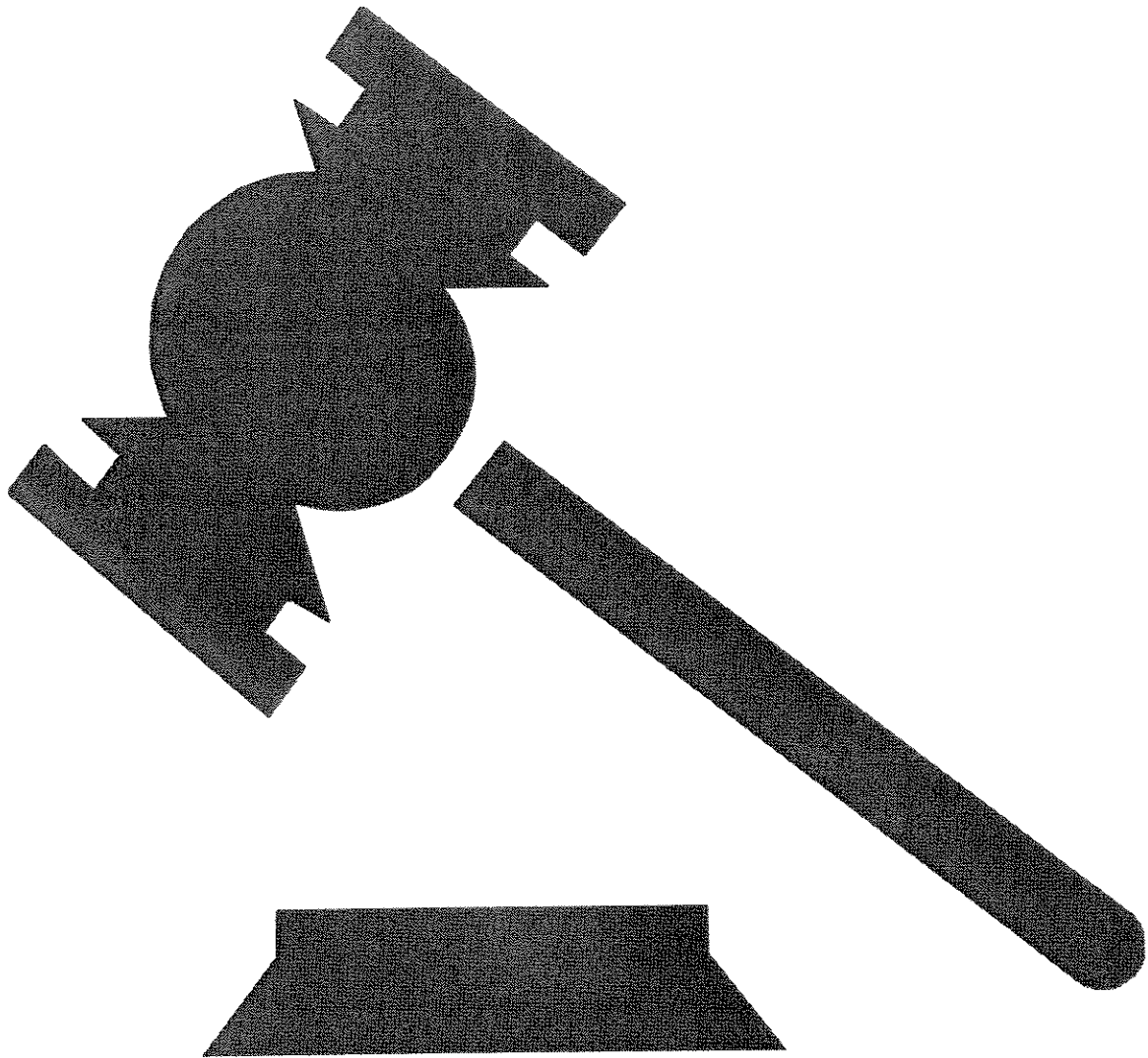
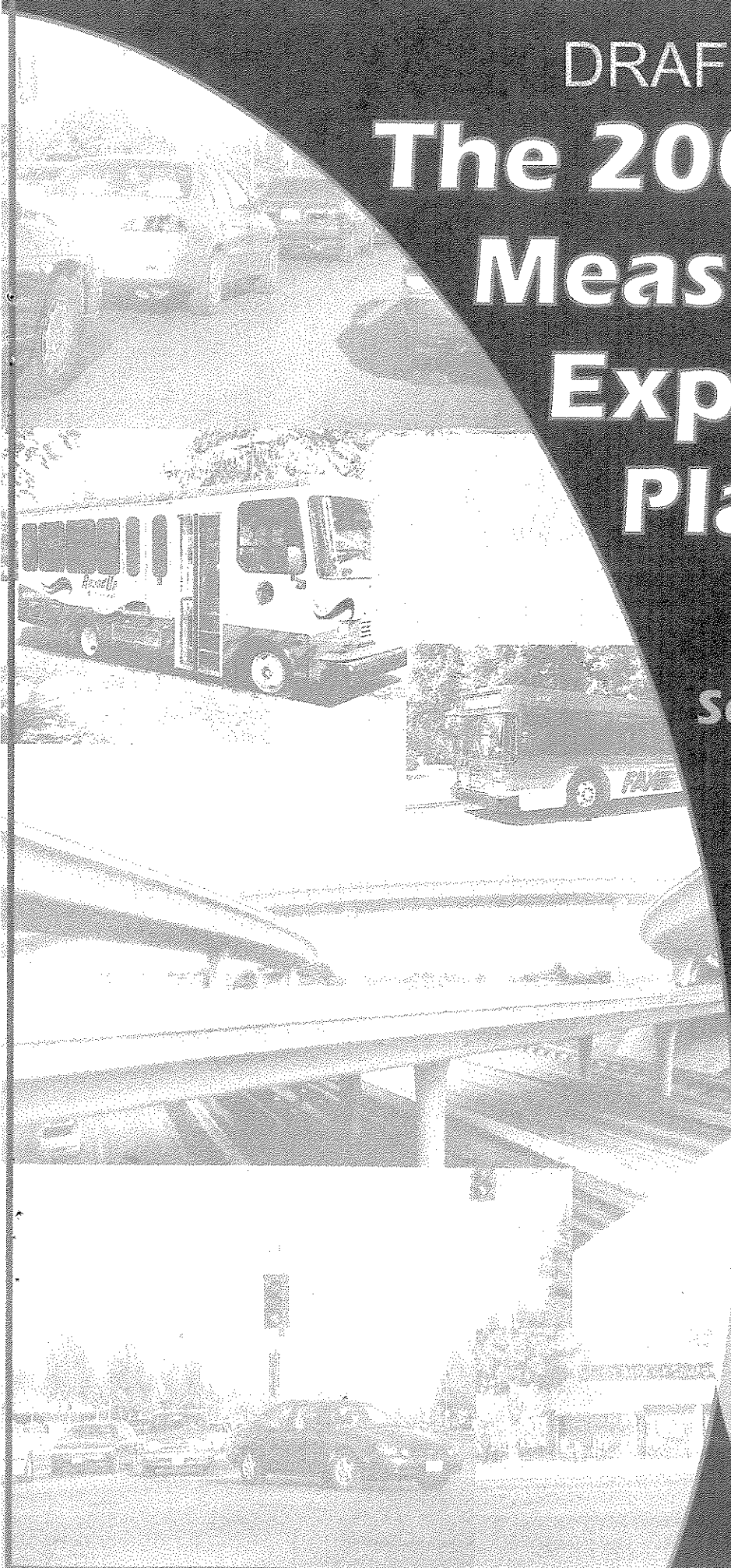




***TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM III. A. 1.***



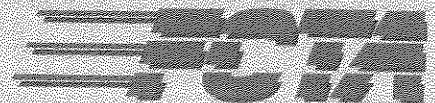
DRAFT

The 2007 Measure "C" Expenditure Plan

September 2007

Council of
Fresno
County Governments

Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721-2111
www.freshnocoq.org



Fresno County Transportation Authority
2200 Tulare Street, Suite 401
Fresno, CA 93721

The 2007 Measure “C” Expenditure Plan

For Funds Collected
Between 1987 - 2007

Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, California 93721
(559) 233-4148

Fresno County Transportation Authority
2220 Tulare Street, Suite 411
Fresno, California 93721
(559) 453-5023

COUNCIL OF FRESNO COUNTY GOVERNMENTS

Chairman - Mayor Trinidad Rodriguez, Kerman
Mayor Bob Whalen, Clovis
Mayor Patricia Hill, Coalinga
Mayor Craig Knight, Firebaugh
Councilmember Rico Aguayo, Fowler
Mayor Alan Autry, Fresno
Mayor Raymond Dominguez, Huron
Mayor Leland Bergstrom, Kingsburg

Mayor Robert Silva, Mendota
Mayor Victor Lopez, Orange Cove
Mayor Armando Lopez, Parlier
Councilmember, Scott Brockett, Reedley
Mayor Mike Montelongo, Sanger
Mayor Amarpreet Dhaliwal, San Joaquin
Mayor Pro Tem Dennis Lujan, Selma
Supervisor Bob Waterston, Fresno County

FRESNO COUNTY TRANSPORTATION AUTHORITY

Chairman, Mayor Pro Tem Harry Armstrong,
Clovis
Supervisor Judy Case, Fresno County, Vice Chair
Supervisor Henry Perea Sr., Fresno
County
Mayor Alan Autry, Fresno
Councilmember Larry Westerlund, Fresno

Mayor Trinidad Rodriguez, Kerman – Westside
Cities Representative
Councilmember Rico Aguayo – Eastside Cities
Representative
Sal Quintero, Urban Public Member at large
Kirk Hunter, Rural Public Member at large

Table of Contents

Introduction

Introduction.....	3
Background.....	4
Planning Strategy	10
Short and Long Term Plans	11
2007 Update Methodology	11
Debt Financing Assumptions	11
2007 Economic Assumptions.....	12

The Urban Program

The Urban Program	16
Project Scheduling for the Urban Program	17

The Rural Program

The Rural Program.....	22
Project Scheduling for the Rural Program	23

Financial Summary

Plan to Plan Comparisons	27
1987/88 – 2005/06 Summarized and Compared	30
Sales Tax Projections.....	31
State and Federal Revenues	32
Interest Earnings	34

Planning Issues for the Future

35

Appendix A

Urban Area Project Detail Reports

Appendix B

Rural Area Project Detail Reports

Appendix C

Local Transportation Purposes Fund

Appendix D

Measure “C” Enabling Legislation

Appendix E

Expenditure Plan Adoption Process

Introduction

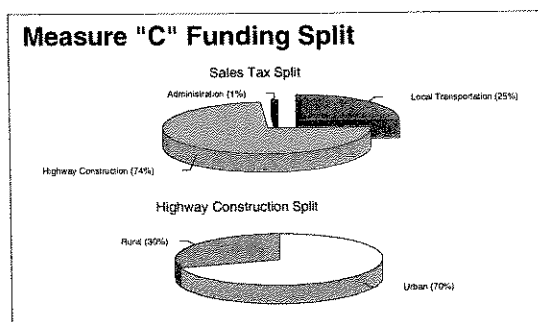
Introduction

In 1986 voters of Fresno County approved a 1/2 cent local sales tax (Measure "C") for transportation purposes. The twenty year tax is projected to generate \$738.7 million to be expended through the Fresno County Transportation Authority.

At least 25% of the tax, or \$184.7 million, will be allocated to local agencies for a wide variety of transportation programs and projects. The Authority's oversight of this money involves setting the annual percentage to be made available to the local agencies, managing the claims process, and annually auditing to ensure that the funds were used for eligible transportation purposes.

The balance of the revenue, \$554.0 million, is to be used with other federal, state and local revenues to finance highway improvements and Program administration throughout the County. Over the twenty year life of the program, the urban area may expend a maximum of 70% and the rural area is entitled to a minimum of 30% of the Measure "C" highway funds.

The Council of Fresno County Governments (Fresno COG) is the designated Regional Transportation Planning Agency for Fresno County, and upon passage of Measure "C" became legislatively responsible for preparing an Expenditure Plan for use of the highway revenues. The first Plan was adopted in 1988, in a cooperative process involving Fresno County and its cities, the Transportation Authority and Caltrans. The Plan was updated in 1991, 1994, 1996, 2000, and 2004. A draft update of the Measure C Expenditure Plan was available and reviewed in 1998, but uncertainty regarding legislative action (SB 45) and State Transportation Improvement Program (STIP) project bids combined to make a formal revision impractical at the time. Similar uncertainties occurred around the planned 2002 update. Although we updated the data, the situation with the State's Transportation dollars, and the subsequent uncertainty over STIP projects was a factor in the decision to not publish a 2002 update. This decision was made in consultation with our partners, noting the Plan, at that point, was heavily dependent upon the STIP. Therefore, the prior Plan stayed in effect until STIP funds became definitive. The 2007 Plan therefore becomes the sixth update to the original plan as the 1986 Measure sunsets on June 30, 2007.



Background

Measure “C” enabling legislation required projects in the initial Expenditure Plan be given highest priority in subsequent Plan amendments. Therefore the first (1988) Plan focused on selecting an abundance of candidate highway projects, using a technical needs analysis to prioritize the projects, assessing available revenues, and developing a planning strategy which identified a five-year project implementation plan. Project activity anticipated during the remaining life of the sales tax measure was presented as long term guidance on project preparation activities. The long term guidance period implied future flexibility.

The Transportation Authority and Caltrans then embarked on a program to environmentally clear, and preliminarily design those major Measure “C” candidate projects that were expected to be funded. As more accurate project cost estimates were developed and long term inflationary assumptions increased, it became clear that the projected revenue stream could not finance the 1988 Plan in its entirety, so the 1991 Plan developed a strategy to defer candidate projects. Measures taken to minimize project deferral resulted in a compromised implementation schedule that delayed major projects and left construction gaps between adjoining project segments. Eastern segments of Urban Route 180 were among the projects adversely affected and the 1991 Plan was adopted with both policy boards of the Transportation Authority and the Council of Fresno County Governments stipulating that priority be given to eastern Route 180 should the funding situation improve significantly.

The 1991 plan also revised the five-year project implementation plan to become a seven-year short term action plan to coincide with the seven years of known state appropriations.

During the interim period between the 1991 Plan and the 1994 update, the Transportation Authority began earnestly exploring debt financing alternatives to advance the construction schedules of major project segments into the timeframe of the short term action plan. In a study commissioned by the Authority in 1992, Lehman Brothers advised that projected sales tax revenues were insufficient to meet construction costs and debt service requirements of the desired implementation schedule without shifting other major project segments out of the seven-year short term action plan. However the economy was entering a recessionary cycle and inflation expectations began to drop. The Transportation Authority adopted an aggressive strategy to proceed with environmental clearance, design, and right of way acquisition. Guidance was provided to monitor the financial environment closely for a window of financing opportunity.

A number of actions occurred that were conducive to the strategy. Caltrans began delivering State and Local Partnership (SB 300) projects below the cost estimates in the

1991 Plan. Fresno County was awarded \$212 million in State Transportation Improvement Program (STIP) bids. The recession ground on and inflationary expectations dropped enough to consider the possibility of revisiting some of the project deferrals from the 1988 Plan and to make improvements to the 1991 implementation schedule.

The 1994 update to the Plan calculated the financial effect of these variables and set forth a recommended implementation plan that enjoyed considerable enhancement in scope and scheduling from the 1991 Plan. The recommended course of action implied the use of debt financing to advance construction schedules. The financial ramifications of such a policy made sense, but was carefully scrutinized because local sales tax expectations and the state county minimum bid process were adversely effected by the recession.

The financial analysis (prepared by Howarth Montague) undertaken in preparation for the 1996 Plan update confirmed the impact of the recession on sales tax revenue expectations. In addition, the state had undertaken an ambitious bridge earthquake retrofit program statewide which severely limited the ability of all regions to bid new projects into the STIP Program. The combined impact of these two factors resulted in a reduction in projected revenue over the remaining life of Measure "C" of more than \$206 million (\$146 million in sales tax revenue shortfall and a \$60 million reduction in anticipated state STIP revenues). The revenue shortfall impacted all aspects of the Program. Local transportation programs were required to absorb \$36.5 million, the Urban Highway Program lost \$116.9 million and the Rural Highway Program saw a \$51.9 million reduction.

The more advanced stage of engineering design and environmental clearance, together with additional experience with Program costs within the region yielded some good news, at least for the Urban Highway Program. The Transportation Authority's Program Manager (Bechtel Engineering) identified reductions in project cost estimates for the Urban Program that largely offset revenue reductions. This eliminated the need to remove Urban projects from the anticipated construction program. Debt financing to enhance scheduled construction was again a feature of the approved Plan. The Rural Highway Program had not progressed as rapidly due to staffing constraints and the need to coordinate rural project segments with urban construction which was scheduled to progress from the center toward the rural boundaries. Cost reductions in the rural projects similar to those in the Urban Program could not be identified. One rural project included in the 1994 delivery schedule (SR 180 - Frankwood to Cove) was deferred in the 1996 revision and another project (UC Reserve -SR 168 improvements) was reduced in scope from 75.83 million to 21.88 million to maintain a fiscally constrained Program.

Preparation for the 1998 Draft Plan update included another financial analysis (prepared by Montague DeRose and Associates). This updated analysis confirmed the slow recovery of Fresno County's economy and further reduced Measure "C" Highway Program revenue projections by \$54.8 million (\$38.8 million Urban and \$16.0 million Rural). The update further concluded that the reduced revenues would preclude further debt financing (in addition to the \$77.6 million realized in a 1998 bond sale) but that future short-term borrowing to manage cash flow was feasible.

The financial analysis prepared for the 2000 Plan update (prepared by Montague DeRose and Associates) revealed that Fresno County was at last beginning to catch up with the general economic prosperity of the country. Sales tax revenue forecasts were now expected to slightly exceed the projections made in 1998. Once again, additional long term debt financing was not expected. STIP Program revenue projections were also reviewed. Passage of TEA 21 (federal) and SB 45 (state) legislation resulted in increases in expected revenue from these sources. Total STIP revenues in the amount of \$423.0 million were expected to be available for completion of the Measure "C" Program through 2007. In addition to this increase, TEA 21 contained a \$6 million "Demonstration Project" for SR 180 West Phase I.

The State and Local Partnership (SB 300) Program was also impacted by (SB 45). The new law terminated funding for this Program for projects awarded after 6-30-99. The only remaining Measure "C" projects from the 1998 Plan that were able to participate in this funding source were SR 168 – Bullard to Shepherd segments. These three project segments represented approximately \$10.1 million in SB 300 revenue, but loss of the SB 300 funding for the remainder of the projects represented a loss of \$19.9 million (\$10.7 million Urban and \$9.2 million Rural) in anticipated revenue to the Measure "C" Program.

Revised project cost estimates were also prepared by Bechtel Corp., Caltrans and Fresno County. The large amount of construction then underway stretched the materials and skilled labor supply in the region and increased unit costs to the extent that project cost estimates were increased. In addition, revised planning estimates of future traffic demand on the 180 East projects (Chestnut to Clovis, and Clovis to Temperance) led to some proposed scope changes for the planned construction. The Chestnut to Clovis project became 6 lanes rather than 4 and right of way acquisition to Fowler was needed to incorporate the increased excavation in proposed fill areas of the next project. The Clovis to Temperance section was now a freeway with interchanges at Fowler and Temperance Aves. rather than at grade intersections.

An additional transportation benefit that was realized by the Fresno region as a result of the Measure C Program was widening of the 2-lane expressway section of SR 41 between Adams and Elkhorn Aves to 4-lane expressway standards and the proposed extension of these improvements to the Kings County line. Measure C improved the northern portion of this route to a 2-lane expressway standard on a new alignment. That project acquired most of the right of way for the 4-lane widening and completed much of the environmental work needed. The advance "state-of readiness" aided Caltrans District 6 in a successful bid to fund the widening and extension as part of the Interregional program without impacting our local County Share. The first phase of the project had been completed.

During the 2004 Plan update, the Transportation Authority's financial advisor (Montague DeRose and Associates) updated the forecast of sales tax revenue through the end of the current Measure and estimated that sales tax revenue could be \$13.6 million

more than expectations in the 2000 Expenditure Plan. However there was a lot of uncertainty in the Federal/State funding arena as the federal transportation act had expired and been temporarily extended for only 5 months. In addition, a State budget crisis resulted in lowering the fund balance in the State Highway Account (SHA) to nearly zero. Staff assumed that the region would receive the \$115.4 million programmed in the 2002 State Transportation Improvement Program (STIP) at approximately the schedule shown in that program. No new STIP revenue was anticipated prior to 2007 because of Fresno's large deficit in the County Share calculation (\$58.2 million). It was also anticipated that there would be some delays in receiving funding already programmed in the STIP, but it was impossible to anticipate the length of delay until a new STIP was adopted in August 2004.

In addition, Fresno received \$57.3 million in STIP and Transportation Congestion Relief Program (TCRP) project funding that was not anticipated in the 2000 Plan. On the downside, project cost estimates supplied by Caltrans and Fresno County showed an increase of \$58.85 million which offset the revenue increase. In addition there was \$7.4 million of TCRP funding for SR 180 – Clovis to Temperance that was unallocated and not available at that time, however staff assumed that this funding would be available by 2007.

The 2007 update demonstrates revenues rising across the board. The strengthening economy was a factor as sales tax increased \$20.46 million. STIP funding increased \$14.5 million and \$11.7 million in additional Federal Demonstration Earmarks were secured for existing projects. A previously unanticipated Federal Demonstration Earmark allowed the addition of a \$20.97 million rural project to provide connectivity of SR 180 to Interstate 5. The remaining State TCRP funding was fully allocated for our Measure projects.

However, although the plan reflects increased funding, additional capacity is not generated. STIP funding anticipated in the 2004 Plan was delayed due to the overall condition of the state budget. STIP awards that had been anticipated in 2003/04 or by 2006/07 in the 2004 plan were delayed until 2007/08, 2008/09 and beyond, with the result that funding for the rural SR 180 projects east of Academy are deferred to the Measure "C" Extension program.

Project cost in the 2007 Plan rose significantly, offsetting any opportunity to advance or add back previously deferred projects. The remaining projects that are implementable in this plan incurred cost increases of \$63.29 million, offsetting a \$64.08 million increase in revenues net of the unanticipated Federal Earmark. The current implementation schedule includes only projects deliverable within the constraints of known or reasonably ascertainable funding estimates. The rural SR 180 West Passing Lanes that were added in during the 2004 Update must be deferred to the Measure "C" Extension program.

URBAN PROGRAM

The Urban Program consists of two remaining projects.

SR 180 West Phase II (Brawley to Hughes/West)

The cost estimate for this project increased \$23.36 million from the 2004 Plan to 70.16 million due to general cost inflation associated with scope changes made during the 2004 Plan and more detailed specifications. The scope of the facility was changed in the 2004 Plan from a 2-lane expressway and this project is now a 4-lane freeway with a single interchange at Marks transitioning to an expressway west of Marksto Brawley. The project is funded with \$11.7 federal demonstration funds and \$58.46 million Measure "C". The project began construction April 2, 2007 and is expected to be complete by December 2008.

SR 180 – Clovis to Temperance

The California Transportation Committee agreed to advance \$60.56 million in June 2007 for SR 180 – Clovis to Temperance t and will consider allocating the funding in July of 2007. The STIP award was anticipated in 2003/04 in the 2004 Plan. The cost estimate for this project has increased \$40.14 million to \$100.77 million due to general cost inflation and a scope change that makes the project 6-lane freeway between Clovis to Fowler and 4-lane freeway to Temperance. The project has received a \$20.0 million TCRP grant, has been awarded a total of \$66.56 million in STIP funding, and uses \$14.21 in Measure "C" funding which includes a \$2.61 in past expenditures and a new commitment of \$11.5 million. The project is scheduled to begin construction in the fall of 2007 and be complete in 2009.

RURAL PROGRAM

The Rural Program consists of three remaining projects and an additional project, I-5 Connection that is brought forward from the Measure candidate projects as a result of a federal demonstration earmark.

Academy Ave – SR 180 to SR 168

The first phase on Academy Avenue to build a 4-lane divided roadway between SR 180 and Shaw Ave. was completed in October 2005. Phase II transitioning to a 2-lane undivided roadway on the existing alignment to SR 168 is planned for construction in 2007/08. The total cost of Phase II has increased \$2.3 million from the estimate in the 2004 Plan. The increase is due to general price inflation

resulting from a project delay stemming from right of way procurement and environmental mitigation.

Academy Ave – SR 180 to Mountain View

The cost estimate for this project has increased \$11.53 million from the 2004 Plan. The increase is due to general construction cost inflation and refined cost estimates for the remainder of the route resulting from more detailed preliminary engineering. Improvements in Sanger will include areas of reconstruction on some segments of the existing 4-lane facility, alignment improvements, channelization and signal improvements to address impacts of increased traffic generated by the improved roadway north and south of the City. Outside the city limits the project will provide a 4-lane divided roadway between SR 180 and Manning Ave. and 2-lanes from Manning to Mountain View. Mountain View will serve as the connection to SR 99. For Segment I, from Manning to SR180, design is 81% complete and right of way acquisition is 23% complete. For Segment II, design is 54% complete. Both segments are planned to begin construction in May 2008 and be complete by December 2009.

SR 180 – Temperance to Academy

This project was scheduled for construction in 2006-07 in the 2004 Plan, however, \$25.50 million in STIP funding to construct this project will not be available until 2008/09. \$25.07 million in STIP funding has already been allocated for right of way and support. The remaining \$38.43 million is funded with Measure "C" which includes \$4.6 million of past expenditures and a new commitment of \$33.83 million. The planned improvement is a 4-lane expressway. Design is 95% complete. Right of way acquisition is 50% complete. Overall the cost estimate for this project has increased \$32.25 million from the 2004 Plan due to general construction cost increases and more detailed preliminary engineering.

SR 180 – Academy to Trimmer Springs Road

Design for this project is 47% complete and right of way acquisition is 30% complete, however, STIP funding for this project will not be available during the term of the original Measure "C". Funding for this project is deferred to the Measure "C" Extension Program.

SR 180 – Trimmer Springs Road to Frankwood

Design for this project is 36% complete and right of way acquisition is 30% complete, however, STIP funding for this project will not be available during the term of the original Measure "C". Funding for this project is deferred to the Measure "C" Extension Program.

SR 180 – Passing Lanes

Funding for this project is also deferred to the Measure “C” Extension Program.

SR 180 to I-5 Connection

Funding for this project became available when Fresno County was successfully awarded a Federal Demonstration Earmark of \$34.9 million to provide connectivity between SR 180 West and Interstate 5. Of the original grant, \$8.8 million was applied to SR 180 between Belmont and Whitesbridge at the San Joaquin Valley Rail Road Crossing. The remaining \$26.1 million was authorized for SR 180 Brawley, Hughes West Phase II, which is a Measure funded project, with the stipulation that the federal reimbursement would free up \$20.9 million in Measure money to be used on SR 180 or 180 impacted Westside projects subject to the Council of Fresno County Governments approval. The Transportation Authority and the Council of Governments have entered into agreements to reserve Measure “C” funds for this purpose pending completion of a \$1.5 million Caltrans commitment to develop a long range route adoption study regarding the I-5 connection. Of the \$20.9 million in reserved Measure “C” funding, \$1-4 million has been identified for improvements in Mendota, \$2 million for improvements in Firebaugh and the remaining \$14-17 million reserved for the I5 Connection pending the Route Adoption Study.

