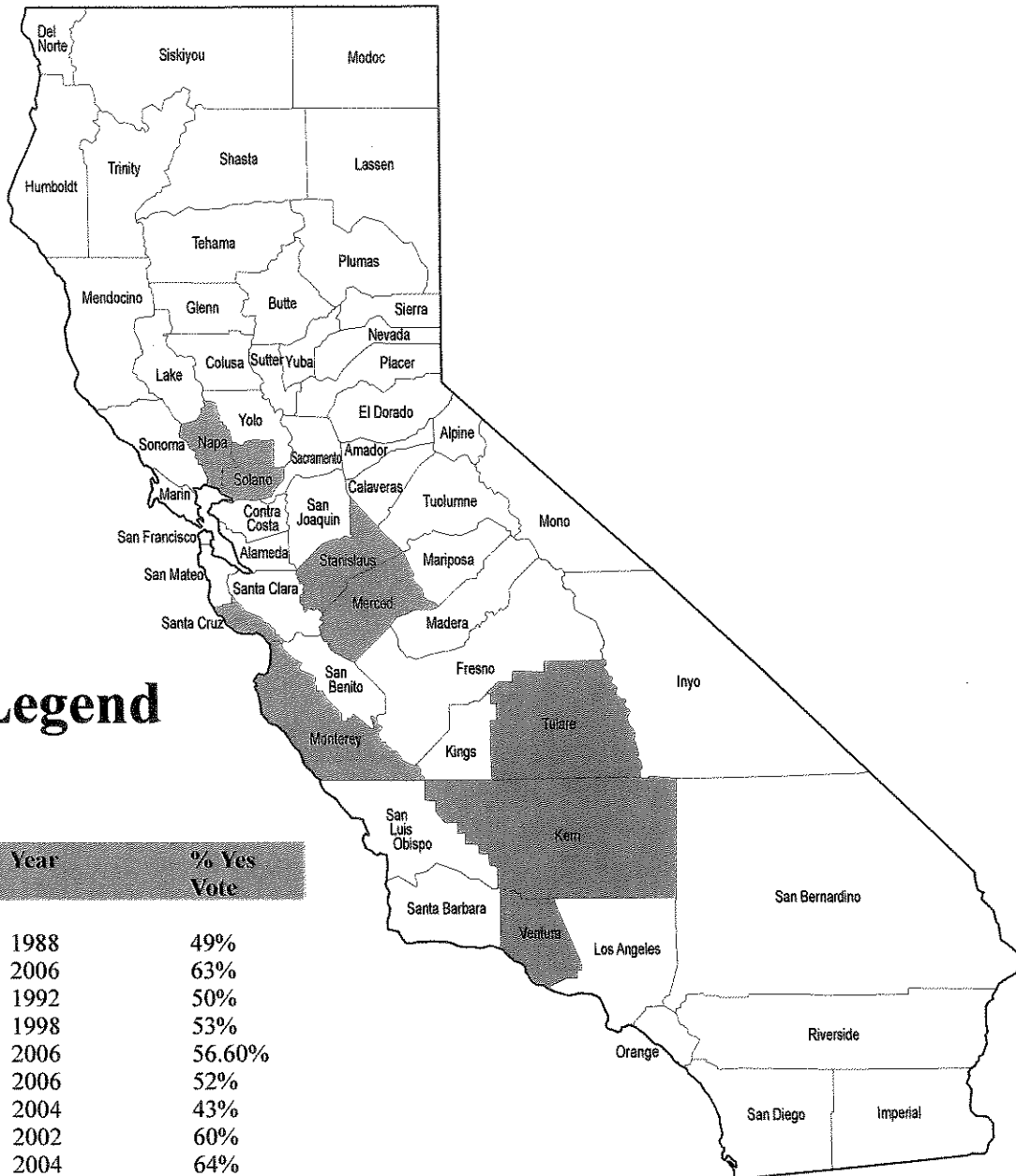
LOCAL TRANSPORTATION SALES TAX MEASURES THAT HAVE TRIED, BUT NEVER ACHIEVED SELF-HELP STATUS

*Will be on November 2006 ballot

Legend

County	Year	% Yes Vote
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Kern*	1988	49%
Merced*	2006	63%
Monterey	1992	50%
Monterey	1998	53%
Monterey	2006	56.60%
Napa	2006	52%
Santa Cruz	2004	43%
Solano	2002	60%
Solano	2004	64%
Solano	2006	45.5%
Stanislaus*	1988	<50%
Tulare*	1988	42%
Tulare*	1990	33%
Ventura	1989	<50%
Ventura	2004	40%



COG Policy Board

**Transportation
Action/Discussion Items
Agenda Item III. D.**



DRAFT TRANSPORTATION CONCEPT REPORT (TCR)

FOR

STATE ROUTE 43



A SYNOPSIS ...

What is a Transportation Concept Report (TCR)?

A Transportation Concept Report (TCR) is a Caltrans long term system planning document that establishes a planning concept for a highway and/or corridor through the year 2030. A planning concept consists of a target (i.e. Concept) level of service (LOS) and a facility type(s).

Capacity-enhancing improvements, such as lane additions, new interchanges etc., are identified if the Concept LOS is not met (i.e. the Actual LOS is D compared to Concept LOS of C).

The Ultimate Transportation Corridor (UTC) is the facility projected beyond the year 2030.

Concept Level of Service (i.e. 2030 Concept LOS):

A 2030 Concept LOS D has been assigned to all segments of this route. These functional levels were assigned due to this route's current urban involvement within the cities of Shafter, Wasco and Selma, the route's assumed future urban involvement within Corcoran and Hanford, its current and anticipated heavy percentage of truck traffic and the eventual need to signalize numerous rural intersections.

Concept Facility LOS - By Year 2030:

1. Kern County - Junction 119 (Beginning of Route) to Santa Fe Way (Segments 1-5): 2-lane conventional highway **improved to a** 2-LANE CONVENTIONAL HIGHWAY WITH IMPROVEMENTS.
2. Kern County - Poso Avenue to Kern/Tulare County Line (Segments 10-12): 2-lane conventional highway **improved to a** 2-LANE CONVENTIONAL HIGHWAY WITH IMPROVEMENTS.

STATE ROUTE



Transportation Concept Report

Office of System Planning

August 2006

DRAFT

1. Transportation Concept Report for SR 43 within Fresno County

Summary: Caltrans staff will be present to discuss the Draft Transportation Concept Report for State Route 43. The document is included in your agenda packet. Color copies are available on the Caltrans website at: <http://www.dot.ca.gov/dist6/planning/tcrs/index.htm>

Approval Recommended:

D. Alan McCuen

Deputy District Director
Planning & Local Programs

Date

Malcolm X. Dougherty

District Director
District 6 - Central District

Date