Planning Strategy

The general strategy for this update as outlined by the Fresno County Transportation Authority includes:

1. Maintain the 70/30 Urban/Rural local sales tax split for highway construction.
2. Shorten construction gaps between projects along connecting segments of the same corridor.
3. Advance projects to earliest feasible construction dates.
4. Give priority to programming projects from the 1988 Expenditure Plan.

Short and Long Term Plans

In previous Expenditure Plan updates a Short and Long Term Planning scenario was developed recognizing that the state is a critical financial partner in delivering the Plan. Prior Expenditure Plans utilized a short-term action plan period to correspond to the STIP cycle in place at that time. Since the Measure C Program will terminate within the 2004 STIP cycle, no Long Term Planning period is identified in this update.

2007 Update Methodology

- Summarize and compare revenues, project expenses, and contracts entered into for the first fifteen years (1987/88 – 2005/06) to the projections of the 2007 Plan.
- Evaluate cash flow from projected sales tax proceeds.
- Update state/federal revenues for County Share bids awarded.
- Utilize revised project cost estimates from Caltrans and Fresno County staff.
- Emphasize previously programmed projects and enhance project scope and schedule when possible.

Debt Financing Assumptions

The Transportation Authority hired the firm of Montague DeRose and Associates to advise on the timing and structure of debt financing arrangements that the agency may utilize. This association resulted in the successful sale of a \$77.6 million bond issue in early 1998, which yielded \$76.8 million to the Urban Program project fund after deducting insurance and issue cost. The recently completed financial update by the same firm contains no further borrowing. This assumption has been included in this Expenditure Plan update.

2007 Economic Assumptions

- Savings rate on cash reserves is estimated @ 3.3% for the remaining planning period.
- Sales tax estimates are provided by the County Auditor Controller and are based on actual receipts during the term of the measure.
- State/Federal revenues are restricted to known or reasonably anticipated allocations during the remaining planning period.
- Project cost estimates are based on detailed current estimates by project engineers.

The Urban Program

2007 Measure "C" Urban Program

Council of Fresno County Governments
Fresno County Transportation Authority

Programmed Urban Projects

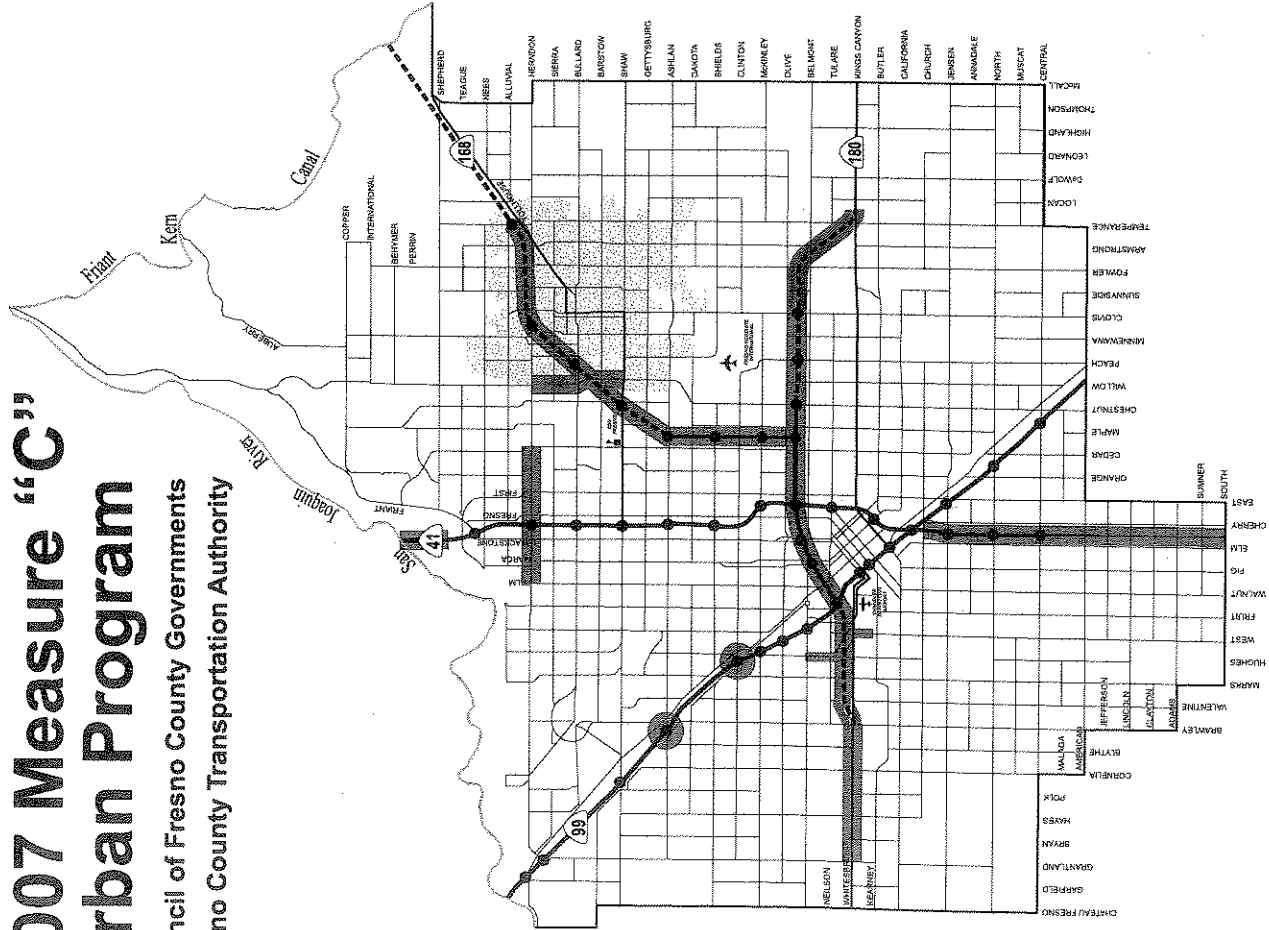
Route	Construction Limits	Cost/ Millions	Miles	Project Description
41	Jensen - Fwy 99	\$ 33.15	1.4	4 lane freeway
	Adams - Jensen	\$ 30.71	4.6	4 lane freeway/4 lane expressway
	Audubon - Madera Co. Line	\$ 18.16	1.1	4 lane freeway
99	At Clinton & Ashlan	\$ 8.77	N/A	Widen overcrossing
188	Fwy 180 - Shields	\$ 75.11	1.9	6 lane freeway
	Shields - Gettysburg	\$ 42.59	1.5	6 lane freeway
	Gettysburg - Bullard	\$ 68.33	1.9	6 lane freeway
	Bullard - Temperance	\$ 94.73	4.0	4 lane freeway
180	Grantland - Brawley	\$ 5.64	3.3	AC overlay/widen/passing lanes
	Brawley - Hughes/West	\$ 70.16	1.7	4 lane freeway
	Hughes/West - Fwy 99	\$ 48.74	1.4	4 lane/6 lane freeway
	Fwy 99 - Fwy 41	\$ 72.35	2.2	6 lane freeway
	Fwy 41 - Chestnut	\$ 79.50	2.6	6 lane freeway
	Chestnut - Fowler	\$ 103.68	2.9	6 lane freeway/ROW to Fowler
	Clovis - Temperance	\$ 100.77	4.0	4 lane freeway
Hemdon	Palm - Cedar	\$ 7.85	3.0	Widen to 6 lanes
Willow	Shaw - Hemdon	\$ 5.04	2.0	New 4 lane facility
Misc.	Minor Prop. Mgmt.	\$ 4.39		
Total		\$869.67	39.5	



LEGEND

- Existing System
- Complete or Under Construction
- Construction Start 06/07 or 07/08
- City of Fresno
- City of Clovis

2007 Measure "C" Programmed Projects



The Urban Program
2007 Expenditure Plan

Legend:	
2007 Const. Schedule	
2004 Constr. Plan	

Route	Segment	Prior	Planning Period					Total
			03-04	04-05	05-06	06-07	07-08	
41	Jensen to Rt. 99 (Complete)	33.15						33.15
	Adams to Jensen (Complete)	30.71						30.71
	Audubon to Madera (Complete)	18.16						18.16
168	Rt. 180 to Shields (Complete))	75.11						75.11
	Shields to Gettysburg (Complete)	42.59						42.59
	Gettysburg to Bullard (Complete)	68.33						68.33
	Bullard to Temperance(Complete)	94.73						94.73
180 W	GrrtInd to Brawley (SHOPP_Comp) (Incl. Passing Lanes)	5.64						5.64
	Brawley to Hughes/West(Phase II)	15.96				19.26	34.94	70.16
	Hughes/West to Rt. 99 (Phase I) (Incl. Diagonal - Complete)	48.74						48.74
180 E	RT. 99 to Rt. 41 (Complete)	72.35						72.35
	Rt. 41 to Chestnut (Complete)	79.50						79.50
	Chestnut to Fowler (Complete)	103.68						103.68
	Clovis to Temperance	15.51				5.73	79.53	100.77
99	Clinton / Ashlan (Complete)	8.77						8.77
Herndon	Palm to Cedar (Complete)	7.85						7.85
Willow	Shaw to Herndon (Complete)	5.04						5.04
	Minor Property Management					3.69	0.70	4.39
Total Project Expenses		725.82	0.00	0.00	0.00	28.68	115.17	869.67
Bond Debt Service		84.65	0.00	0.00	0.00	12.84	0.00	97.49
Total Expenses		810.47	0.00	0.00	0.00	41.52	115.17	967.16
Beginning Balance						42.70	40.30	
Sales Tax Revenue		336.86				32.09	1.45	370.40
State Revenue		396.88				5.70	79.67	482.25
Other Local Revenue		6.86						6.86
Bond Proceeds		76.83						76.83
Interest Earnings		35.74	0.00	0.00	0.00	1.33	0.90	37.97
Total Available		853.17	0.00	0.00	0.00	81.82	122.32	974.31
Ending Balance		42.70	0.00	0.00	0.00	40.30	7.15	

Project Scheduling for the Urban Program

In previous Expenditure Plans this Section has been titled “Project Scheduling and Financing Alternatives”. The title and contents of the Section have been changed to reflect the fact that the financing alternative has been selected and implemented and that the Measure “C” Program is far enough into the delivery phase that scheduling flexibility is now limited.

Measure “C” enabling legislation mandates not more than 70% of the highway program sales tax revenue be used to finance highways and Program administration in the Urban area. A projected \$370.41 million in sales tax receipts is reserved to the urban program to meet this requirement.

The 2007 Urban Plan maintains the projects programmed in the 2004 Plan and makes changes to the 2004 implementation schedule to reflect the delays in anticipated STIP funding. The Program schedule recommended in this Plan has been the subject of considerable public discussion and represents the consensus as being most responsive to the urban area’s needs.

The financial assumptions that make up a cash flow analysis are quite dynamic in their interaction as a change in one variable starts a cascade of changes to other variables. A computer model was developed to convey the complex relationship of the cash flow

Project scopes:

- 2007 updated urban project costs of \$869.67 million estimated at year of construction. Some project scope and phasing changes have been proposed as discussed more fully in the Background Section.

Project delivery comparison to 2004 Plan:

- Route 180 West Phase II: Construction has been delayed one year (to 2006/07) in response due to right of way acquisition issues.
- Route 180 Clovis to Temperance: Construction has been delayed four years (to 2007/08) in response to availability of State funding .

The Rural Program

2007 Measure "C" Rural Program

Council of Fresno County Governments
Fresno County Transportation Authority

Programmed Rural Projects

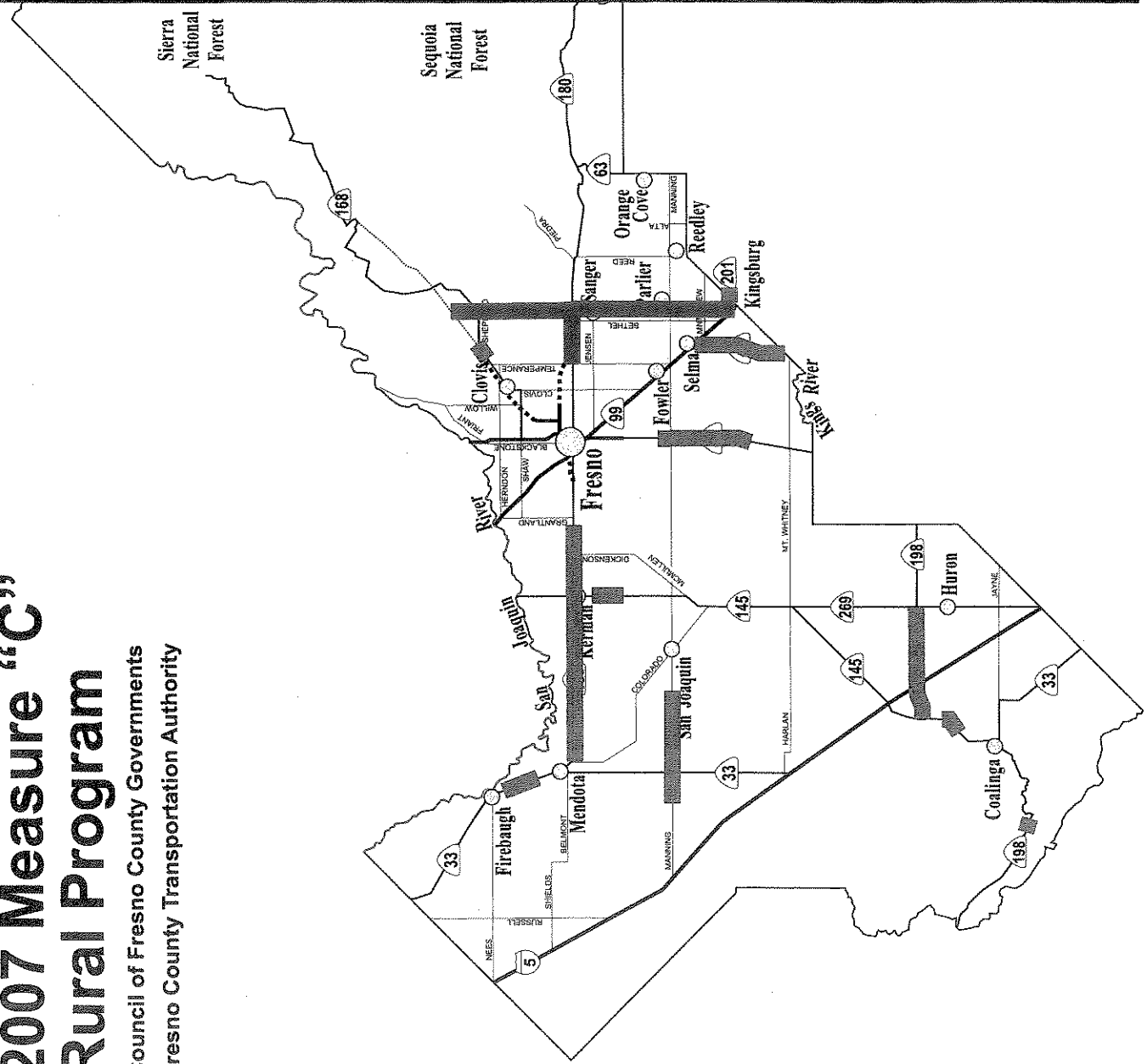
Route	Construction Limits	Cost/ Millions	Miles	Project Description
33	Los Gatos - Palmer Bass - Helm Canal Rd.	\$ 6.60 \$ 9.80	4.6 7.1	AC overlay/widen to 40' AC overlay/widen to 40'
41	Ekhorn - Adams	\$ 35.93	10.0	2 lane expressway
43	Kings County - Nebraska Nebraska - Arrants	\$ 2.04 \$ 5.26	8.3 1.1	AC overlay/widen 4 lane highway
145	Lincoln - Church	\$ 2.11	4.5	AC overlay/widen to 40'
168	Temperance - Shepherd	\$ 25.98	2.1	4 lane expressway
180	Whisper - 4 Mi. Slough 4 Mi. Slough - Yuba Yuba - First St. First St. - Vineland Vineland - Grantland Passing Lanes to I-5 Connection	\$ 10.39 \$ 6.24 \$ 6.54 \$ 0.23 \$ 10.42 \$ 20.97	4.1 5.2 5.9 0.4 7.5 4.7	AC overlay/widen to 40' AC overlay/widen to 40' AC overlay/widen to 40' AC overlay/widen to 40' AC overlay/widen to 40' Kerman - Merceda
198	Temperance - Academy Academy - Trimmer & Trimmer - Frankwood	\$ 89.00 \$ 3.30	6.0 3.4	4 lane expressway 2 lane expressway
201	Mtn. Springs - Parkfield Rte. 33 - Lassen	\$ 1.60 \$ 3.23	2.5 11.9	AC overlay/widen to 28' AC overlay/widen to 32'
Academy	Rte. 99 - Tulare Co. Line Mtn. View - Rte. 180	\$ 5.84 \$ 42.15	1.3 14.0	3 lane highway 2 lane highway (Rte. 99 - Manning) 4 lane highway (Manning - Rte. 180)
Academy	Rte. 180 - Rte. 168	\$ 18.15	9.5	4 lane highway (Rte. 180 to Shaw) 2 lane highway (Shaw to Rte. 168)
Manning	Ormsby - Contra Costa	\$ 5.88	12.9	2 lane highway
Misc.	Minor Prop. Mgmt.	\$ 11.12	N/A	N/A
Total		\$ 312.78	130.2	



LEGEND

- Existing System
- █ Complete or Under Construction
- █ Construction Start in 07/08 or 08/09
- █ Project deferred to "C" Extension
- See Urban Area Map

2007 Measure "C" Programmed Projects



The Rural Program
2007 Expenditure Plan

Legend :	
2007 Const. Schedule	
2006 Constr. Plan	

Route	Segment	Prior	04-05	05-06	06-07	07-08	08-09	Total
33	Los Gatos Crk to Palmer (SHOPP) (Complete)	6.60						6.60
	Bass Ave. to Helm Canal (SHOPP) (Complete)	9.80						9.80
41	Elkhorn to Adams (Complete)	35.93						35.93
43	Kings County to Nebraska (Complete)	2.04						2.04
	Nebraska to Rt. 99 (Complete)	5.26						5.26
145	Lincoln to Church (Complete)	2.11						2.11
180 W	Whitsbdg. to 4 M. Slough (SHOPP) (Complete)	10.39						10.39
	4 M. Slough to Yuba (SHOPP) (Complete)	6.24						6.24
	Yuba to First (SHOPP)(Complete)	6.54						6.54
	First to Vineland (SHOPP-Complete)	0.23						0.23
	Vineland to Grantland (SHOPP) (Complete)	10.42						10.42
	Passing Lanes	0.08						0.08
180 E	Temperance to Academy	29.67			2.83		56.50	89.00
	Academy to Frankwood	3.30						3.30
198	Min. Spgs. to Parkfield (Complete)	1.60						1.60
	Rt. 33 to Lassen (Complete)	3.23						3.23
201	Rt. 99 to Tulare County (Complete)	5.84						5.84
Academy	Mt. View to Rt. 180	1.56			3.80	15.98	20.81	42.15
	Rt. 180 to Rt. 168	12.42			2.13	3.60		18.15
Manning	Ormsby / County Line (Complete)	5.88						5.88
168	Temperance to Shepherd	25.98						25.98
15	15 Connection					6.00	14.97	20.97
-	Minor Property Management	0.26			0.26	0.26	0.26	1.04
Total Project Expenses		185.38	0.00	0.00	9.02	25.84	92.54	312.78
Bond Debt Service		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Expenses		185.38	0.00	0.00	9.02	25.84	92.54	312.78
Beginning Balance					63.58	70.49	53.28	
Sales Tax Revenue					13.75	0.62		158.74
State Revenue		144.37			0.00	0.00	25.50	105.72
Misc Local Revenue		80.22			0.00	6.00	14.96	21.40
Interest Earnings		0.44			2.18	2.01	0.90	29.02
Total Available		248.96	0.00	0.00	79.51	79.12	94.64	314.88
Ending Balance		63.58	0.00	0.00	70.49	53.28	2.10	

Project Scheduling for The Rural Program

Measure “C” enabling legislation mandates a minimum of 30% of the highway program sales tax revenue be used to finance highways and Program administration in the rural area. A projected \$158.74 million in sales tax receipts is reserved to the rural program to meet this requirement.

Project scopes:

- 2007 updated rural project costs of \$312.78 million estimated at the year of construction). Changes in the individual scope of all project improvements is discussed in detail in the Background section.

Project delivery comparison to 2004 Plan:

- The SR 180 West passing lanes project between Kerman and Mendota has been deferred to the Measure “C” Extension Program.
- The SR 180 East – Temperance to Academy project has been delayed two years (to 2008/09) to coincide with availability of STIP funding.
- The construction phase of SR 180 East – Trimmer Springs Road to Frankwood has been deferred to the Measure “C” Extension Program.
- Completion of Academy Ave. – SR 180 to SR 168 construction is delayed three years (to 2007/08) due to right of way acquisition and environmental mitigation.
- Completion of Academy Avenue, Mountain View to SR 180 is delayed one year (to 2007/08) due to Right of Way and Design issues.
- SR 180 to I-5 Connection was brought forward from the Measure candidate projects as a result of a federal demonstration project.

Financial Summary

Plan to Plan Comparisons

Program Revenues and Expenses (in millions)

<u>Program Revenues</u>	2004 Plan	2007 Plan	Change	Percent Change
Local Sales Tax	508.70	529.15	20.45	4%
State & Federal	561.87	587.97	26.10	5%
Other Local		28.26	28.26	NA
Bond Proceeds	76.83	76.83	0.00	0%
Interest Earnings	<u>56.76</u>	<u>67.00</u>	<u>10.24</u>	<u>18%</u>
Total Revenue	\$1,204.16	\$1,289.21	\$85.05	7%

<u>Program Expenses</u>	2004 Plan	2007 Plan	Change	Percent Change
PY Support	177.71	162.06	(15.65)	(9%)
Right of Way	291.26	296.15	4.89	2%
Construction	629.22	724.24	95.02	15%
Debt Service	<u>97.50</u>	<u>97.50</u>	<u>0.00</u>	<u>0%</u>
Total Expenses	\$1,195.69	\$1,279.95	84.26	7%

Project Expenses in Inflated Dollars (in millions)				
	2004 Plan	2007 Plan	Change	Percent Change
Inflated Project Cost				
Urban Program	804.49	869.67	65.18	8%
Rural Program	<u>293.70</u>	<u>312.78</u>	<u>19.08</u>	<u>7%</u>
Total Project Costs	\$1,098.19	\$1,182.45	84.26	8%

Fresno County's economic situation reflects a steady improvement as total revenues are up 7% from the 2004 Plan. However, the increased revenues do not translate into implementation schedule enhancements or reinstate deferred projects because program expenses increased a corresponding 7%. The current implementation schedule has been

adjusted to reflect the state of readiness of eligible projects in context to the availability of actual committed revenues or reasonably ascertainable revenues. Projects that are not deliverable within the time frame or require identification of a revenue source that extends beyond the term of the original Measure “C” are deferred to the Measure “C” Program Extension.

Urban Program Construction Year Costs (in millions)

	PY	Right of Way	Construction	Total
2004 Urban Const. Yr. Costs	126.28	218.73	459.48	804.49
Rt.180 – Clovis to Temperance	(4.15)	2.29	42.00	40.14
Rt.180 - Hughes/West to Rt. 99	0.24	9.00	14.12	23.36
All other Urban Projects	<u>0.65</u>	<u>(2.23)</u>	<u>3.26</u>	<u>1.68</u>
Revisions to Const. Yr. Costs	(3.26)	9.06	59.38	65.18
2007 Urban Const. Yr. Costs	\$123.02	227.79	518.86	869.67
Percent Change	(3%)	4%	13%	8%

Project costs for the urban program increased 8% or 65.18 million. PY support costs are down 3% and right of way reflects a 4% increase, however total construction cost are up 13%. The STIP funded SR 180 – Clovis to Temperance, originally scheduled for STIP award in 2003/04, was delayed until state revenues became available in June 2007. During the delay costs for this project increased 68%. Measure “C” funded SR. 180 Hughes/West to Rt. 99, scheduled in the 2004 Plan for 2005/06 was awarded for construction in April 2007 and increased in cost \$23.36 million.

Rural Program Construction Year Costs (in millions)

	PY	Right of Way	Construction	Total
2004 Rural Const. Yr. Costs	51.43	72.53	169.74	293.70
Academy – Rt. 99 to Rt. 168	3.33	1.74	8.76	13.83
SR.180 – Temperance to Academy	(5.49)	13.14	24.60	32.25
SR.180 – Academy to Frankwood	(10.24)	(18.31)	(13.74)	(42.29)
SR180 Passing Lanes	0.00	0.00	(5.00)	(5.00)
SR 180 to I-5 Connection			20.97	20.97
All other Rural Projects	0.01	(0.74)	0.05	(0.68)
Revisions to Const. Yr. Costs	<u>(12.39)</u>	<u>(4.17)</u>	<u>35.64</u>	<u>19.08</u>
2007 Rural Const. Yr. Costs	\$39.04	68.36	205.38	312.78
Percent Change	(24%)	(6%)	21%	7%

Project costs for the rural program increased 7% or 19.08 million. Reductions in PY costs of 24% and right of way costs of 6% are mainly reflective of deferring STIP funded sections of SR 180 beyond Academy, however overall construction cost are up 21% from the 2004 Plan. The delivery schedule for the Academy projects fell back a year however project costs increased 30% from the previous plan. STIP funded SR.180 – Temperance to Academy, scheduled for 2006/07 in the 2004 Plan must await the earliest anticipated STIP funding in 2008/09. The project cost increased 58%. STIP funding for the segments beyond Academy cannot be allocated within a reasonable planning period therefore these projects are deferred to the Measure “C” Extension Program. The Measure “C” funded Westside SR 180 Passing Lanes are still in the development stage and are not implementable during the planning period, nor is adequate funding available, so they also are deferred to the Measure “C” Extension Program. The \$20.97 million SR 180 to I-5 Connection project is added to the plan because the cost of the project is offset by reimbursements from a federal Earmark.

1987/88 – 2005/06 Summarized and Compared

The Fresno County Auditor Controller has analyzed revenues and project expenses for the first eighteen years of the Transportation Authority prior to June 30, 2006 and summarized the results in a fund balance for the Urban and Rural Capital Project Funds.

**Fresno County Transportation Authority
Urban Capital Projects Fund
1987/88 through 2005/06
(in millions)**

	Planned Activity	Actual Activity	Difference
Revenues			
Sales Tax	330.88	336.86	5.98
SB 300	24.05	24.10	0.05
Other Revenue		6.86	6.86
Interest & Other	32.85	35.74	2.89
Bond Proceeds	<u>76.83</u>	<u>76.83</u>	<u>0.00</u>
Total Revenues	464.61	480.39	15.78
 Project Expenses	 370.81	 353.04	 (17.77)
 Debt Service	 84.13	 84.65	 .52
 Net Fund Balance	 \$9.67	 \$42.70	 \$33.03

The Urban Capital Projects Fund Revenues are \$15.78 million higher than anticipated in the 2004 Plan due to enhanced Sales Tax collection, Interest Earnings, and Other Revenues derived from surplus right of way and property management. project expenses are \$17.77 million lower than anticipated as the delay in construction of SR 180 – Brawley to Hughes/West allowed cash to build up and the Net Fund Balance is \$33.03 higher than expected. It is projected that the \$42.70 million cash balance will be expended on designated projects leaving a \$7.15 million contingency balance to provide a buffer should the planned construction run into problems. This is not an excessive reserve considering the scope of construction underway.

Fresno County Transportation Authority
Rural Capital Projects Fund
1987/88 through 2005/06
(in millions)

	Planned Activity	Actual Activity	Difference
Revenues			
Sales Tax	139.66	144.37	4.71
SB 300	5.34	5.27	(0.07)
Other Local Revenues	0.00	.44	.44
Interest & Other	23.31	<u>23.93</u>	<u>.62</u>
Total Revenues	168.31	174.01	5.70
 Project Expenses	 122.75	 110.43	 (12.32)
 Net Fund Balance	 \$45.56	 \$63.58	 \$18.02

The Rural Capital Projects Fund Revenues are \$5.7 million higher than anticipated in the 2004 Plan, primarily due to enhanced sales tax collection. Project expenses are \$12.32 million lower than anticipated as the delay in construction of the Academy allowed cash to build up and the Net Fund Balance is \$18.02 million higher than expected. It is projected that the \$63.58 cash balance will be expended on designated projects or reserved for restricted projects leaving a contingency balance of \$2.10 million in the Rural Program. This is not an excessive reserve considering the scope of construction underway.

Sales Tax Projections

Sales Tax Deposits
Capital Projects Fund
(in millions)

Sales Tax Revenue	2004 Plan	2007 Plan	Change
Urban Program	357.59	370.40	12.81
Rural Program	<u>151.11</u>	<u>158.75</u>	<u>7.64</u>
Total	\$508.70	\$529.15*	\$20.45
* 20 Year Program Administration Costs amount to \$24.85 million, bringing the total to \$554.0.			

The Transportation Authority financial advisor Montague DeRose and Associates provided a study to evaluate sales tax receipts and update long term projections for the 2004 Plan. The County Auditor Controller refined those projections based on actual sales tax receipts and developed an estimate for the remaining year of the plan, and for collection of receivables and delinquencies through the State Board of Equalization subsequent to the Measure "C" sunset date. Total sales tax generated for the twenty year Measure is estimated to be \$783,730,200 of which \$184,683,300 will have been returned to Local Agencies for Local Transportation Purposes, \$370,405,270 will have been expended on highway projects in the Urbanized area of Fresno County, and \$158,745,110 will have been spent on highway projects in the Rural area of Fresno County.

State and Federal Revenues

State and Federal Revenues Combined Urban and Rural Program (in millions)

	2004 Plan	2007 Plan	Change
STIP	451.45	465.97	14.52
SB 300	29.47	29.22	(0.25)
TCRP	20.00	20.00	0.00
HPP	0.00	6.47	6.47
SHOPP	55.46	55.62	0.16
Other	<u>5.49</u>	<u>10.69</u>	<u>5.20</u>
Total	\$561.87	\$587.97	\$26.10

State and federal revenues in the final Plan are 46% of total project costs. When legislation passed allowing local tax measures such as Measure "C", the California Transportation Commission, in CTC policy G-88-9, made a commitment to self help counties who adopted the local tax measures to reward them with available state funding in support of the local effort. The Transportation Authority adopted a strategy to use Fresno County's status as a self-help county to leverage as much state and federal funding as possible. The strategy had done well in previous years in that state revenues were generated in excess of expectations during the 1990 and 1992 cycles, although the promise of this strategy was tempered when the state ran short of funds and could put no new money in the STIP during the 1994 and 1996 cycles. With California's economy improving, the state resumed funding subsequent STIPs through 2002. In this environment the Transportation Authority pursued and was awarded \$90.2 million to fund Route 180 - Chestnut to Clovis. This action consumed the entire 1998 STIP and required an advance of \$17.5 million from future County Shares. In 1999, the CTC identified additional funds available for

programming. Rather than waiting until 2000 to program these funds the CTC provided a supplemental allocation to the regions. Fresno's share of these additional funds was \$28.0 million and the COG Policy Board approved nominating the SR 180 West Phase I project for funding. Due to the advanced state of readiness of this project, the CTC approved the bid even though the action increased the region's deficit. For the 2000 STIP the Policy Board nominated SR 180 – Clovis to Temperance for support, right of way and construction together with SR 180 – Temperance to Frankwood for preliminary support and right of way. The CTC also approved this proposal because of Fresno's history of delivering programmed projects. For the 2002 STIP the Policy Board nominated SR 180 – Temperance to Frankwood for construction, but since funding was getting tighter and the region already had a large deficit county share, only the Temperance to Academy portion was approved. However, in response to a budget crisis, California transferred the surplus balance of the Highway account to the General Fund and in the 2007 Plan Update, STIP awards for the eastside SR – 180 projects are delayed. Although STIP revenues are \$14.52 million higher than the 2004 Plan, this is reflective of increased project cost borne of project delay and not representative of funding for additional projects. SR 180 – Clovis to Temperance, which was anticipated in 2003/04 in the 2004 Plan was awarded \$60.56 million in June 2007. SR 180 – Temperance to Academy, scheduled for construction in 2006-07 in the 2004 Plan must wait for an estimated \$25.50 STIP funding which will not be available until 2008/09. STIP funding for SR 180 – Academy to Frankwood cannot be reasonably estimated within the Measure "C" planning period and is deferred to the Measure "C" Extension Plan.

Early Expenditure Plans assumed 15% of all non STIP project costs were funded from SB300. When the State enacted SB45 the SB300 program was discontinued resulting in a \$24 million loss to the Measure "C" program.

The TEA 21 federal transportation funding program provided \$6.0 million in demonstration project funding for Route 180 - Route 99 to Hughes/West. Another TEA 21 Earmark provided \$5.2 million to Route 180 – Brawley to Hughes West Phase II and \$20.97 million to provide connectivity between Route 180 and Interstate 5. Route 180 – Clovis to Temperance project received a \$20.0 million State grant from the Traffic Congestion Relief Program. SAFETEA-LU federal transportation funding provided an additional \$6.47 in High Priority Program funding for SR 180 - Brawley to Hughes West Phase II.

State Transportation Improvement Program (STIP)
Funding History (Measure “C” Time Period)
(in millions)

Year	Project	State/Federal Funds (in millions)
1990	SR 180 - SR99 to SR 41	72.35
	SR 180 - SR 41 to Chestnut	75.92
1992	SR 168 - SR 180 to Bullard	53.20
	SR 41 - Audubon to Madera Co. Line	18.16
1998	SR 180 - Chestnut to Clovis	90.22
1999	SR 180 – SR 99 to Hughes/West Diag.	39.29
2006	SR 180 – Clovis to Temperance	66.26
2009	SR 180 - Temperance to Academy (Const)	<u>50.57</u>
Total		\$465.97

Interest Earnings

COG staff contacted the County Treasurer’s Office and received projections for investment earnings for the County Pool of 3.3%.

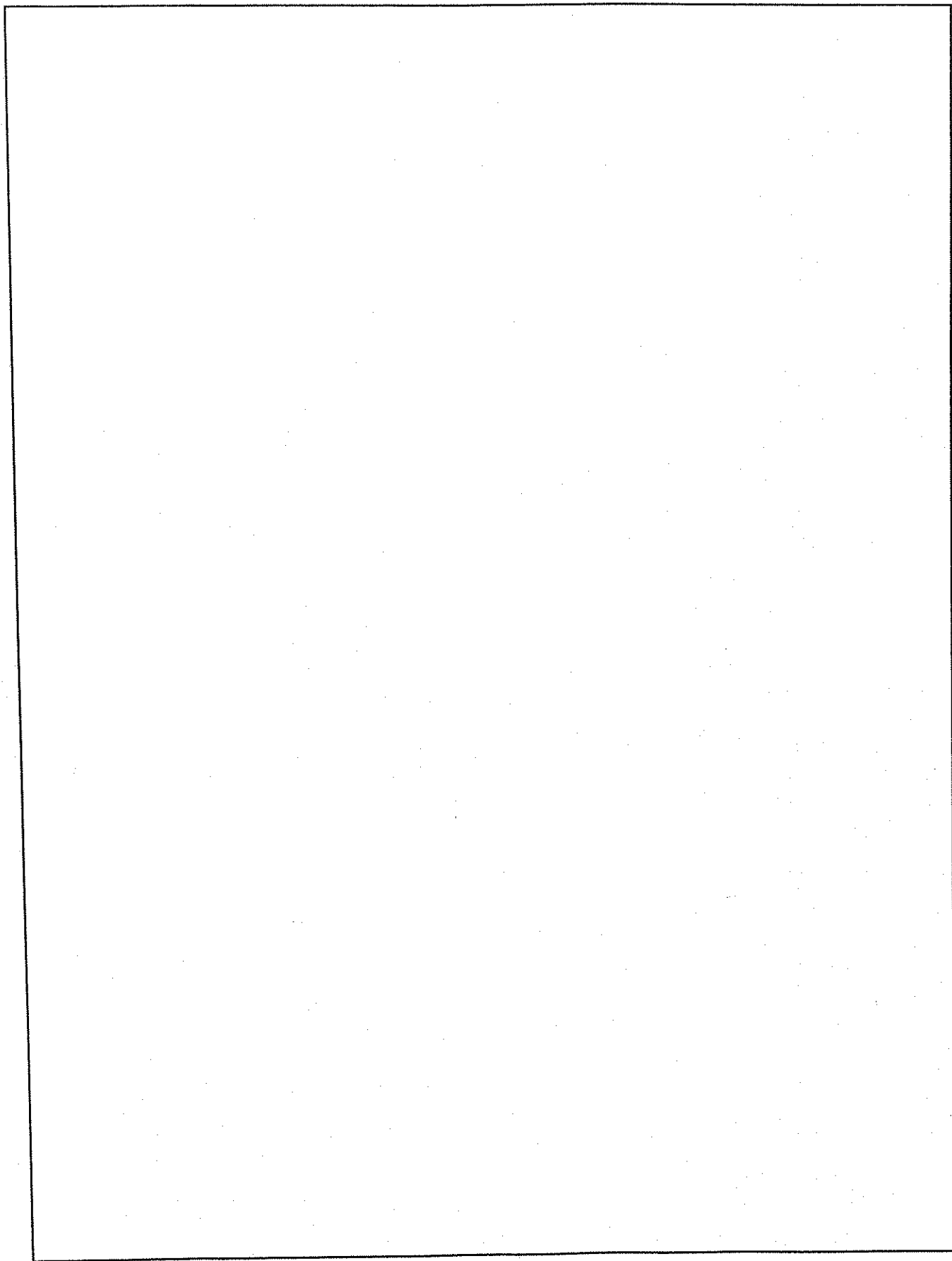
Measure “C” Interest Earnings
(in millions)

	2004 Plan	2007 Plan	Change
Interest Earnings	\$56.76	\$67.00	\$10.24

Planning Issues for the Future

In previous Plans this section set forth recommendations to provide a prudent methodology for project planning and implementation to insure that funding was maximized, shelf-ready projects were environmentally cleared and designed, and projects delivered at the earliest possible time. With the sunset of the original Measure “C”, planning for the future now belongs in the arena of the Measure “C” Extension Program which was approved by the voters on the November 2006 Ballot.

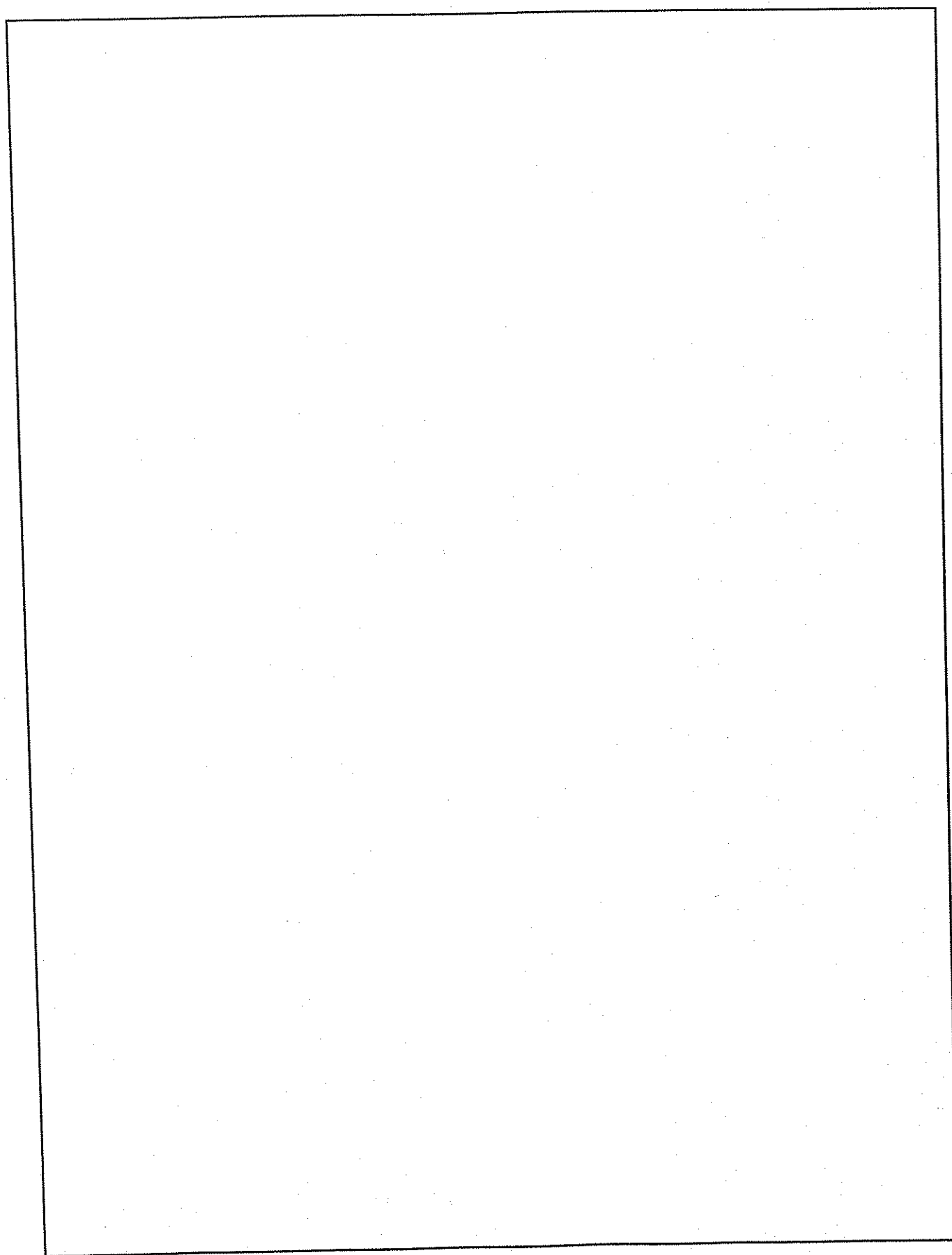
Appendices



Appendix

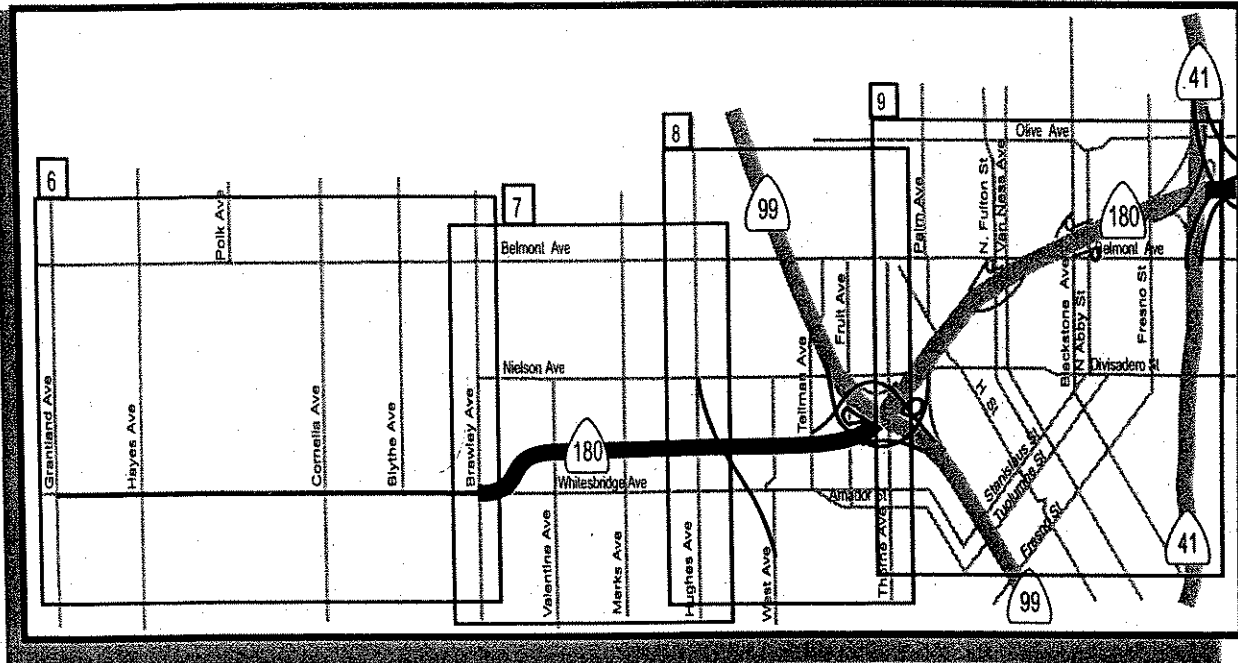
A

Urban Area Project Detail Reports



PROJECT DETAIL REPORT URBAN PROGRAM

SR 180 Corridor – Grantland to SR 41



NOT TO SCALE

Legend:

Improvements

- Mainline Freeway
- Freeway Ramp
- Expressway
- Roadway

Existing Facilities

- Mainline Freeway
- Freeway Ramp
- Local Street

PROJECT DETAIL REPORT URBAN PROGRAM

SR 180 - Brawley to Hughes/West

Project Length: 1.7 miles
Lead Agency: Caltrans
Authority ID: 1010
Priority Rank: 13
ROW Status: 99%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON

(Base Cost)

Year	Base Cost	Change
1988	NA*	
1991	NA*	NA
1994	NA*	NA
1996	\$28.20	NA
2000	\$29.05	+3%
2004	48.74	+68%
2007	70.16	+44%

PROJECT DESCRIPTION

Construct a 4 and 6 lane freeway within 8-lane right of way. Construction began April 2007

PROJECT FUNDING

Measure C 100%

PROJECT COST ELEMENTS (Base Cost)

Person Years	\$10.79
Right of Way	17.94
Construction	41.43
TOTAL	\$70.16



Not to scale

Legend:

Improvements

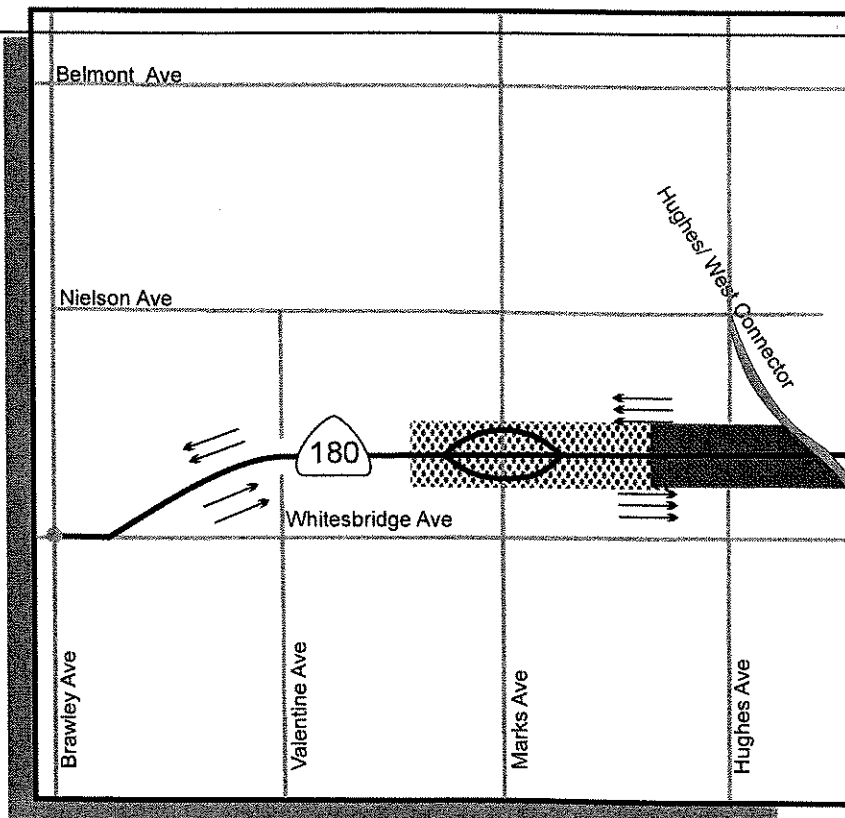
- Expressway
- Mainline Freeway
- Lane Improvements Each Direction
- Above Grade Improvement
- Below Grade Improvement

Planned Facilities

- Local Street

Existing Facilities

- Local Street
- At Grade Intersection



Other Candidate Projects for the Urban Area

<u>Route</u>	<u>Limits</u>	<u>Project Description</u>
99	Biola Junction - Fresno Co. Line	Convert to 6 lane fwy, rehab existing 4
Cedar	McKinley - Belmont	Widen to 6 lanes
Fowler	Shields - Kings Canyon	Widen to 4 lanes
Herndon	Rt. 99 - Palm Ave.	Widen to 6 lanes
Herndon	Cedar Ave. - Rt. 168	Widen to 6 lanes
Peach	McKinley - Belmont	Widen to 6 lanes
Clovis	Kings Canyon - Clovis City limit	Upgrade facility
Shields	Rt. 99 - Rt. 41	Upgrade/construct 4 lane arterial
Brawley	Rt. 99 - Herndon	Construct major arterial
North	Rt. 41 - Elm	Widen to 4 lanes
"G" Street	Divisadero to Belmont	Construct four lanes on new alignment

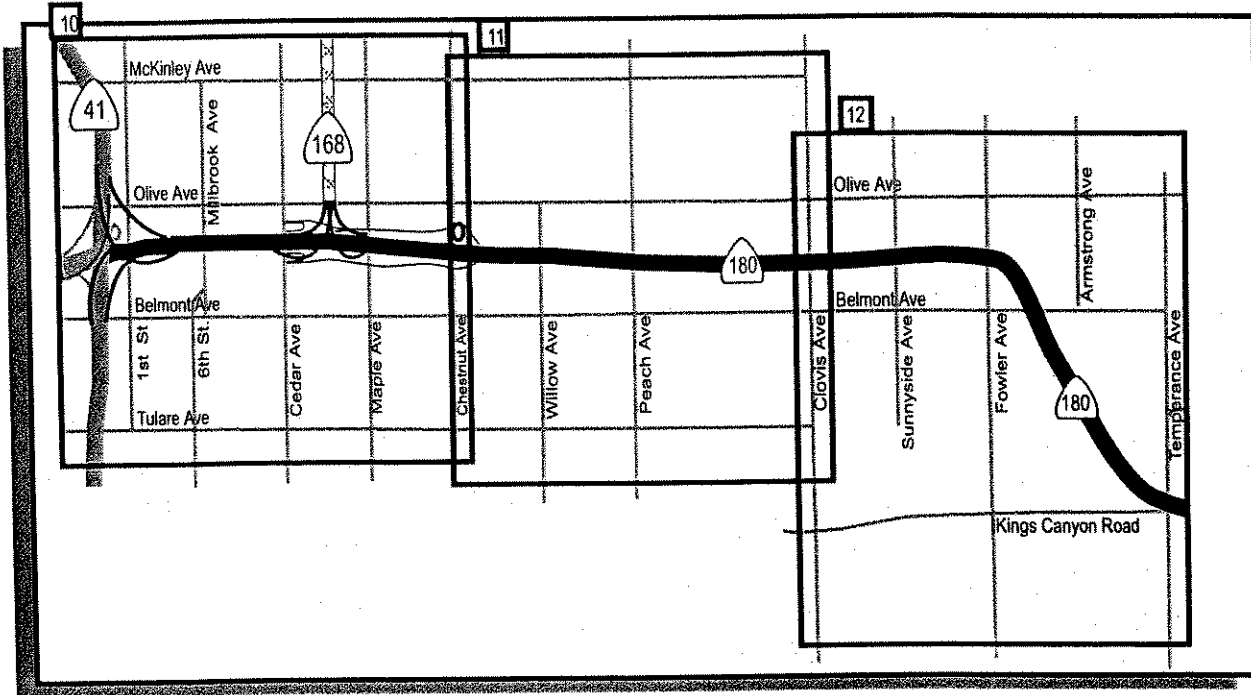
These projects remain on the priority list but are not presently programmed for funding. The Candidate Project list was compiled by a formal process during development of the 1988 Plan. Consistent with enabling legislation the Candidate Project list is modified by consultation with local agencies and Caltrans.

Due to fiscal constraints, new projects were not solicited for the urban Candidate list during this update.

Projects noted in bold were programmed in the 1988 Expenditure Plan. These projects would receive priority consideration should additional funding become available.

PROJECT DETAIL REPORT URBAN PROGRAM

SR 180 Corridor – SR 41 to Temperance



NOT TO SCALE

Legend:

Improvements

- Mainline Freeway
- Freeway Ramp
- Expressway

Planned Facilities

Mainline Freeway

Existing Facilities

Local Street

PROJECT DETAIL REPORT URBAN PROGRAM

SR 180 - Clovis to Temperance

Project Length: 4.0 miles
Lead Agency: Caltrans
Authority ID: 1012
Priority Rank: 14
ROW Status: 100%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON

(Base Cost)

Year	Base Cost	Change
1988	\$31.08	
1991	\$25.97	-16%
1994	\$28.42	+9%
1996	\$26.10	-8%
2000	\$43.00	+65%
2004	59.85	+39%
2007	100.77	+68%

PROJECT DESCRIPTION

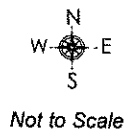
Construct a 6-lane freeway between Clovis and Fowler, 4-lane freeway to Temperance Aves. within 6-lane right of way. Construction is scheduled to begin in 2007/08.

PROJECT FUNDING

STIP \$66.26
TCRP 20.00
Meas C 14.51

PROJECT COST ELEMENTS (Base Cost)

Person Years \$7.01
Right of Way 14.26
Construction 79.50
TOTAL \$100.77



Not to Scale

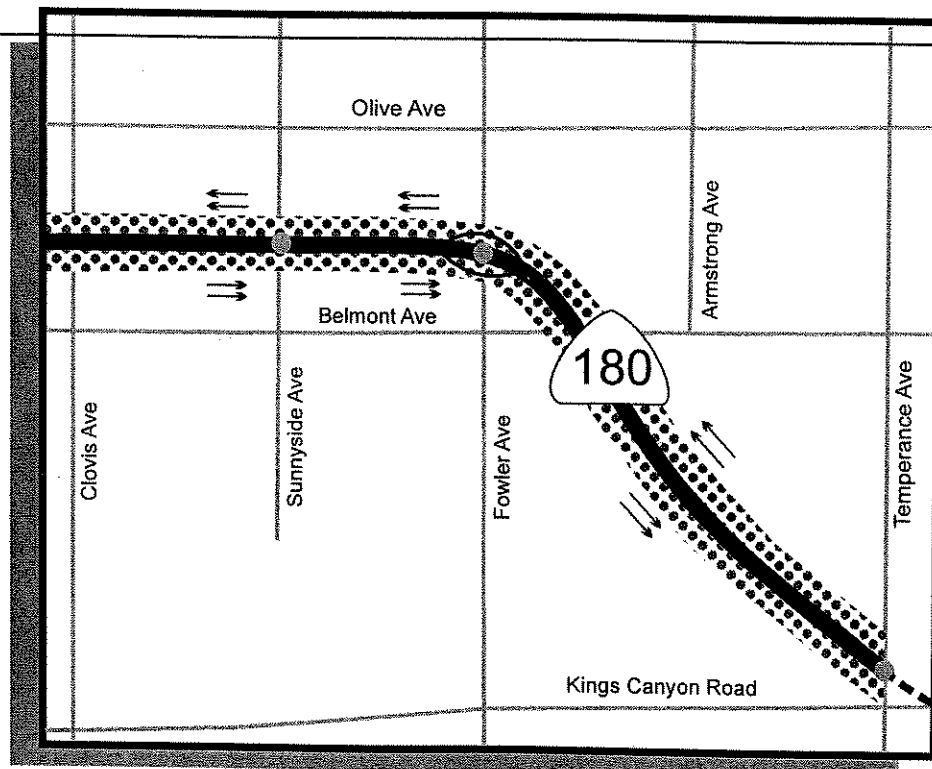
Legend:

Improvements

- Mainline Freeway
- Expressway
- Above Grade Improvement
- Below Grade Improvement
- Lane Improvements Each Direction
- At Grade Intersection

Existing Facilities

- Local Street

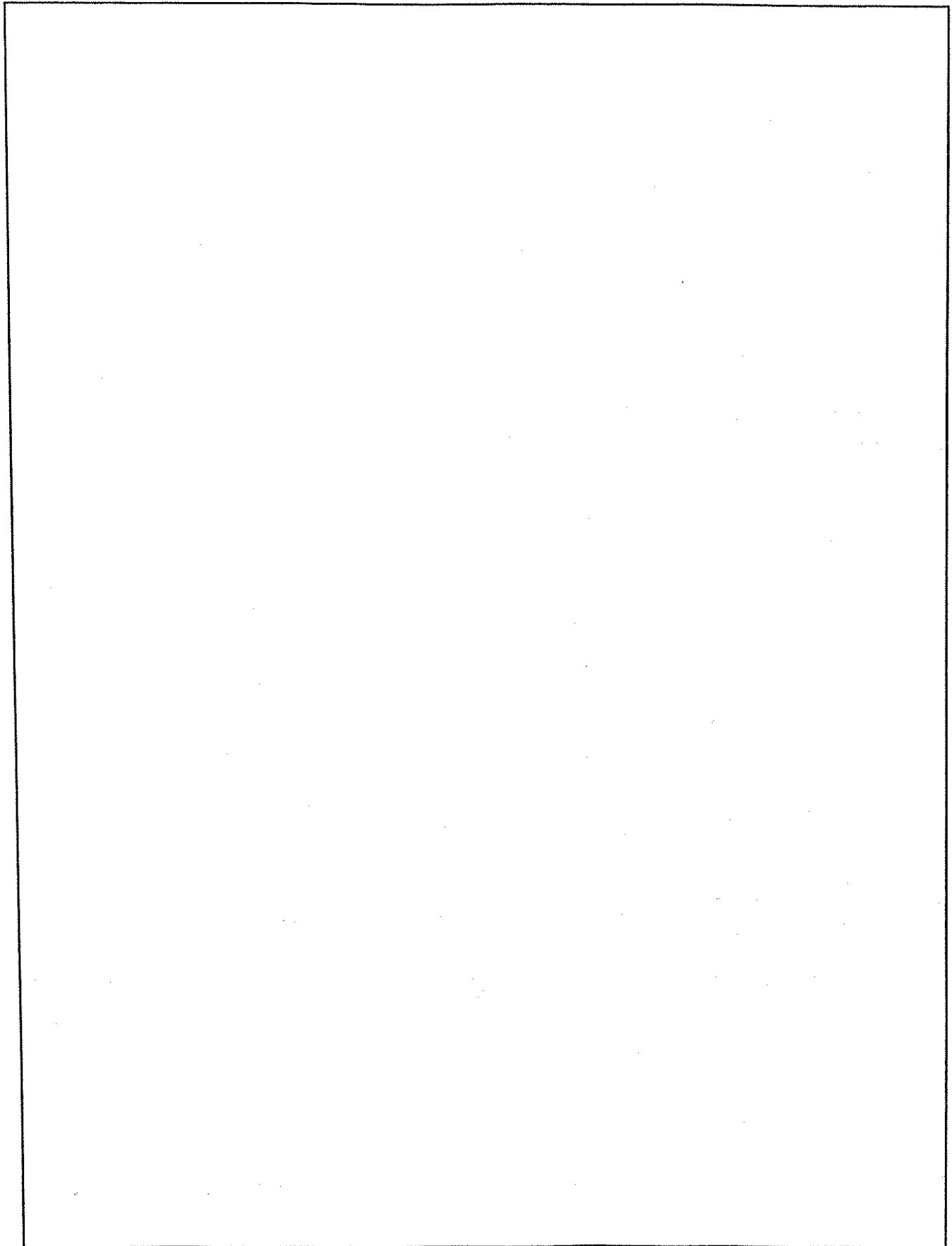


Appendix

A

Urban Area Project Detail Reports

(Completed Projects)



PROJECT DETAIL REPORT URBAN PROGRAM

Herndon Ave - Palm to Cedar Aves.

Project Length: 3.00 miles
Lead Agency: City of Fresno
Authority ID: 1005&1013
Priority Rank: 5
ROW Status: 100%
Nominating Agency: Fresno/Clovis

PLAN TO PLAN COMPARISON

(Base Cost)

Year	Base Cost	Change
1988	\$6.52	
1991	\$9.96	+53%
1994	\$10.26	+3%
1996	\$7.85	-23%

PROJECT DESCRIPTION

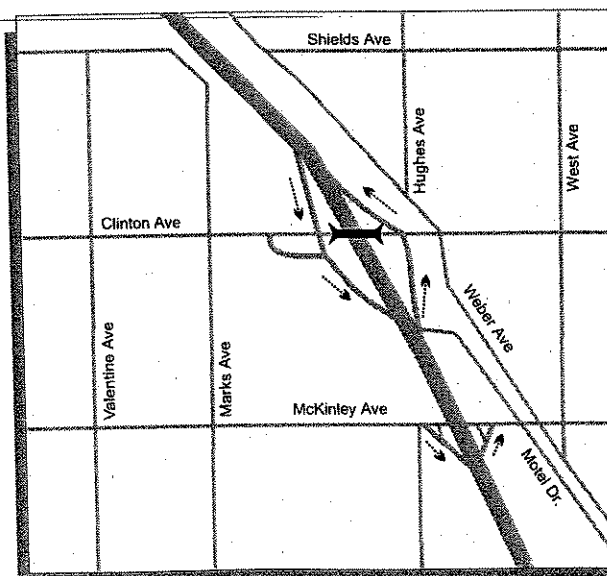
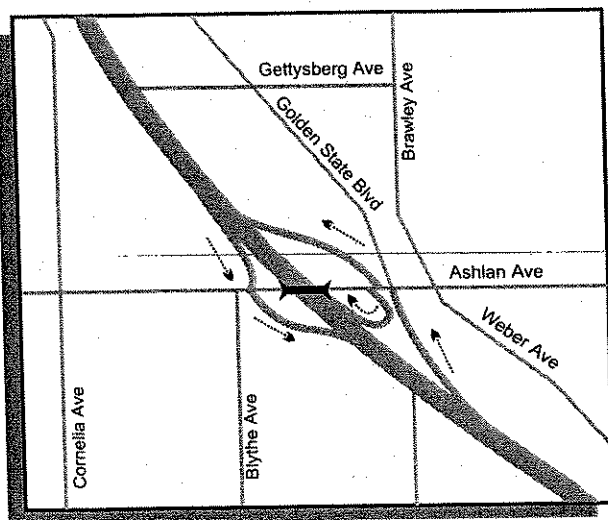
Widen existing facility from four to six lanes.

PROJECT FUNDING

Measure C 85%
SB 300 15%

PROJECT COST ELEMENTS (Base Cost)

Person Years \$0.73
Right of Way 0.56
Construction 6.56
TOTAL \$7.85



Legend:

Improvements

Overcrossing

Existing Facilities

Mainline Freeway

Freeway Ramp

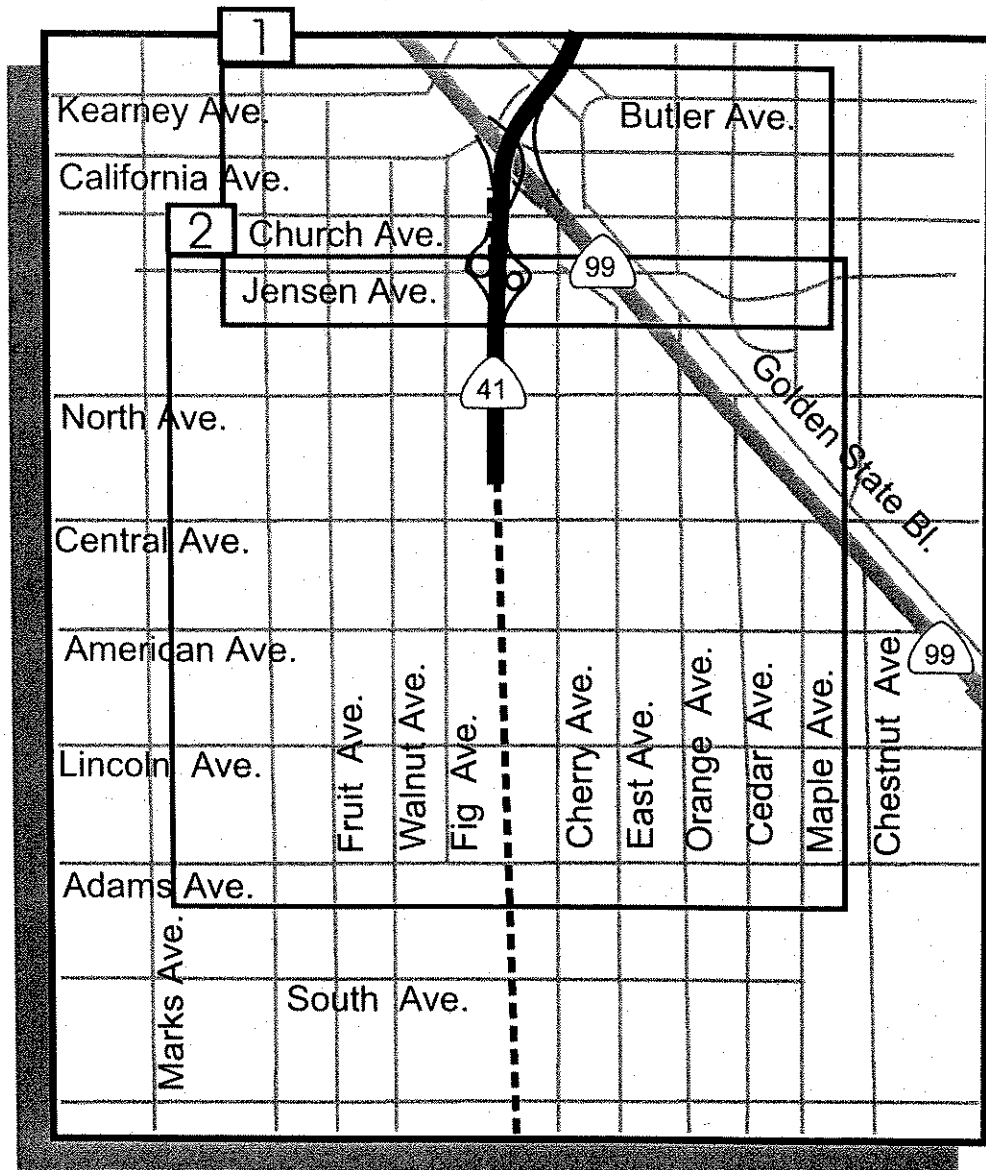
Local Street



Not to Scale

PROJECT DETAIL REPORT
URBAN PROGRAM

SR 41 Corridor – Adams to SR 99



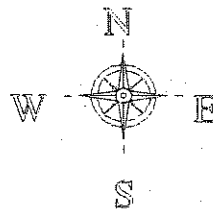
Legend:

IMPROVEMENTS

- Mainline Freeway
- Freeway Ramp
- Expressway

EXISTING FACILITIES

- Mainline Freeway
- Local Street



PROJECT DETAIL REPORT URBAN PROGRAM

SR 41 - Adams to Jensen

Project Length: 4.6 miles
Lead Agency: Caltrans
Authority ID: 1007b
Priority Rank: 10
ROW Status: 89%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON (Base Cost)

1988	\$15.18	
1991	\$23.34	+54%
1994	\$27.47	+18%
1996	\$32.40	+18%
2000	\$30.24	-7%

PROJECT DESCRIPTION

Construct a new 4-lane freeway between North and Jensen Aves. and a new 4-lane expressway between Adams and North all on new 6-lane freeway right of way. Project will includes an interchange at North Ave. Construction was completed in 1999.

PROJECT FUNDING

Measure C 87%
SB 300 13%

PROJECT COST ELEMENTS (Base Cost)

Person Years \$6.96
Right of Way 6.00
Construction 17.28
TOTAL \$30.24



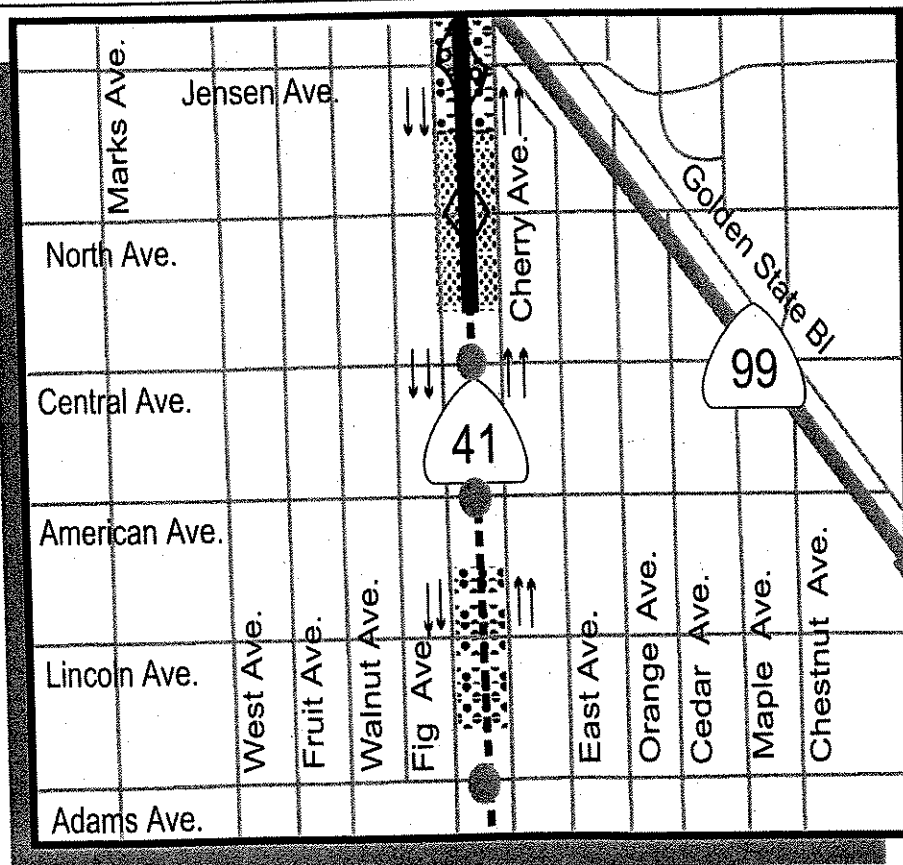
Legend:

Improvements

- Mainline Freeway
- Freeway Ramps
- Expressway
- Above Grade Improvement
- Below Grade Improvement
- Lane Improvements Each Direction
- At Grade Intersection

Existing Facilities

- Mainline Freeway
- Local Streets



PROJECT DETAIL REPORT URBAN PROGRAM

SR 41 - Jensen to SR 99

Project Length: 1.4 miles
Lead Agency: Caltrans
Authority ID: 1007a
Priority Rank: 10
ROW Status: 99%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON (Base Cost)

1988	\$16.59	
1991	\$26.28	+58%
1994	\$28.47	+8%
1996	\$32.35	+14%
2000	\$31.95	-1%

PROJECT DESCRIPTION

Construct a new 4-lane freeway on 6-lane right of way. The project includes construction of the SR99/SR41 interchange. Construction of the project was completed in 1999.

PROJECT FUNDING

Measure C 87%
SB 300 13%

PROJECT COST ELEMENTS (Base Cost)

Person Years \$6.36
Right of Way 3.50
Construction 22.09
TOTAL \$31.95



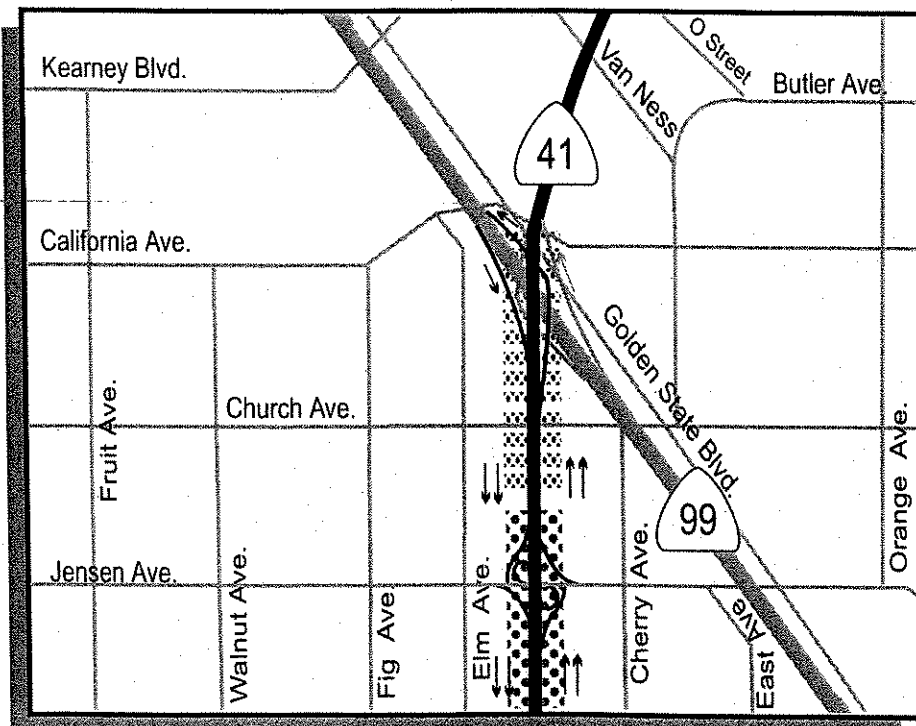
Legend:

Improvements

- Mainline Freeway
- Freeway Ramps
- Above Grade Improvement
- Below Grade Improvement
- Lane Improvements Each Direction
- At Grade Intersection

Existing Facilities

- Mainline Freeway
- Freeway Ramp
- Local Streets



PROJECT DETAIL REPORT URBAN PROGRAM

SR 41 - Audubon to Madera County Line

Project Length: 1.1 miles
Lead Agency: Caltrans
Authority ID: 1014
Priority Rank: 15
ROW Status: 90%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON (Base Cost)

1988	NA	
1991	NA	NA
1994	\$19.28	NA
1996	\$23.32	+6%
2000	18.16	-22%

PROJECT DESCRIPTION

Construct a new 4-lane freeway from Audubon to Madera County. Cost information reflects Fresno County work only. Construction completed in 1999.

PROJECT FUNDING

State STIP 100%

PROJECT COST ELEMENTS (Base Cost)

Person Years \$3.75
Right of Way 2.10
Construction 12.31
TOTAL \$18.16



Not to Scale

Legend:

Improvements

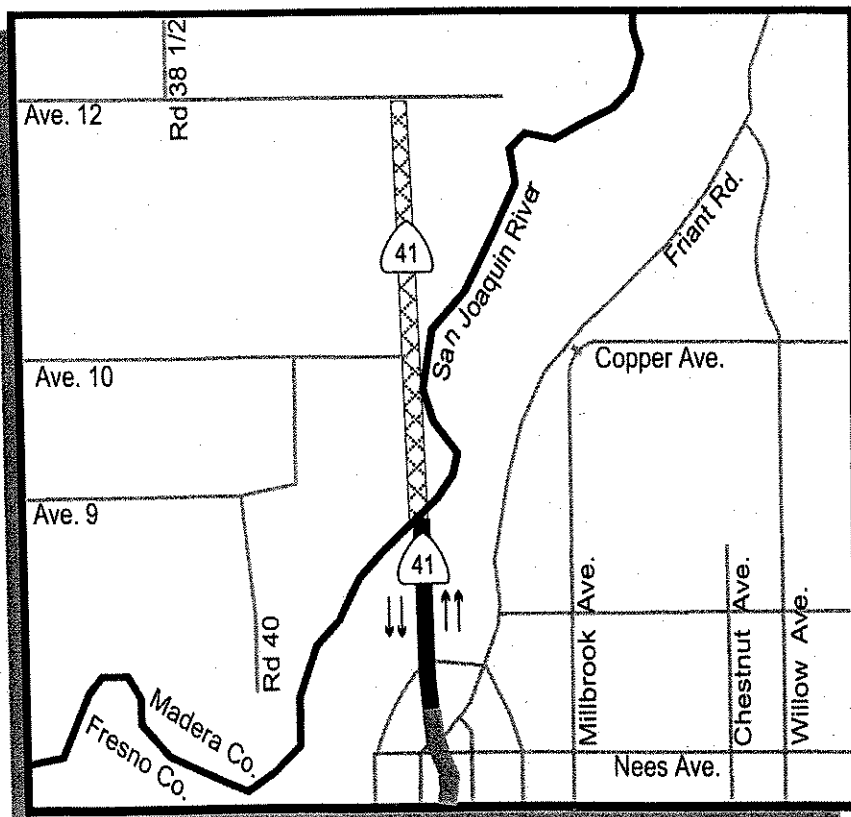
- Mainline Freeway
- Freeway Ramps
- Lane Improvements Each Direction

Planned Facilities

Mainline Freeway (Madera County)

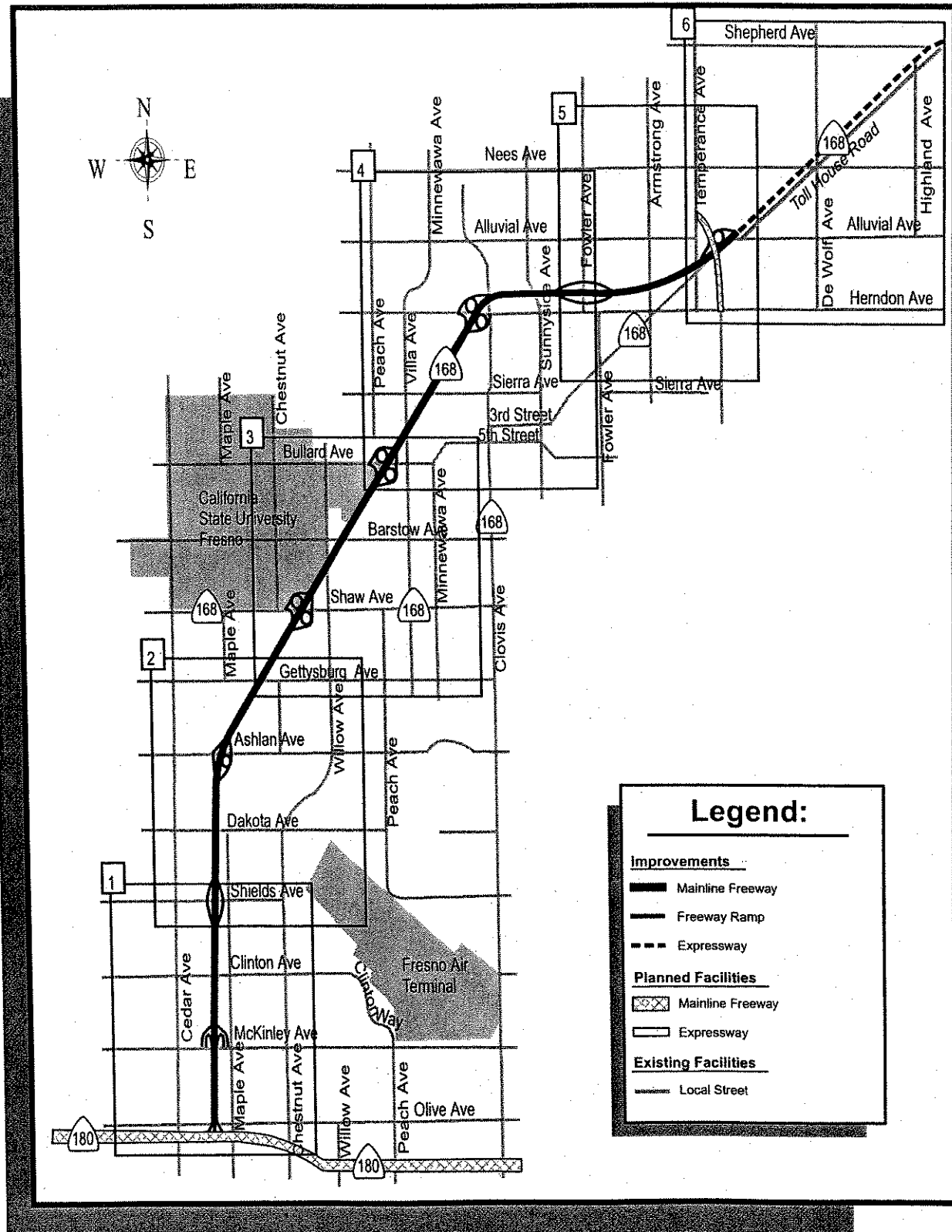
Existing Facilities

- Mainline Freeway
- Local Facilities



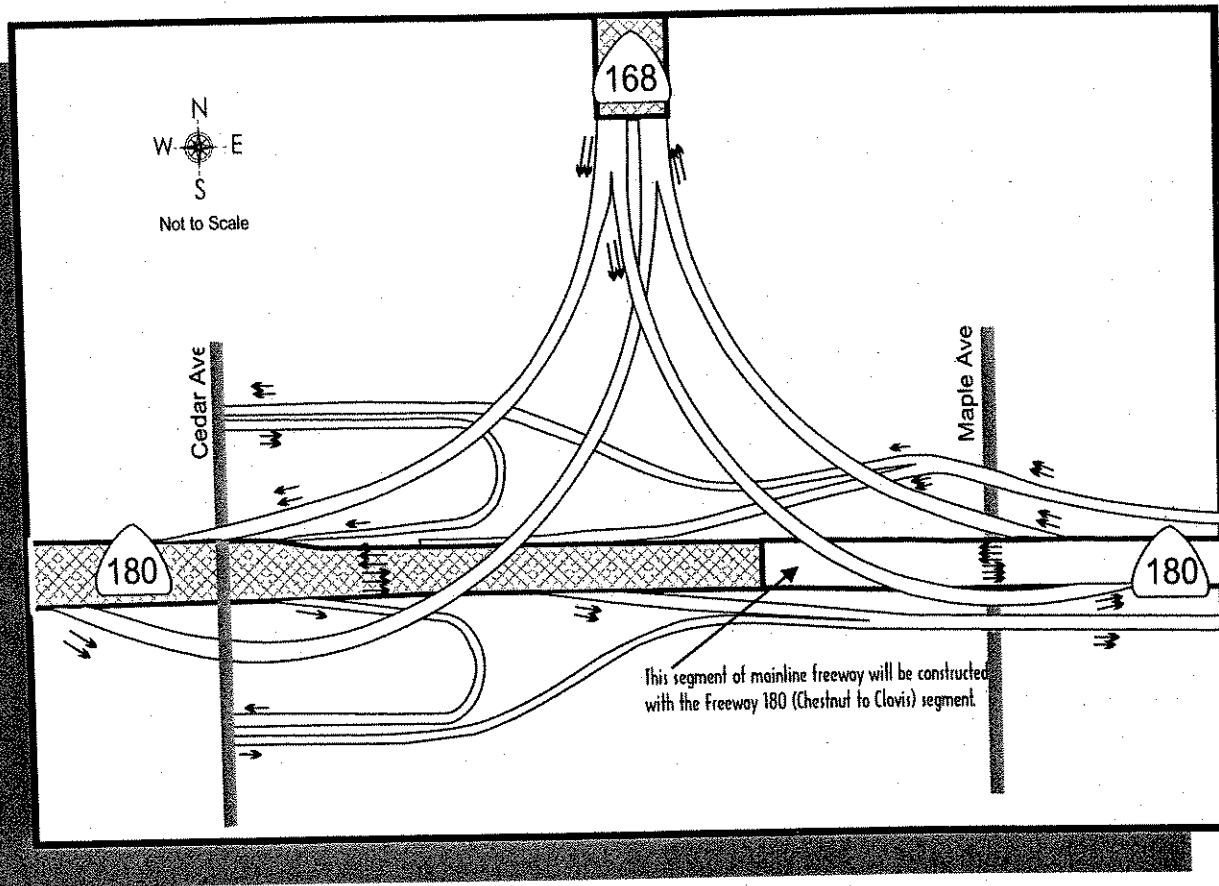
PROJECT DETAIL REPORT
URBAN PROGRAM

SR 168 Corridor – SR 180 to Temperance



PROJECT DETAIL REPORT
URBAN PROGRAM

SR 168 – SR 180 Freeway Interchange Geometrics



Legend:

↑↑ Lane Improvements Each Direction

Existing Local Street

Mainline Freeway

Ramps and Direct Connectors

PROJECT DETAIL REPORT URBAN PROGRAM

SR 168 -SR 180 to Shields

Project Length: 1.9 miles
Lead Agency: Caltrans
Authority ID: 1003a
Priority Rank: 3
ROW Status: 100%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON

(Base Cost)

Year	Base Cost	Change
1988	\$42.80	
1991	\$81.58	+91%
1994	\$83.19	+2.0%
1996	\$71.38	-14%
2000	\$73.49	+3%

PROJECT DESCRIPTION

Construct a 6-lane freeway plus auxilliary lanes within an eight lane right of way from freeway 180 to Shields. The project includes interchanges at SR 180, McKinley and Shields. Construction was completed in 1999.

PROJECT FUNDING

State STIP \$32.12
Measure C \$41.37

PROJECT COST ELEMENTS (Base Cost)

Person Years \$11.72
Right of Way 35.03
Construction 26.74
TOTAL \$73.49



Not to scale

Legend:

Improvements

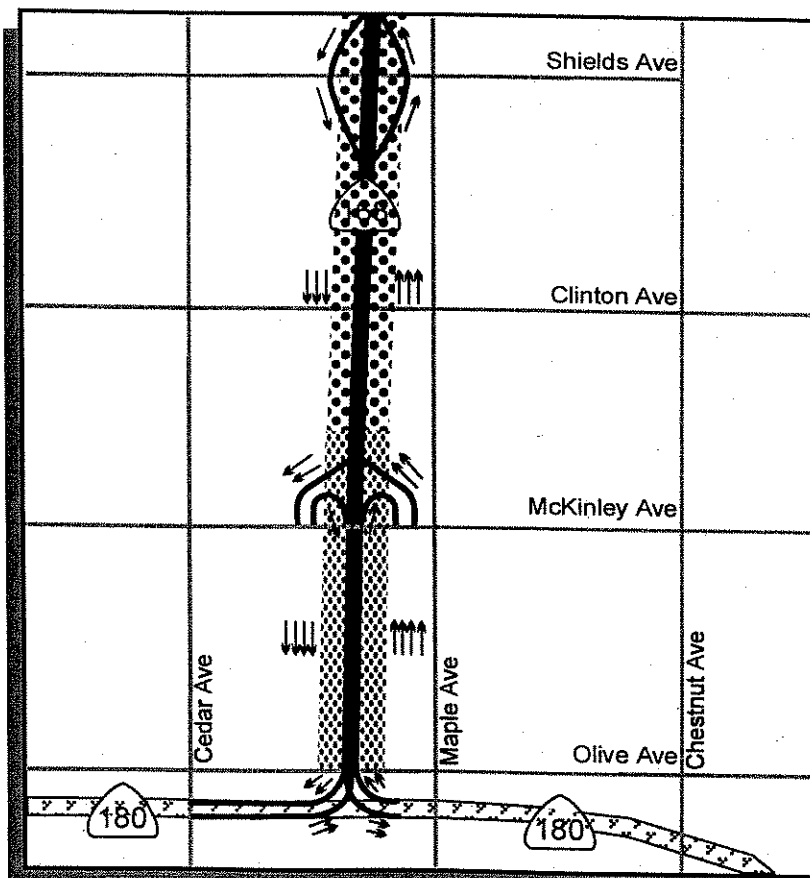
- Mainline Freeway
- Freeway Ramp
- Above Grade Improvement
- Below Grade Improvement
- Lane Improvements Each Direction

Planned Facilities

- Mainline Freeway

Existing Facilities

- Local Street



PROJECT DETAIL REPORT URBAN PROGRAM

SR 168 - Shields to Gettysburg

Project Length: 1.5 miles
Lead Agency: Caltrans
Authority ID: 1003b
Priority Rank: 3
ROW Status: 100%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON (Base Cost)

Year	Base Cost	% Change
1988	\$20.85	
1991	\$39.74	+91%
1994	\$40.53	+2.0%
1996	\$42.20	+4%
2000	\$41.98	-1%

PROJECT DESCRIPTION

Construct a 6-lane freeway within an eight lane right of way from Shields to Gettysburg. The project includes an interchange at Ashlan. Construction was completed in 1999.

PROJECT FUNDING

State STIP \$17.26
Measure C \$24.72

PROJECT COST ELEMENTS (Base Cost)

Person Years \$9.08
Right of Way 13.65
Construction 19.25
TOTAL \$41.98



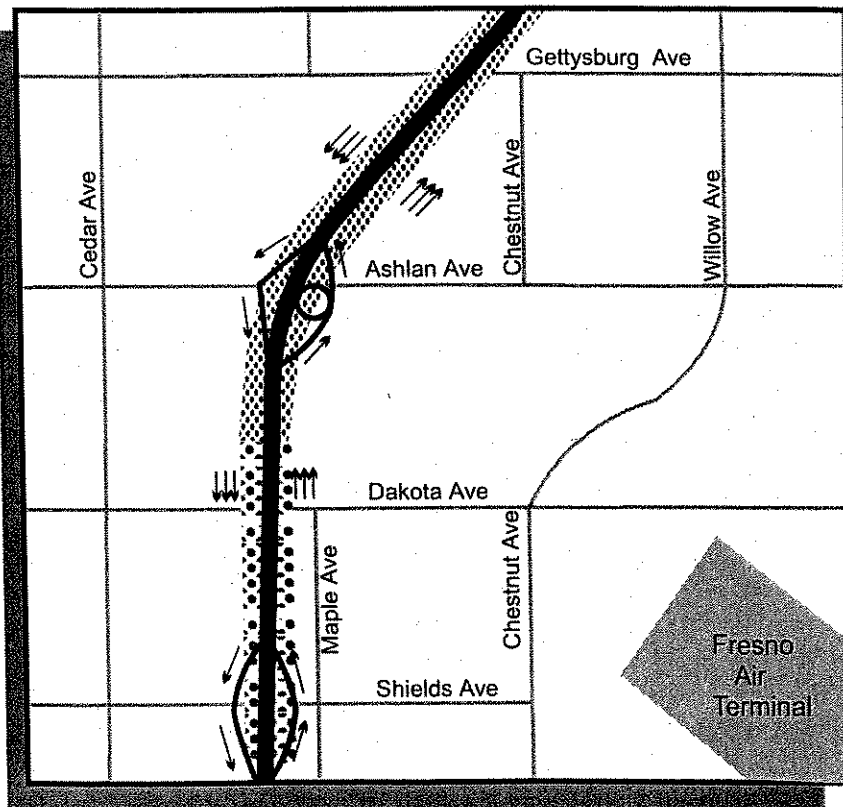
Legend:

Improvements

- Mainline Freeway
- Freeway Ramp
- Above Grade Improvement
- Below Grade Improvement
- Lane Improvements Each Direction

Existing Facilities

- Local Street



PROJECT DETAIL REPORT URBAN PROGRAM

SR 168 - Gettysburg to Bullard

Project Length: 1.9 miles
Lead Agency: Caltrans
Authority ID: 1003c
Priority Rank: 3
ROW Status: 100%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON

(Base Cost)

Year	Base Cost	Change
1988	\$17.28	
1991	\$32.95	+91%
1994	\$33.60	+2%
1996	\$52.80	+57%
2000	\$69.48	+32%
2004	69.33	N/A

PROJECT DESCRIPTION

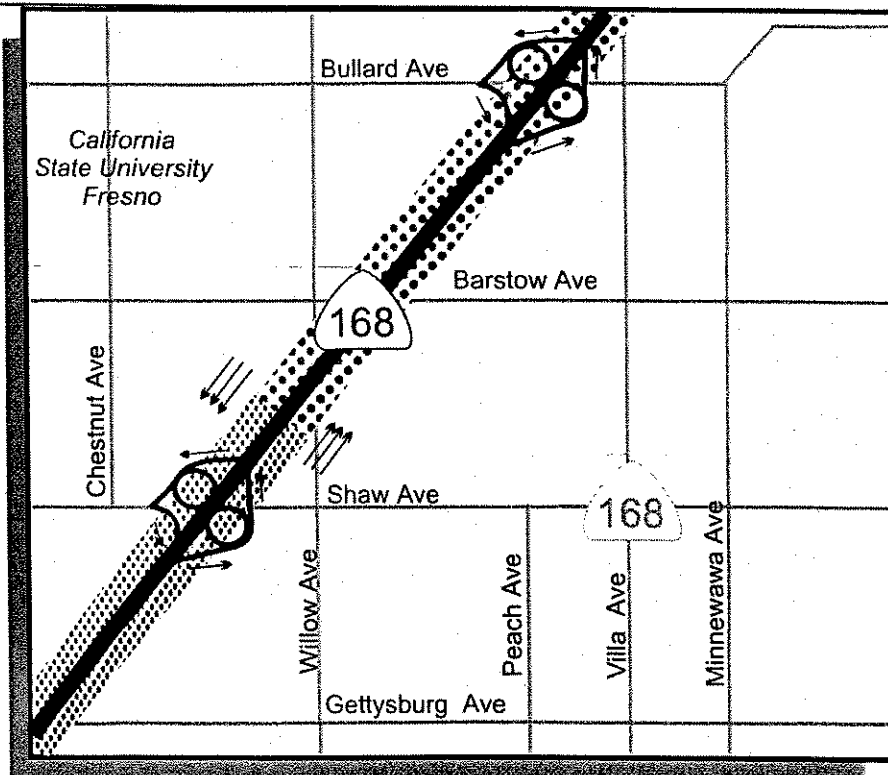
Construct a 6-lane freeway within an eight lane right of way from Gettysburg to Bullard. The estimated cost increase over the 1994 Plan represents a scope change in that the project now includes complete construction to Bullard rather than just earthwork north of Shaw. The project will include interchanges at Shaw and Bullard. Construction began in 1997.

PROJECT FUNDING

Measure C 89%
SB 300 11%

PROJECT COST ELEMENTS (Base Cost)

Person Years \$7.04
Right of Way 24.86
Construction 37.43
TOTAL \$69.33



Legend:

Improvements

- Mainline Freeway
- Freeway Ramp
- Above Grade Improvement
- Below Grade Improvement
- Lane Improvements Each Direction

Existing Facilities

- Local Street

PROJECT DETAIL REPORT URBAN PROGRAM

SR 168 - Bullard to Temperance

Project Length: 4.0 miles
Lead Agency: Caltrans
Authority ID: 1004&1009
Priority Rank: 4&12
ROW Status: 100%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON

(Base Cost)

Year	Base Cost	Change
1988	\$60.76	
1991	\$114.44	+88%
1994	\$102.68	-10%
1996	\$73.06	-29%
2000	\$97.45	+33%
2004	94.15	-3%

PROJECT DESCRIPTION

Construct a 4-lane freeway between Bullard and Temperance within an eight lane right of way. The project will include interchanges at Herndon, Fowler and Temperance. Construction began in the summer of 1999.

PROJECT FUNDING

Measure C 91.5%
SB 300 8.5%

PROJECT COST ELEMENTS (Base Cost)

Person Years \$16.49
Right of Way 23.22
Construction 54.44
TOTAL \$94.15



Legend:

Improvements

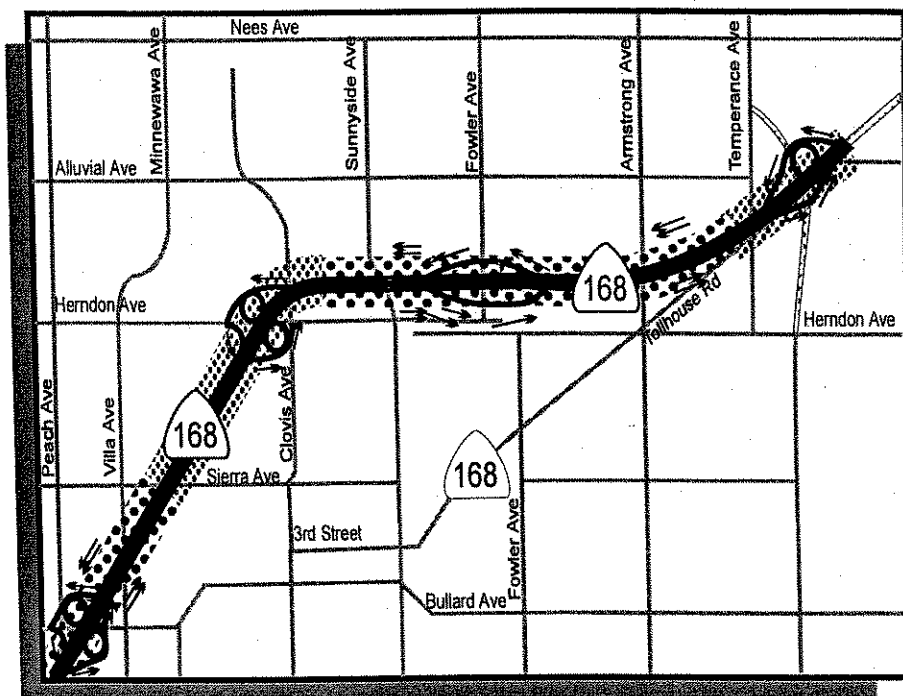
- Mainline Freeway
- Freeway Ramp
- Above Grade Improvement
- Below Grade Improvement
- Lane Improvements Each Direction

Existing Facilities

Local Street

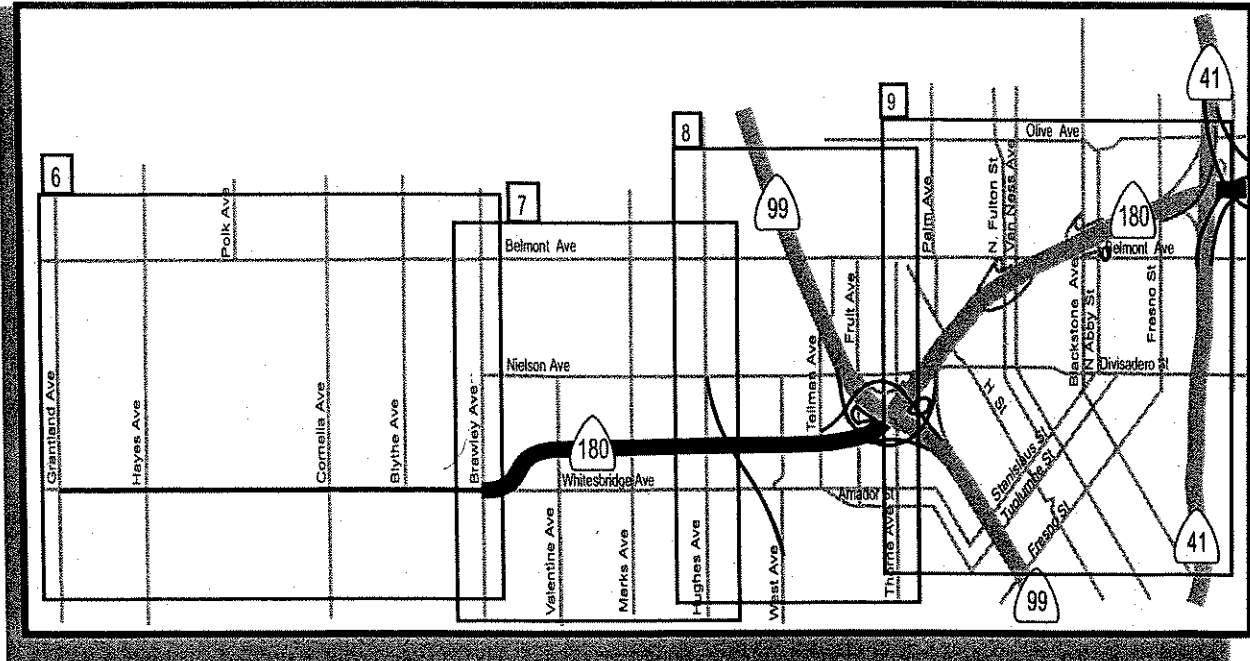
Planned Facilities

Expressway



PROJECT DETAIL REPORT URBAN PROGRAM

SR 180 Corridor – Grantland to SR 41



NOT TO SCALE

Legend:

Improvements

- Mainline Freeway
- Freeway Ramp
- Expressway
- Roadway

Existing Facilities

- Mainline Freeway
- Freeway Ramp
- Local Street

PROJECT DETAIL REPORT URBAN PROGRAM

SR 180 - Grantland to Brawley

Project Length: 3.3 miles
Lead Agency: Caltrans
Authority ID: 3007
Priority Rank: 11
ROW Status: 100%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON (Base Cost)

1988	\$3.04	
1991	\$3.62	+19%
1994	\$3.89	+7%
1996	\$4.40	+13%
2000	\$3.95	-10%
2004	3.47	-12%

PROJECT DESCRIPTION

AC overlay and widen existing facility to 40 feet within a 100 foot right of way. Drainage and intersection improvements will be constructed along the entire route with left turn channelization at Grantland. The project will include a passing lane (funded by Measure C).

PROJECT FUNDING

SHOPP 100%

PROJECT COST ELEMENTS (Base Cost)

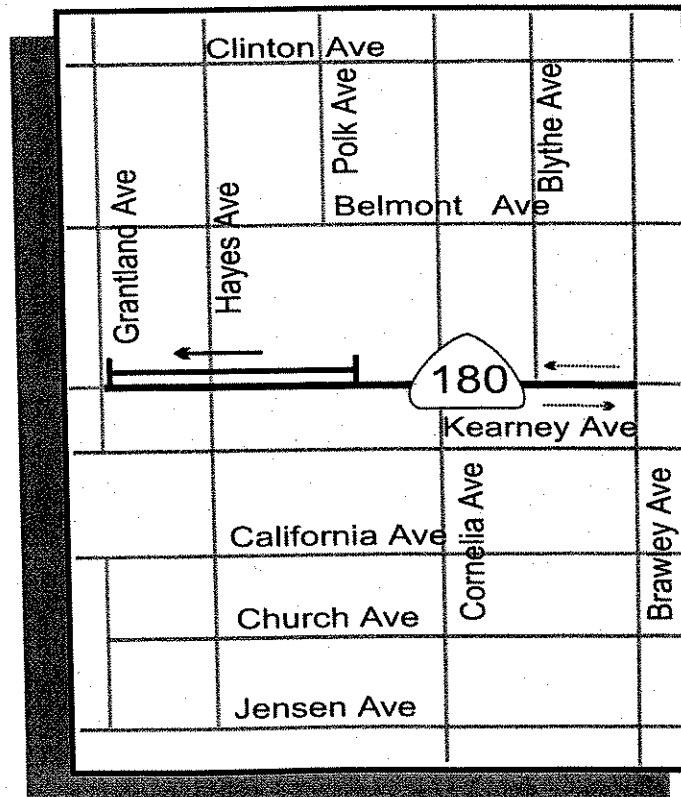
Person Years	\$0.05
Right of Way	1.09
Construction	2.81
TOTAL	\$3.95



Not to Scale

Legend:

- Improvements**
- Roadway
 - Passing Lane
- Existing Facilities**
- Local Street
 - Lanes Each Direction



PROJECT DETAIL REPORT URBAN PROGRAM

SR 180 - Hughes/West to SR 99 (incl. Hughes/West Connector)

Project Length: 1.4 miles
Lead Agency: Caltrans
Authority ID: 1010
Priority Rank: 13
ROW Status: 100%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON (Base Cost)

1988	NA*	
1991	NA*	NA
1994	NA*	NA
1996	\$26.95	NA
2000	\$46.38	+72%
2004	48.74	+5%

PROJECT DESCRIPTION

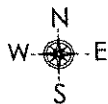
Construct a 6-lane freeway between Hughes/West and SR 99 all within 8-lane right of together with a 4-lane divided roadway on a new diagonal alignment in the vicinity of the 180 expressway project transitioning to existing 2-lane improvements 1/2 mile (+/-) north and south of the 180 alignment.

PROJECT FUNDING

STIP \$39.29
TEA 21 Demo \$ 5.40
Measure C \$ 4.05

PROJECT COST ELEMENTS (Base Cost)

Person Years 6.10
Right of Way 4.11
Construction 38.53
TOTAL \$48.74



Not to Scale

Legend:

Improvements

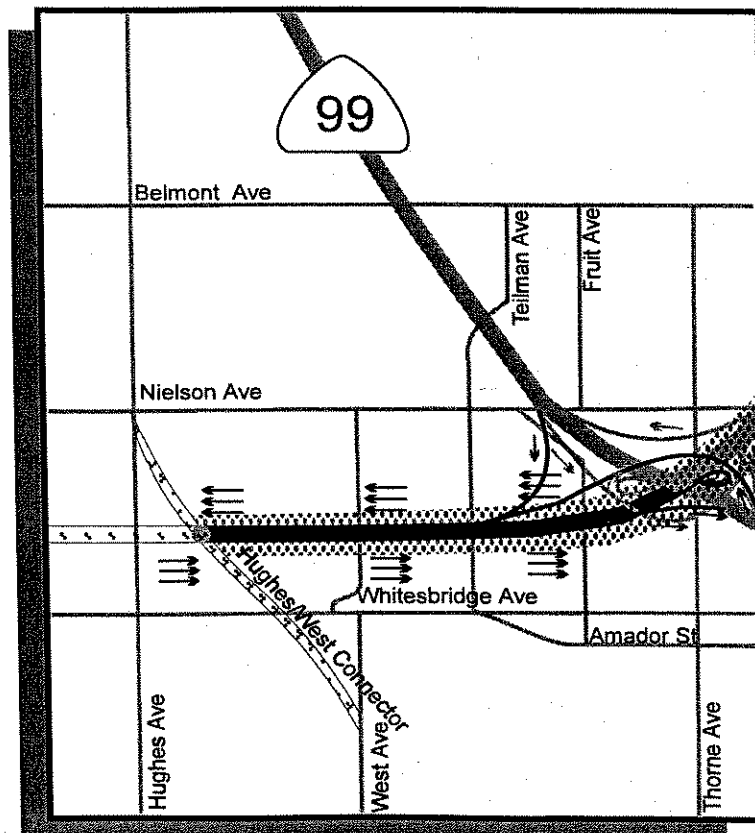
- Mainline Freeway
- Freeway Ramp
- Expressway
- Above Grade Improvement
- Below Grade Improvement
- Lane Improvements Each Direction

Planned Facilities

- Expressway
- Local Street

Existing Facilities

- Mainline Freeway
- Freeway Ramp
- Local Street
- At Grade Intersection



PROJECT DETAIL REPORT URBAN PROGRAM

SR 180 - SR 99 to SR 41

Project Length: 2.2 miles
Lead Agency: Caltrans
Authority ID: 1001
Priority Rank: 1
ROW Status: 100%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON

(Base Cost)

Year	Base Cost	Change
1988	\$40.75	
1991	\$70.63	73%
1994	\$70.63	0%
1996	\$72.35	+2%

PROJECT DESCRIPTION

Construct a 6-lane freeway between SR 99 and SR 41 within 8-lane right of way. Project includes SR 99/SR 180 interchange. Construction is complete

PROJECT FUNDING

State STIP 100%

PROJECT COST ELEMENTS (Base Cost)

Person Years	\$15.04
Right of Way	20.11
Construction	37.20
TOTAL	\$72.35



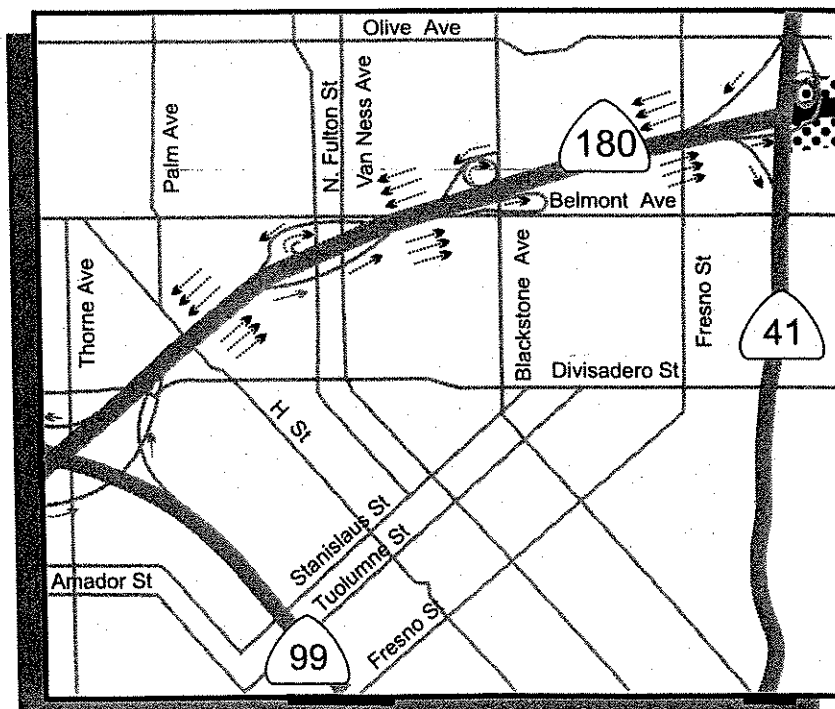
Legend:

Improvements

- Mainline Freeway
- Freeway Ramp
- Above Grade Improvement
- Below Grade Improvement

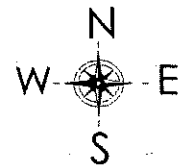
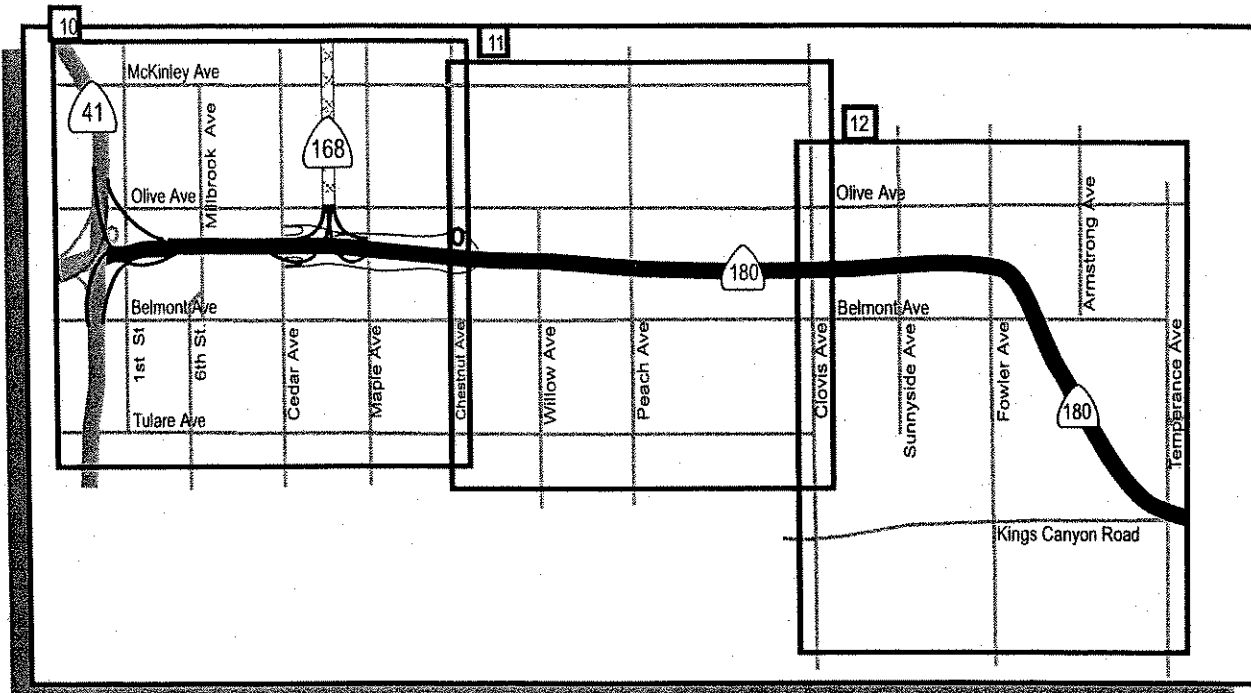
Existing Facilities

- Mainline Freeway
- Freeway Ramp
- Local Street
- Lanes Each Direction



PROJECT DETAIL REPORT URBAN PROGRAM

SR 180 Corridor – SR 41 to Temperance



NOT TO SCALE

Legend:

Improvements

- Mainline Freeway
- Freeway Ramp
- Expressway

Planned Facilities

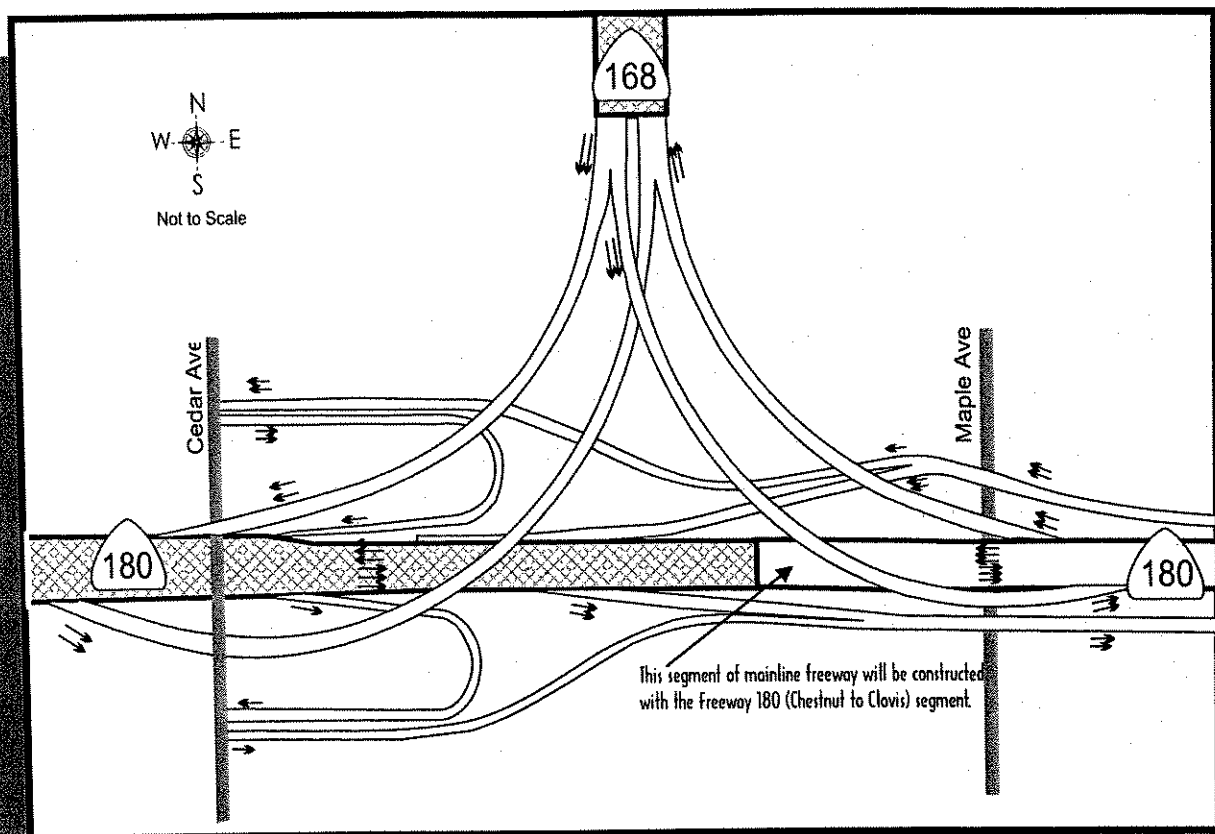
Mainline Freeway

Existing Facilities

Local Street

PROJECT DETAIL REPORT
URBAN PROGRAM

SR 180 – SR 168 Freeway Interchange Geometrics



Legend:

- | | |
|----------------------------------|-----------------------------|
| Lane Improvements Each Direction | Mainline Freeway |
| Existing Local Street | Ramps and Direct Connectors |

PROJECT DETAIL REPORT URBAN PROGRAM

SR 180 - SR 41 to Chestnut

Project Length: 2.6 miles
Lead Agency: Caltrans
Authority ID: 1002
Priority Rank: 2
ROW Status: 100%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON (Base Cost)

1988	\$63.82	
1991	\$64.16	+1%
1994	\$83.28	+30%
1996	\$86.28	+4%
2000	79.40	-8%

PROJECT DESCRIPTION

Construct a 6-lane freeway between SR 41 and Chestnut Ave. within 8-lane right of way. Project includes SR 41 and SR 168 (partial) freeway connections and interchanges at Cedar and Chestnut (partial) Aves. The construction was completed in 1999

PROJECT FUNDING

State STIP 100%

PROJECT COST ELEMENTS (Base Cost)

Person Years	\$6.43
Right of Way	27.20
Construction	45.77
TOTAL	\$79.40



Not to Scale

Legend:

Improvements

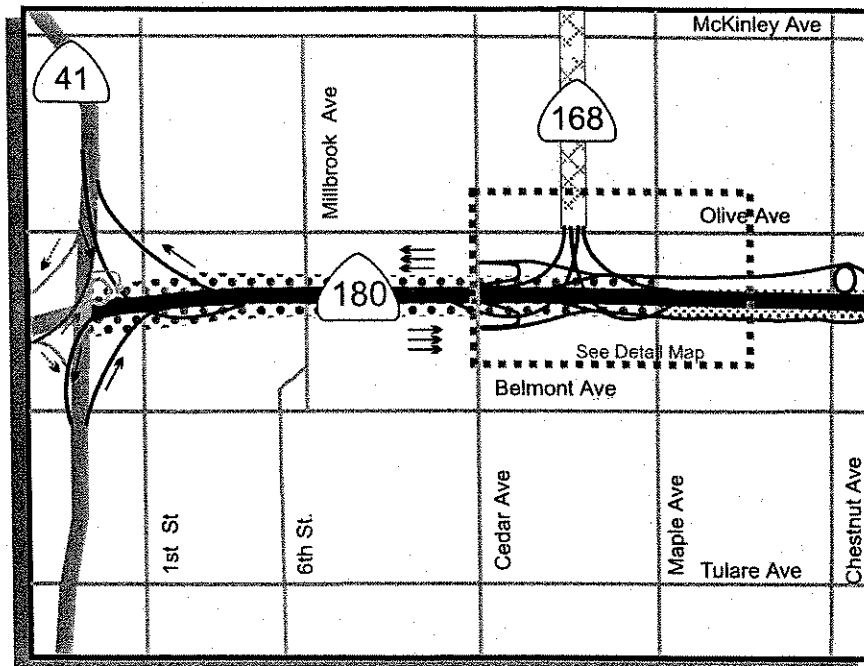
- Mainline Freeway
- Freeway Ramp
- Above Grade Improvement
- Below Grade Improvement
- Lane Improvements Each Direction

Planned Facilities

- Planned Mainline Freeway

Existing Facilities

- Mainline Freeway
- Freeway Ramp
- Local Street



PROJECT DETAIL REPORT URBAN PROGRAM

SR 180 - Chestnut to Fowler

Project Length: 2.9 miles
Lead Agency: Caltrans
Authority ID: 1006
Priority Rank: 9
ROW Status: 100%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON (Base Cost)		
1988	\$34.61	
1991	\$65.23	+88%
1994	\$88.05	+35%
1996	\$67.35	-23%
2000	\$98.64	+46%
2004	104.76	+6%

PROJECT DESCRIPTION

Construct a 6-lane freeway between Chestnut and Clovis Aves. within 8-lane right of way. Project includes interchanges at Chestnut, Peach and Clovis Aves. Right of way acquisition and fill only east of Clovis Ave. Construction is nearly complete.

PROJECT FUNDING

STIP \$90.22
Measure C \$14.54

PROJECT COST ELEMENTS (Base Cost)

Person Years \$12.60
Right of Way 33.14
Construction 59.02
TOTAL \$98.64



Not to Scale

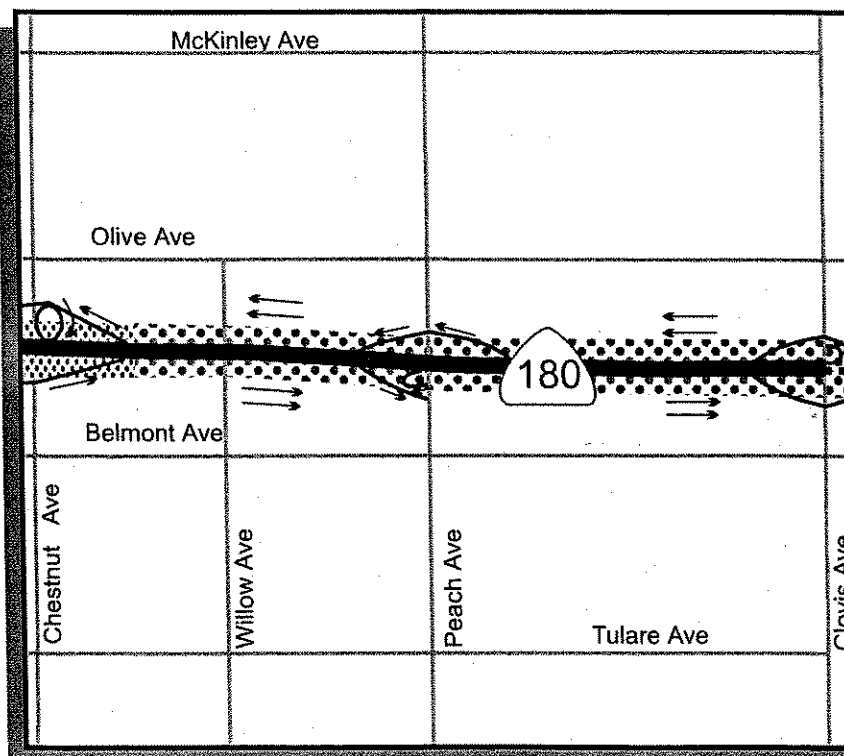
Legend:

Improvements

- Mainline Freeway
- Freeway Ramp
- Above Grade Improvement
- Below Grade Improvement
- Lane Improvements Each Direction

Existing Facilities

- Local Street



PROJECT DETAIL REPORT URBAN PROGRAM

Herndon Ave - Palm to Cedar Aves.

Project Length: 3.00 miles
Lead Agency: City of Fresno
Authority ID: 1005&1013
Priority Rank: 5
ROW Status: 100%
Nominating Agency: Fresno/Clovis

PLAN TO PLAN COMPARISON (Base Cost)

1988	\$6.52	
1991	\$9.96	+53%
1994	\$10.26	+3%
1996	\$7.85	-23%

PROJECT DESCRIPTION

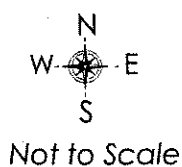
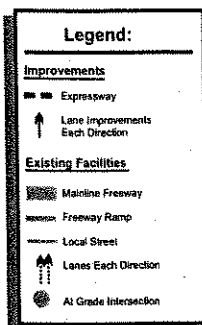
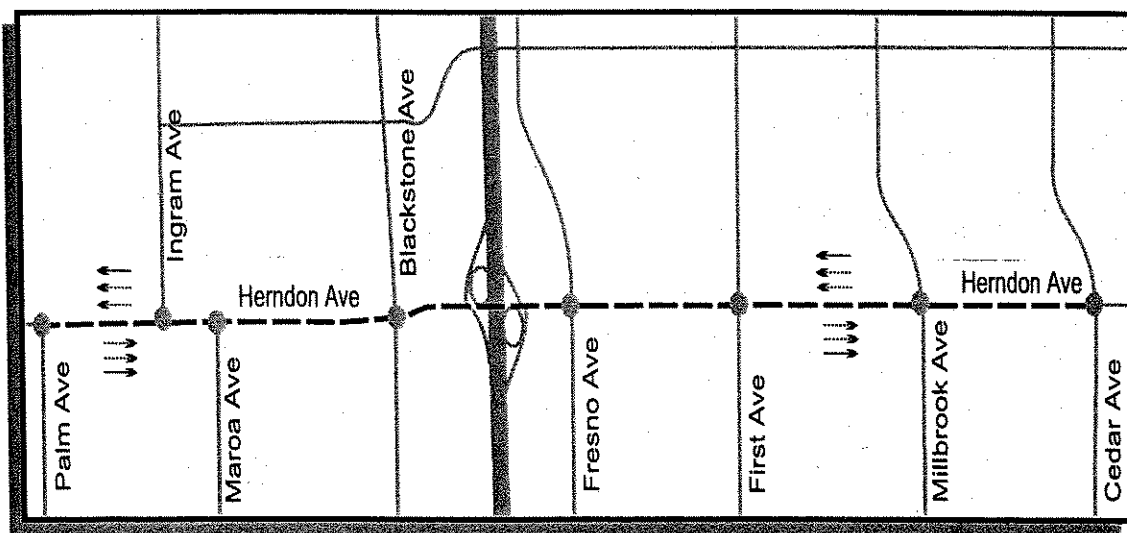
Widen existing facility from four to six lanes.

PROJECT FUNDING

Measure C 85%
SB 300 15%

PROJECT COST ELEMENTS (Base Cost)

Person Years \$0.73
Right of Way 0.56
Construction 6.56
TOTAL \$7.85



PROJECT DETAIL REPORT URBAN PROGRAM

Willow Ave - Shaw to Herndon Aves.

Project Length: 2.00 miles
Lead Agency: City of Fresno
Authority ID: 4006
Priority Rank: 5
ROW Status: 100%
Nominating Agency: City of Fresno

PLAN TO PLAN COMPARISON (Base Cost)

1988	\$5.56	
1991	\$5.27	-5%
1994	\$5.70	+8%
1996	\$5.04	-12%

PROJECT DESCRIPTION

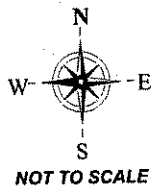
Construct a new 4-lane divided facility.

PROJECT FUNDING

Measure C 85%
SB 300 15%

PROJECT COST ELEMENTS (Base Cost)

Person Years \$0.42
Right of Way 0.45
Construction 4.17
TOTAL \$5.04



Legend:

Improvements

- Roadway
- ↑ Lane Improvements Each Direction

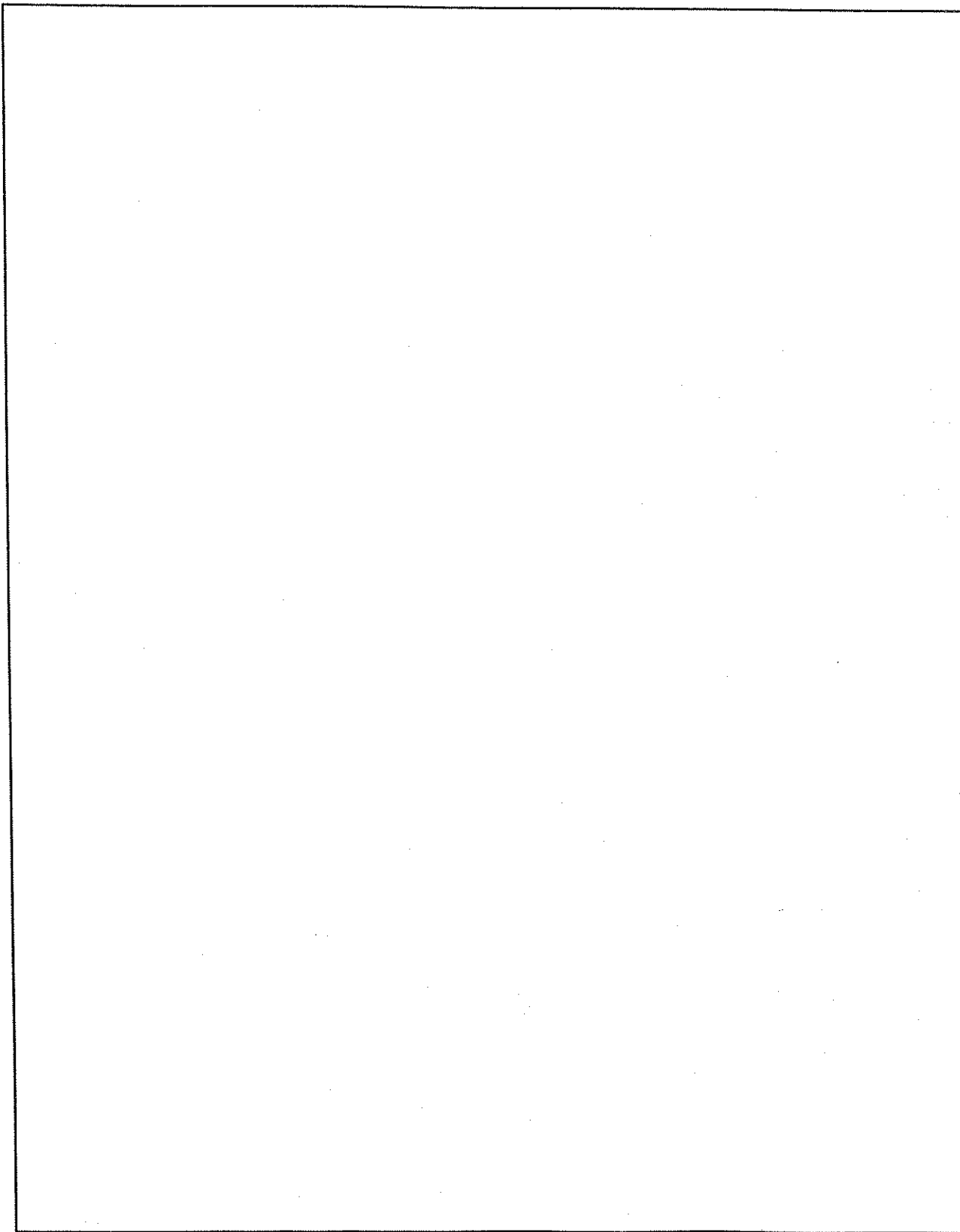
Planned Facilities

- ▭ Planned Mainline Freeway
- ▭ Planned Freeway Ramp

Existing Facilities

- Local Street
- ↑↓ Lanes Each Direction

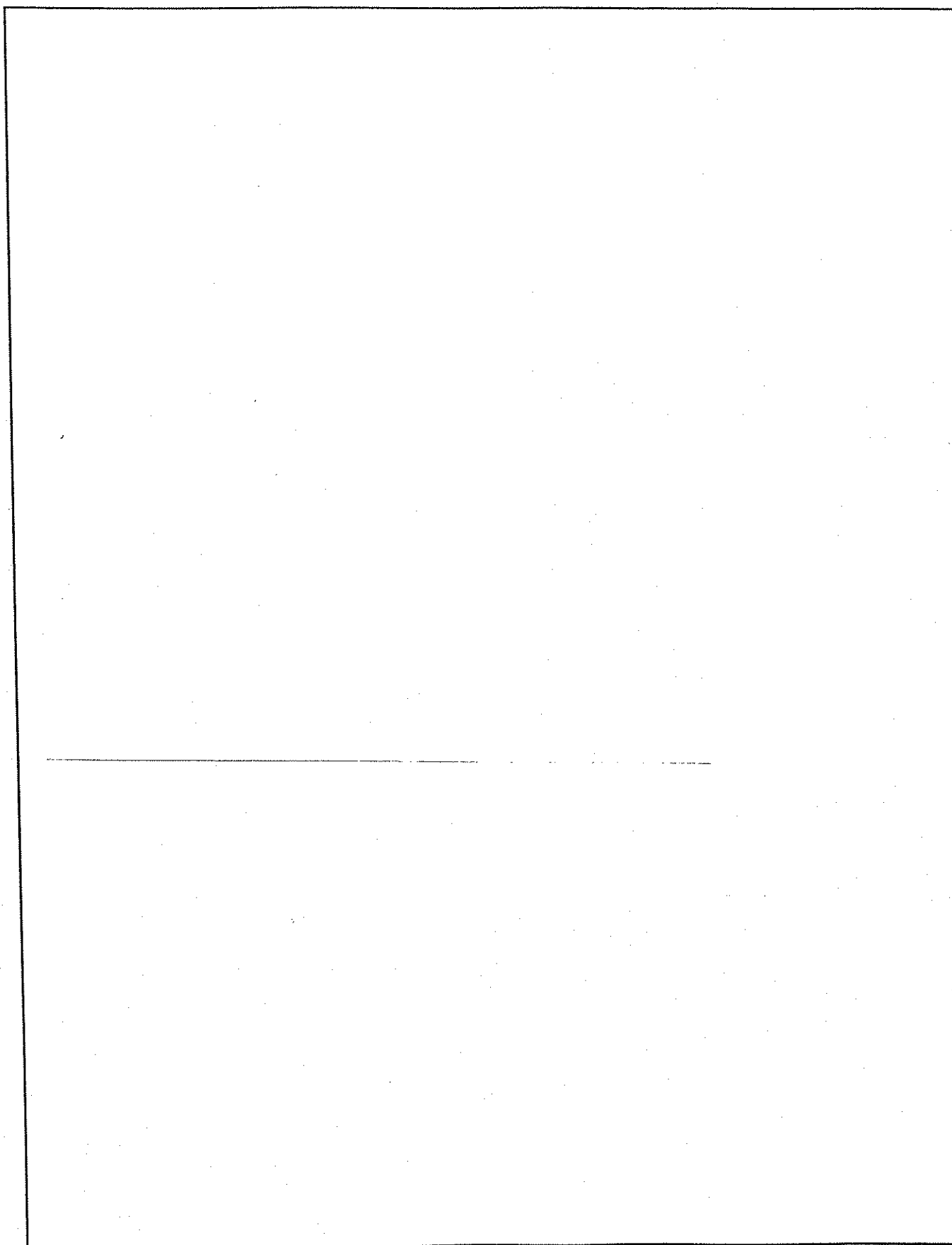


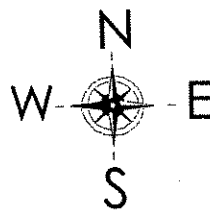


Appendix

B

Rural Area Project Detail Reports



SR 180 Corridor – Whitesbridge to Grantland

Legend:

Existing Facilities

Local Street

PROJECT DETAIL REPORT RURAL PROGRAM

SR 180 - Passing Lanes

Project Length: 4.70 miles
Lead Agency: Caltrans
Authority ID: 2013
Priority Rank: 9
ROW Status: 0%
Nominating Agency: Kerman/Mendota

PLAN TO PLAN COMPARISON (Base Cost)		
1988	\$3.12	
1991	\$5.99	+92%
1994	\$2.00	-67%
1996	\$2.55	+28
2000	0.51	N/A%
2004	4.57	+177%

PROJECT DESCRIPTION

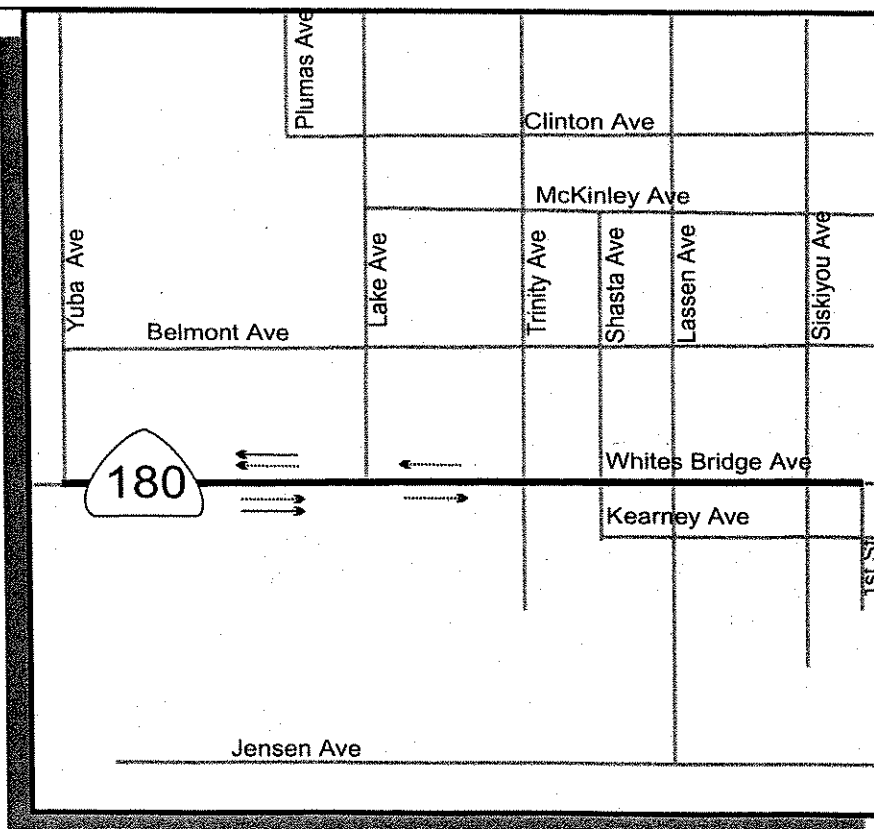
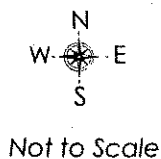
Construct passing lanes on SR 180 between the cities of Kerman and Mendota. Costs in the above comparison chart prior to 2000 reflect three sets of passing lanes rather than the currently planned project.

PROJECT FUNDING

Measure C 100%

PROJECT COST ELEMENTS (Base Cost)

Person Years \$0.08
Right of Way 0.00
Construction 4.49
TOTAL \$4.57



Legend:

Improvements

— Roadway

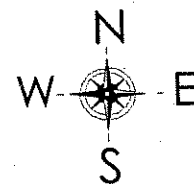
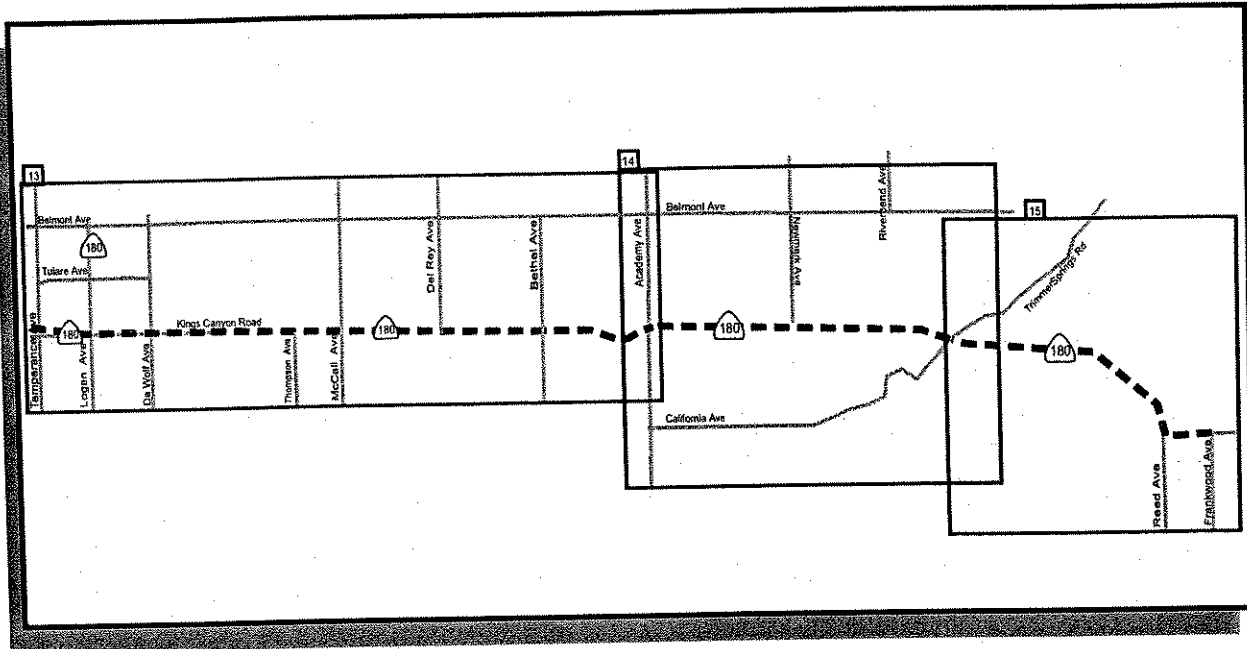
Existing Facilities

— Local Street

↑ Lanes Each Direction

PROJECT DETAIL REPORT
RURAL PROGRAM

SR 180 Corridor – Temperance to Frankwood



NOT TO SCALE

Legend:

Improvements
--- Expressway

Existing Facilities
— Local Street

PROJECT DETAIL REPORT RURAL PROGRAM

SR 180 - Temperance to Academy

Project Length: 6.00 miles
Lead Agency: Caltrans
Authority ID: 2011
Priority Rank: 1
ROW Status: 50%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON (Base Cost)		
1988	\$14.32	
1991	\$15.20	+6%
1994	\$22.51	+48%
1996	\$30.85	+37%
2000	\$33.51	+9%
2004	52.19	+56%
2007	89.00	+71%

PROJECT DESCRIPTION

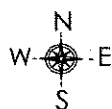
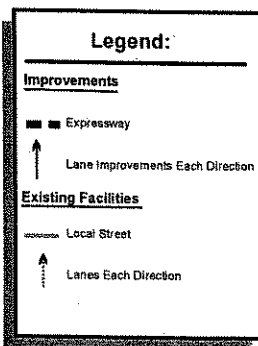
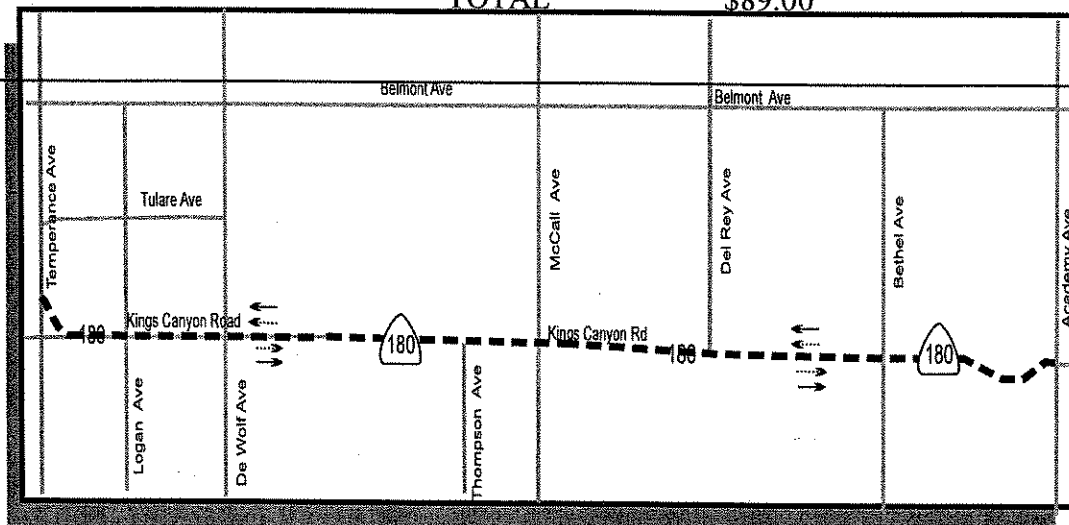
Construct a 4-lane expressway on existing alignment. Construction is scheduled to begin in 2008/09.

PROJECT FUNDING

STIP \$50.57
Measure C \$38.43

PROJECT COST ELEMENTS (Base Cost)

Person Years \$3.59
Right of Way 24.94
Construction 60.47
TOTAL \$89.00



Not to Scale

PROJECT DETAIL REPORT RURAL PROGRAM

SR 180 - Academy to Trimmer Springs Road

Project Length: 3.40 miles
Lead Agency: Caltrans
Authority ID: 2010
Priority Rank: 3
ROW Status: 20%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON (Base Cost)

1988	\$15.16	
1991	\$13.99	-8%
1994	\$14.91	+7%
1996	\$16.35	+10%
2000	\$19.72	+21%
2004	31.14	58%

PROJECT DESCRIPTION

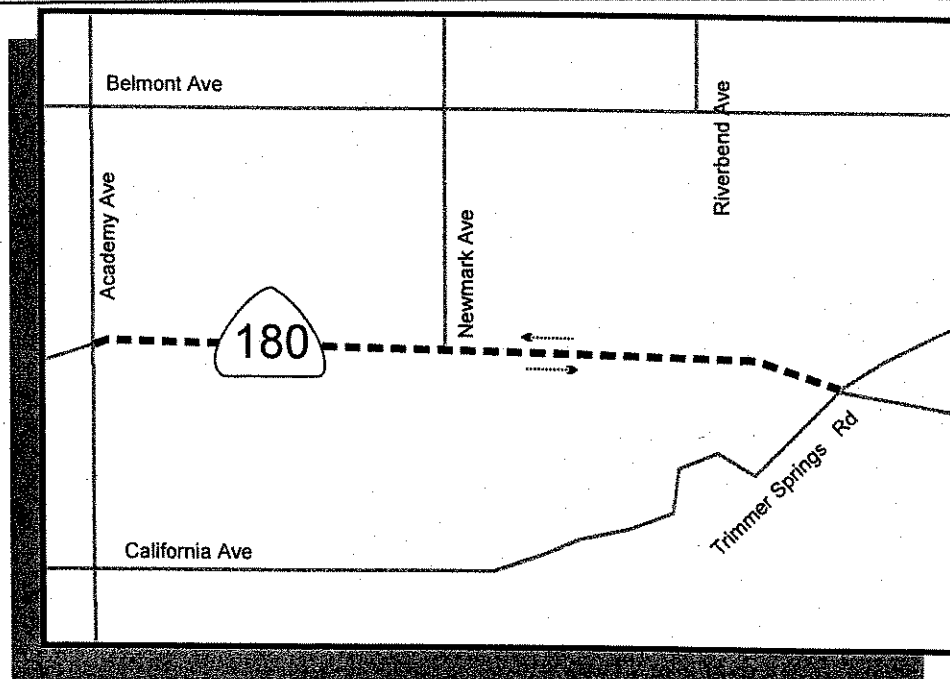
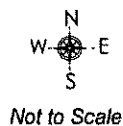
Construct a 2-lane expressway on existing alignment within a 4-lane right of way. Construction is scheduled to begin in 2006/07.

PROJECT FUNDING

Measure C 74%
STIP 26%

PROJECT COST ELEMENTS (Base Cost)

Person Years \$6.64
Right of Way 12.15
Construction 12.35
TOTAL \$31.14



Legend:

Improvements

Expressway



Lane Improvements Each Direction

Existing Facilities

Local Street



Lanes Each Direction

**PROJECT DETAIL REPORT
RURAL PROGRAM**

SR 180 - Trimmer Springs Road to Frankwood Ave.

Project Length: 3.20 miles
Lead Agency: Caltrans
Authority ID: 2009
Priority Rank: 4
ROW Status: 10%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON (Base Cost)		
1988	\$15.37	
1991	\$16.19	+5%
1994	\$13.09	-19%
1996	\$12.85	-2%
2000	\$13.25	+3%
2004	10.82	+66%

PROJECT DESCRIPTION

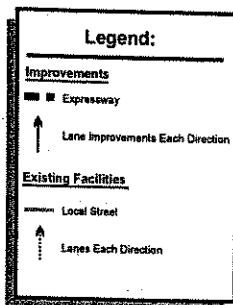
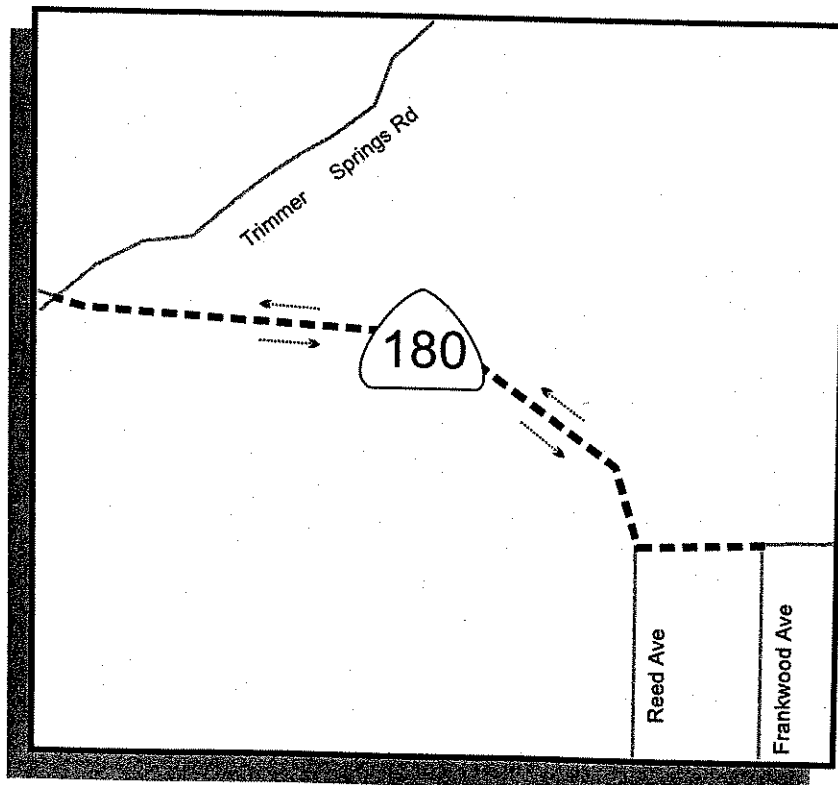
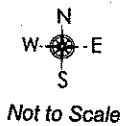
Acquire right of way for a 2-lane expressway on existing alignment within a 4-lane right of way. Funding for construction is not available within the resources identified for this update.

PROJECT FUNDING

Measure C 53%
STIP 47%

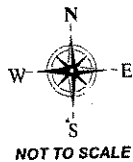
PROJECT COST ELEMENTS (Base Cost)

Person Years \$4.09
Right of Way 6.73
Construction 0.00
TOTAL \$10.82



PROJECT DETAIL REPORT
RURAL PROGRAM

Academy Corridor – SR 99 to SR 168



Legend:

Improvements

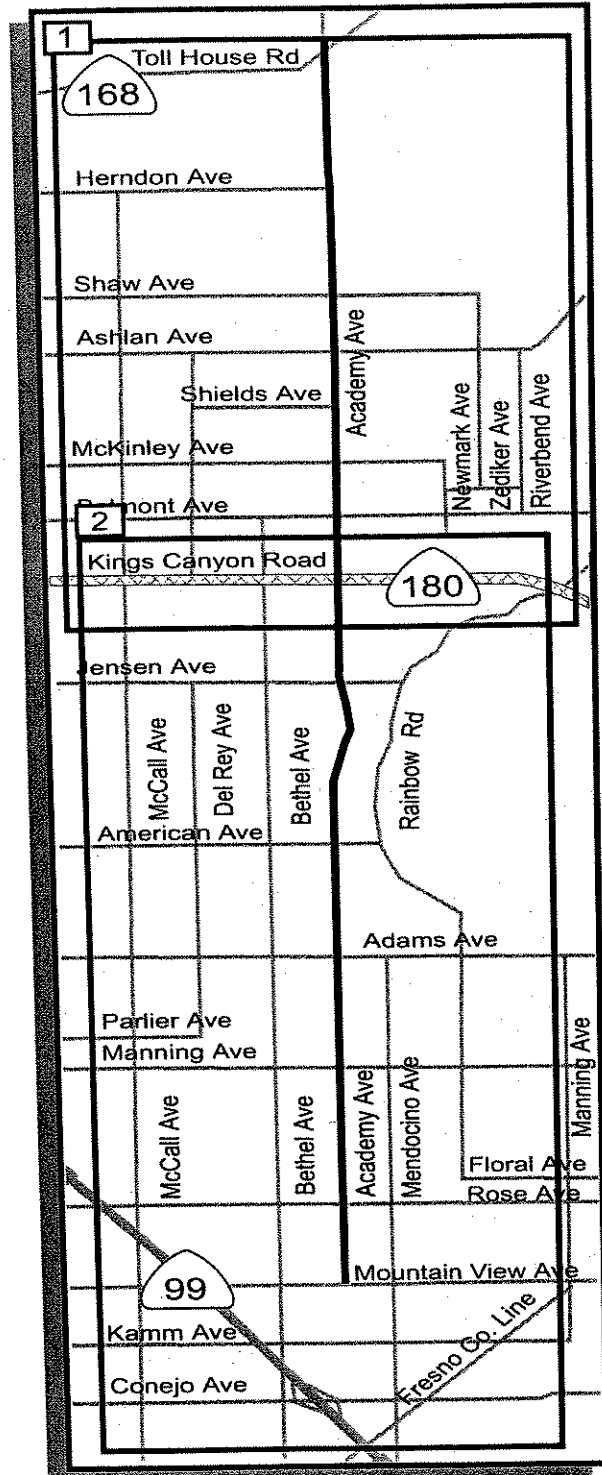
- Roadway
- Corridor of Improvement

Planned Facilities

- ▨ Planned Mainline Freeway

Existing Facilities

- ▨ Mainline Freeway
- Local Street



PROJECT DETAIL REPORT RURAL PROGRAM

Academy – Mt.View to SR 180

Project Length: 14.00 miles
Lead Agency: Fresno County
Authority ID: 2017a
Priority Rank: 26
ROW Status: 23%
Nominating Agency: Sanger

PLAN TO PLAN COMPARISON

(Base Cost)

Year	Base Cost	% Change
1988	NA	
1991	\$9.59	
1994	\$9.59	
1996	\$17.00	+77%
2000	\$16.50	-3%
2004	28.12	+70%
2007	42.15	+150%

PROJECT DESCRIPTION

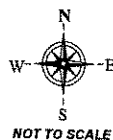
Consensus for the Academy alignment has been reached. Improvements will consist of a 2-lane facility between Mountain View and Manning Aves and a 4-lane roadway between Manning Ave and SR 180. Phase I traffic improvements within Sanger are included.

PROJECT FUNDING

Measure C 100%

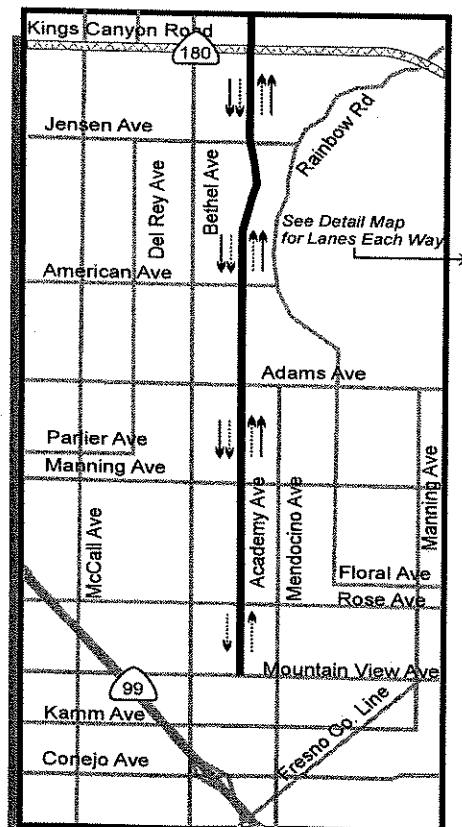
PROJECT COST ELEMENTS (Base Cost)

Person Years	\$6.61
Right of Way	5.95
Construction	29.59
TOTAL	\$42.15



Legend:

- Improvements**
 - Roadway
 - Area of Roadway Improvements
 - Lane Improvements Each Direction
- Planned Facilities**
 - Planned Mainline Freeway
- Existing Facilities**
 - Mainline Freeway
 - Local Street
 - Lanes Each Direction



PROJECT DETAIL REPORT RURAL PROGRAM

Academy - SR 180 to SR 168

Project Length: 9.50 miles
Lead Agency: Fresno County
Authority ID: 2017b
Priority Rank: 26
ROW Status: 100%
Nominating Agency: Sanger

PLAN TO PLAN COMPARISON (Base Cost)		
1988	NA	
1991	\$6.08	
1994	\$6.08	
1996	\$9.25	+52%
2000	\$12.09	+31%
2004	15.52	+28%
2007	18.15	+17%

PROJECT DESCRIPTION

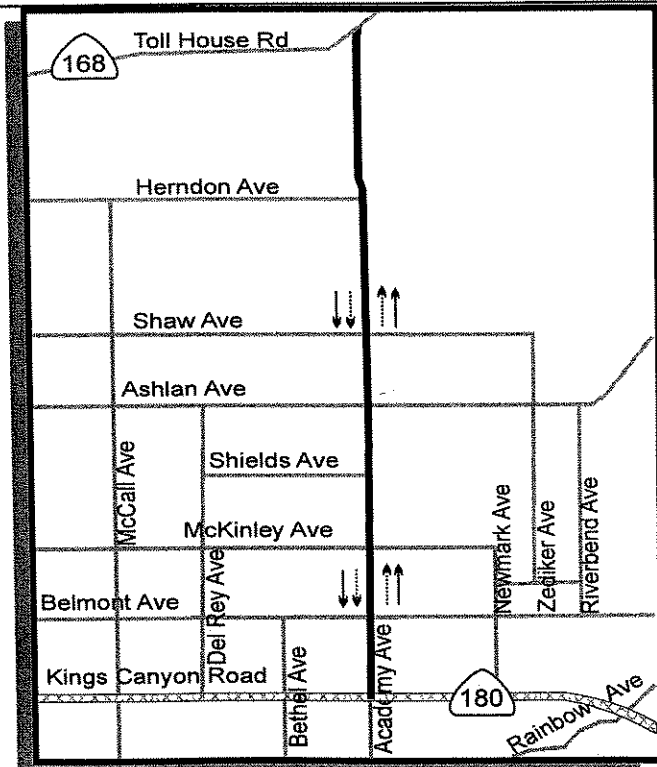
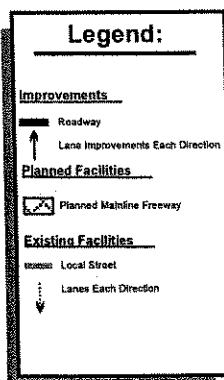
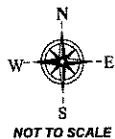
Proposed project geometrics consist of widening the existing 2-lane facility to 4-lanes between SR 180 and Shaw Ave. and 2-lanes between Shaw Ave. and SR 168.

PROJECT FUNDING

Measure C 100%

PROJECT COST ELEMENTS (Base Cost)

Person Years \$3.71
Right of Way 2.99
Construction 11.45
TOTAL \$18.15



Other Candidate Projects for the Rural Area

<u>Route</u>	<u>Limits</u>	<u>Project Description</u>
33	Jayne - Gayle; Palmer - Belmont	AC overlay/widen to 32'(portions)
33	Kings County Line - Jayne	AC overlay
63	American - Rt. 180	AC overlay/widen to 28'-32- ROW req'd
63	Tulare County Line - American	AC overlay/widen to 32
99	Manning - Clovis	Widen freeway to 8 lanes
99	Tulare Co.Line - Floral	Widen freeway to 6 lanes
145	SPRR Crossing - Shaw	AC overlay/widen to 40' ROW req'd
145	McMullin Grade - Lincoln	AC overlay/widen to 40' ROW req'd
145	I-5 - Madera Ave.	AC overlay/widen to 40' ROW req'd
168	Shepherd - Millerton	2 lane exprwy on 4 lane frwy ROW
168	Millerton - Lodge	2 lane exprwy on 4 lane frwy ROW
168	Pine Ridge - Bretz Mill Rd.	4 lane exprwy on 4 lane frwy ROW
168	Bretz Mill Rd.-Huntington Lake Rd.	4 lane exprwy on 4 lane frwy ROW
180/Shlds/Blmn		
Fairfax	Belmont - Shields	2 lane conv. hwy on exist. & new align
Belmont	Fairfax - Newcomb	2 lane conv. hwy on exist. & new align
Belmont	Lyon - Mendota C/L	2 lane conv. hwy on exist. & new align
180	Rt. 33 - Belmont (Mendota)	AC overlay
180	Tr Springs Rd. to Frankwood	Widen to 40'/Improve align (Const.)
180	Frankwood to Cove	Widen to 40'/Improve align
198	Monterey C/L - Warthan Creek	AC overlay/widen to 28' ROW req.
245	Todd Eymann - Rt. 180	AC overlay
245	Tulare Co. Line - Todd Eymann	AC overlay
269	Palmer - Rt. 198	AC overlay
269	Toronado - Palmer	AC overlay
Summer(Park)	Anchor- Rt. 163	Reconstruct
Manning	San Joaquin C/L - McMullen Grade	Reconstruct, AC ovrly/ wdn ROW req
Manning	Peach - Rt. 99	Reconstruct, AC ovrly/ wdn ROW req
Nees	Russell - Firebaugh	AC overlay
Gale	Rt. 269 - Kings Co. Line	AC overlay
Colusa	San Joaquin C/L Rt. 145	Construct/Reconstruct to 28'
Manning	Academy - Zediker	Construct curbed median
Friant	Copper - Millerton	Widen and AC overlay

This Candidate Project list was compiled by a formal process during development of the 1988 Plan. Consistent with enabling legislation the Candidate Project list is modified by consultation with local agencies and Caltrans. Due to funding constraints, no new projects were solicited for the Rural Candidate Projects list.

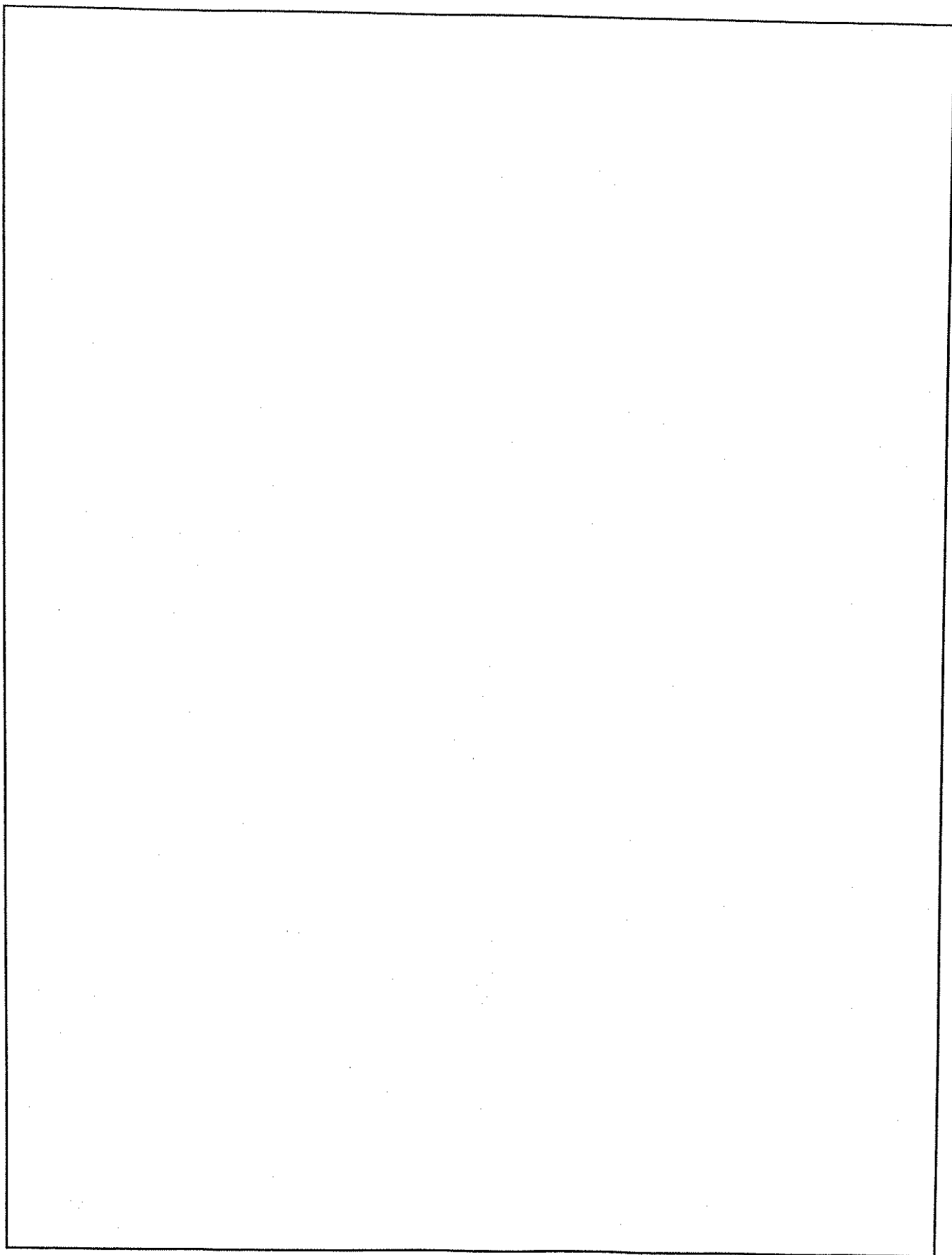
Projects noted in bold were programmed in the 1988 Expenditure Plan and deferred in the 1991 Update due to insufficient revenue. These projects would receive priority should additional funding become available. The Route 180 - Frankwood to Cove project was programmed in the 1994 Plan and deferred in this 1996 revision due to reduced revenue expectations

Appendix

B

Rural Area Project Detail Reports

(Completed Projects)



PROJECT DETAIL REPORT RURAL PROGRAM

SR 33 - Los Gatos Creek to Palmer

Project Length: 4.6 miles
Lead Agency: Caltrans
Authority ID: 3026
Priority Rank: 25
ROW Status: 0%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON (Base Cost)

1988	NA	
1991	\$1.20	NA
1994	\$4.15	+246%
1996	\$6.04	+46%
2000	\$5.37	-11%
2004	6.60	+22%

PROJECT DESCRIPTION

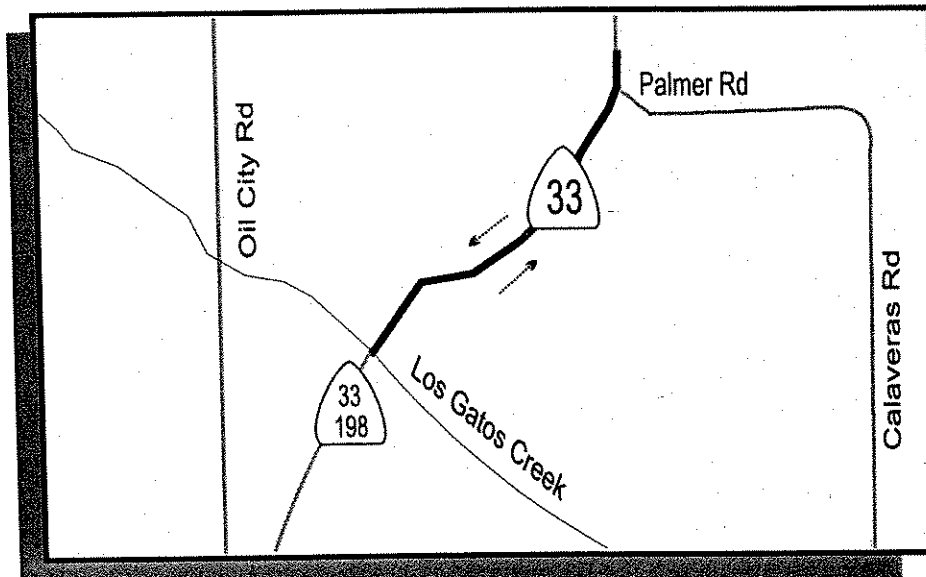
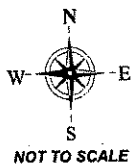
The project consists of widening the existing road to 40' and providing an AC overlay with intersection channelization at Palmer and sight distance improvements.

PROJECT FUNDING

SHOPP 100%

PROJECT COST ELEMENTS (Base Cost)

Person Years	\$0.01
Right of Way	0.29
Construction	6.30
TOTAL	\$6.60



Legend:

Improvements

— Roadway

Existing Facilities

--- Local Street

↑ Lanes Each Direction

PROJECT DETAIL REPORT RURAL PROGRAM

SR 33 - Bass Ave to Helm Canal

Project Length: 7.13 miles
Lead Agency: Caltrans
Authority ID: 3041
Priority Rank: 5
ROW Status: 0%
Nominating Agency: Mendota

PLAN TO PLAN COMPARISON (Base Cost)

1988	\$0.81	
1991	\$6.72	+730%
1994	\$8.20	+22%
1996	\$8.05	-2%
2000	\$9.06	+12%
2004	\$9.80	+8%

PROJECT DESCRIPTION

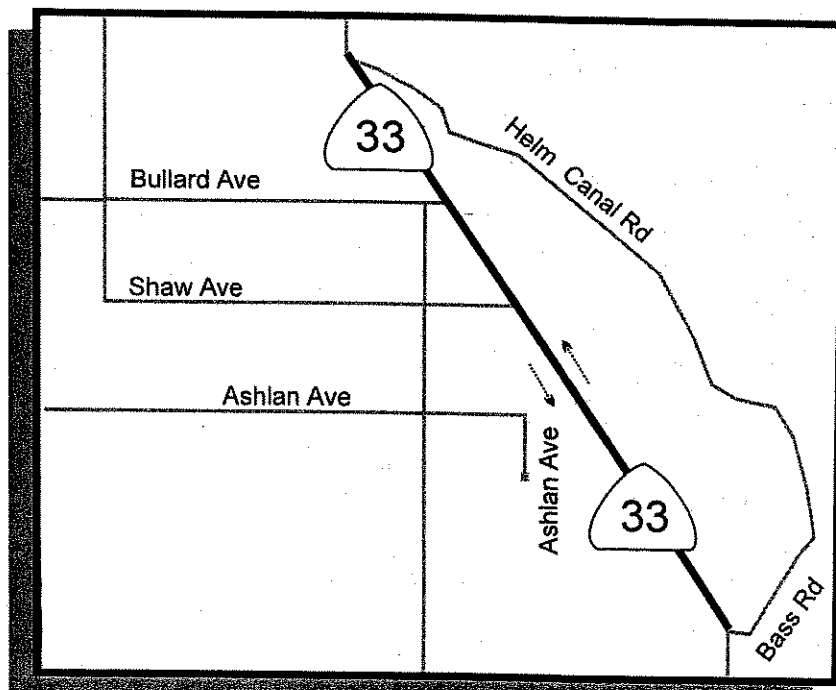
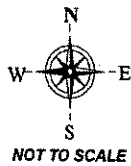
The project consists of widening the existing road to 40' and providing an AC overlay. The work includes a 12.36 acre environmental mitigation development.

PROJECT FUNDING

SHOPP 100%

PROJECT COST ELEMENTS (Base Cost)

Person Years	\$0.57
Right of Way	1.82
Construction	7.41
TOTAL	\$9.80



Legend:

Improvements

— Roadway

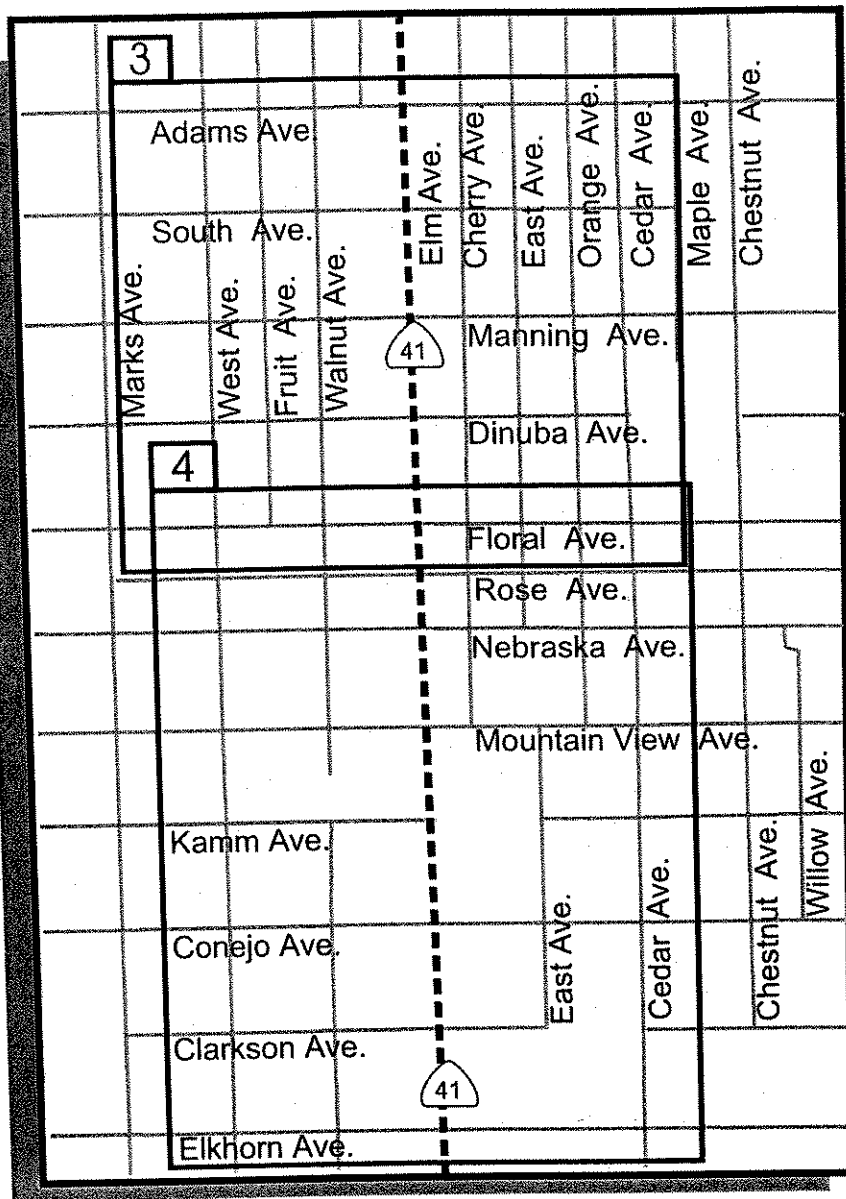
Existing Facilities

— Local Street

↑ Lanes Each Direction

PROJECT DETAIL REPORT
RURAL PROGRAM

SR 41 Corridor – Elkhorn to Adams



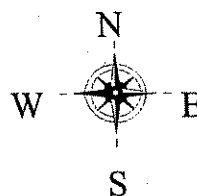
Legend:

IMPROVEMENTS

- Mainline Freeway
- Freeway Ramp
- Expressway

EXISTING FACILITIES

- Mainline Freeway
- Local Street



PROJECT DETAIL REPORT RURAL PROGRAM

SR 41 -Elkhorn to Floral

Project Length: 6.00 miles
Lead Agency: Caltrans
Authority ID: 2003
Priority Rank: 2
ROW Status: 100%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON (Base Cost)

1988	\$10.33	
1991	\$15.68	+52%
1994	\$19.11	+22%
1996	\$21.10	+10%
2000	\$23.08	+9%

PROJECT DESCRIPTION

The project consists of constructing a new 2-lane expressway on a 6-lane right of way. Construction was completed in 1999. Caltrans has since added an additional 2 lanes using IIP funds.

PROJECT FUNDING

Measure C 92%
SB 300 8%

PROJECT COST ELEMENTS (Base Cost)

Person Years \$5.78
Right of Way 5.68
Construction 11.62
TOTAL \$23.08



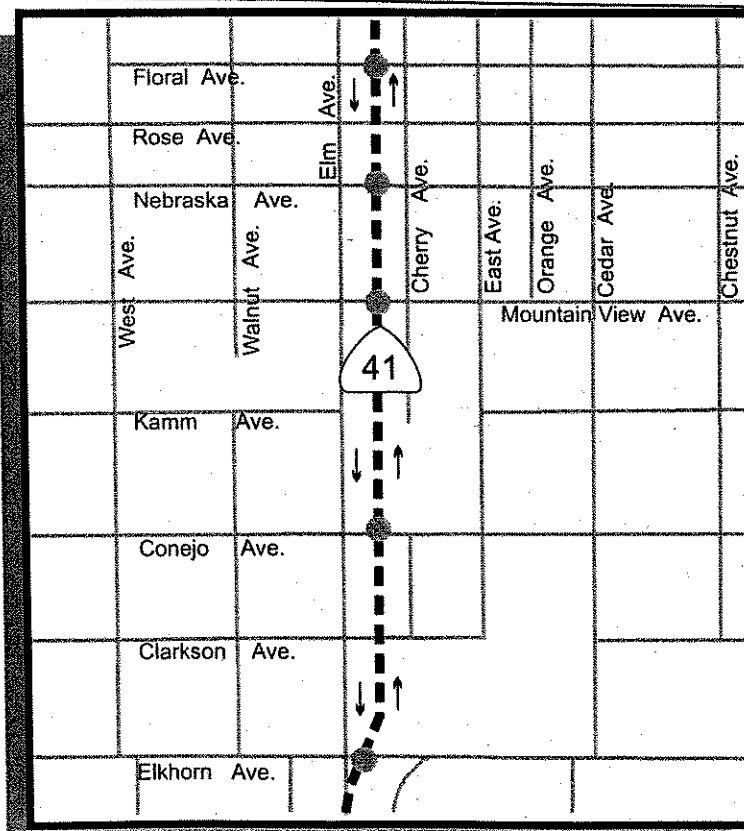
Legend:

Improvements

- Expressway
- ↑ Lane Improvements Each Direction
- At Grade Intersection

Existing Facilities

- Local Streets



PROJECT DETAIL REPORT RURAL PROGRAM

SR 41 - Floral to Adams

Project Length: 4.00 miles
Lead Agency: Caltrans
Authority ID: 1008B
Priority Rank: 11
ROW Status: 100%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON (Base Cost)

1988	\$6.18	
1991	\$9.38	+52%
1994	\$11.43	+22%
1996	\$12.35	+8%
2000	\$13.53	+8%

PROJECT DESCRIPTION

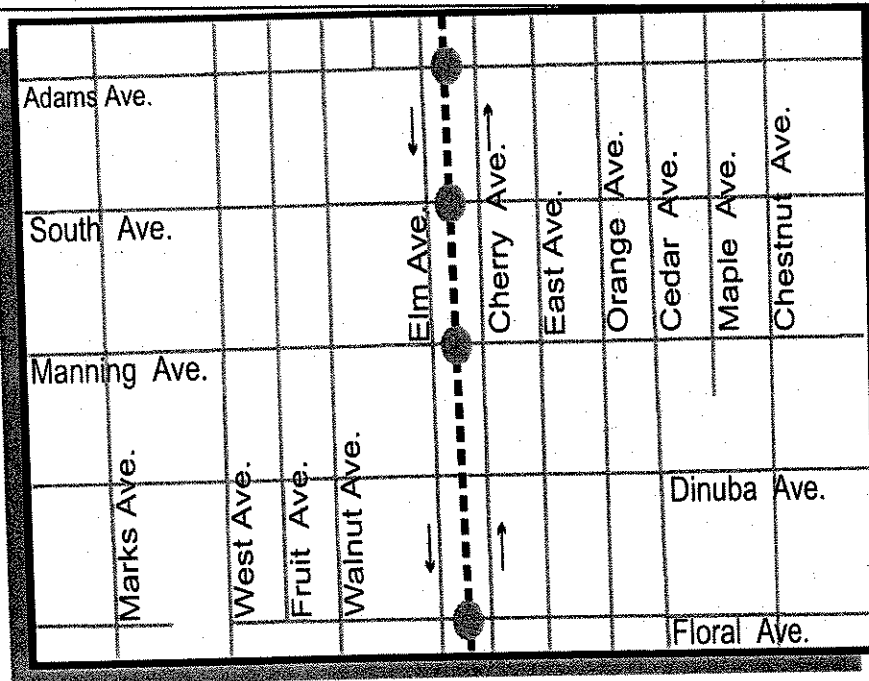
The project consists of constructing a new 2-lane expressway on a 6-lane right of way. Construction was completed in 1999. Caltrans has since added 2 lanes using IIP funding

PROJECT FUNDING

Measure C 92%
SB 300 8%

PROJECT COST ELEMENTS (Base Cost)

Person Years \$3.35
Right of Way 2.52
Construction 7.66
TOTAL \$13.53



Legend:

Improvements

--- Expressway



Lane Improvements Each Direction



At Grade Intersection

Existing Facilities

— Local Streets

PROJECT DETAIL REPORT RURAL PROGRAM

SR 43 - Kings County Line to Nebraska Ave

Project Length: 8.30 miles
Lead Agency: Caltrans
Authority ID: 3023
Priority Rank: 14
ROW Status: 100%
Nominating Agency: Selma

PLAN TO PLAN COMPARISON

(Base Cost)

Year	Base Cost	Change
1988	\$2.12	
1991	\$2.87	+35%
1994	\$2.04	-29%
1996	NA	NA

PROJECT DESCRIPTION

The project consisted of an AC overlay of the existing roadway with some shoulder widening.

PROJECT FUNDING

Measure C 85%
SB 300 15%

PROJECT COST ELEMENTS (Base Cost)

Person Years \$0.32
Right of Way 0.05
Construction 1.67
TOTAL \$2.04



Not to Scale

Legend:

Improvements

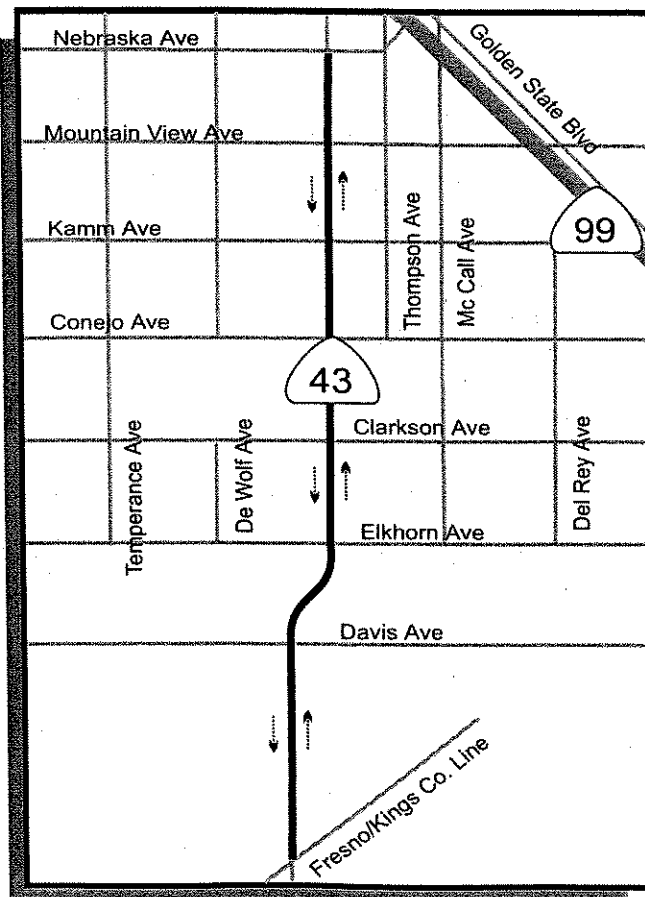
— Roadway

Existing Facilities

▨ Mainline Freeway

— Local Street

↑ Lanes Each Direction



PROJECT DETAIL REPORT RURAL PROGRAM

SR 43 - Nebraska Ave to Arrants St.

Project Length: 1.10 miles
Lead Agency: Caltrans
Authority ID: 3051
Priority Rank: 14
ROW Status: 100%
Nominating Agency: Selma

PLAN TO PLAN COMPARISON (Base Cost)

Year	Base Cost	Change
1988	\$4.42	
1991	\$8.36	+89%
1994	\$6.30	-25%
1996	\$5.23	-17%
2000	\$5.52	0%

PROJECT DESCRIPTION

Widen existing 2-lane facility to a 4-lane conventional highway with a continuous left turn lane and a traffic signal at Nebraska Ave. Project limits have been reduced in response to improvements constructed by development at the SR 99 interchange.

PROJECT FUNDING

Measure C 85%
SB 300 15%

PROJECT COST ELEMENTS (Base Cost)

Person Years \$1.22
Right of Way 1.50
Construction 2.80
TOTAL \$5.52



Not to Scale

Legend:

Improvements

Roadway

Lane Improvements Each Direction

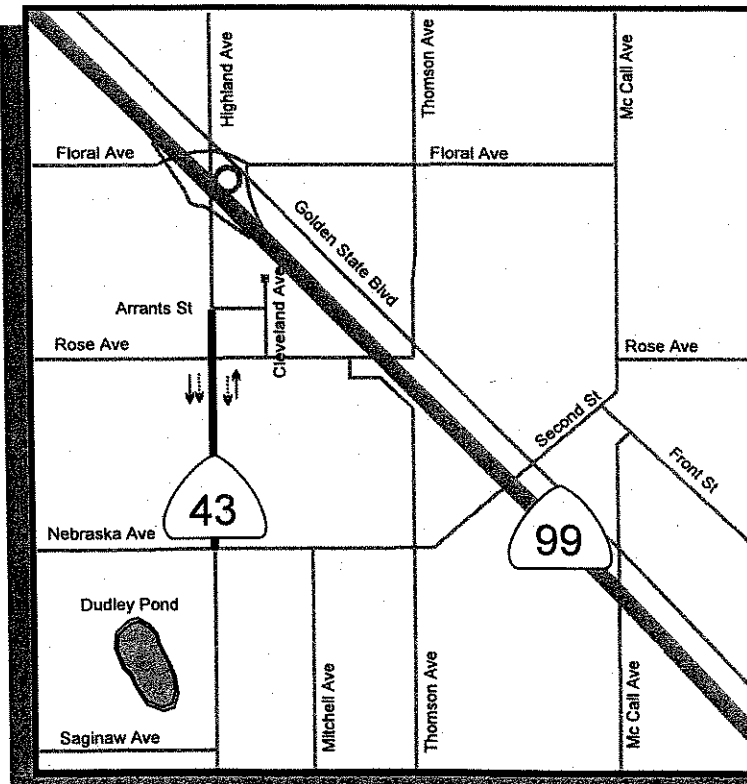
Existing Facilities

Mainline Freeway

Freeway Ramp

Local Street

Lanes Each Direction



PROJECT DETAIL REPORT RURAL PROGRAM

SR 145 - Lincoln Ave to Church Ave

Project Length: 4.50 miles
Lead Agency: Caltrans
Authority ID: 3004
Priority Rank: 23
ROW Status: 100%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON (Base Cost)

1988	\$2.01	
1991	\$2.44	+21%
1994	\$2.11	-14%
1996	NA	NA

PROJECT DESCRIPTION

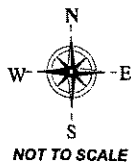
The project consisted of widening the existing facility to 40' and an AC overlay.

PROJECT FUNDING

Measure C 85%
SB 300 15%

PROJECT COST ELEMENTS (Base Cost)

Person Years \$0.38
Right of Way 0.12
Construction 1.61
TOTAL \$2.11



Legend:

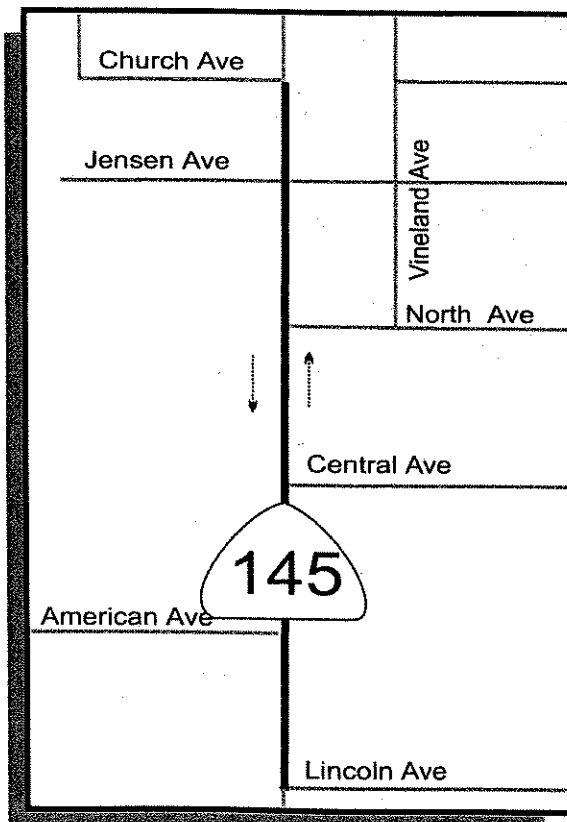
Improvements

— Roadway

Existing Facilities

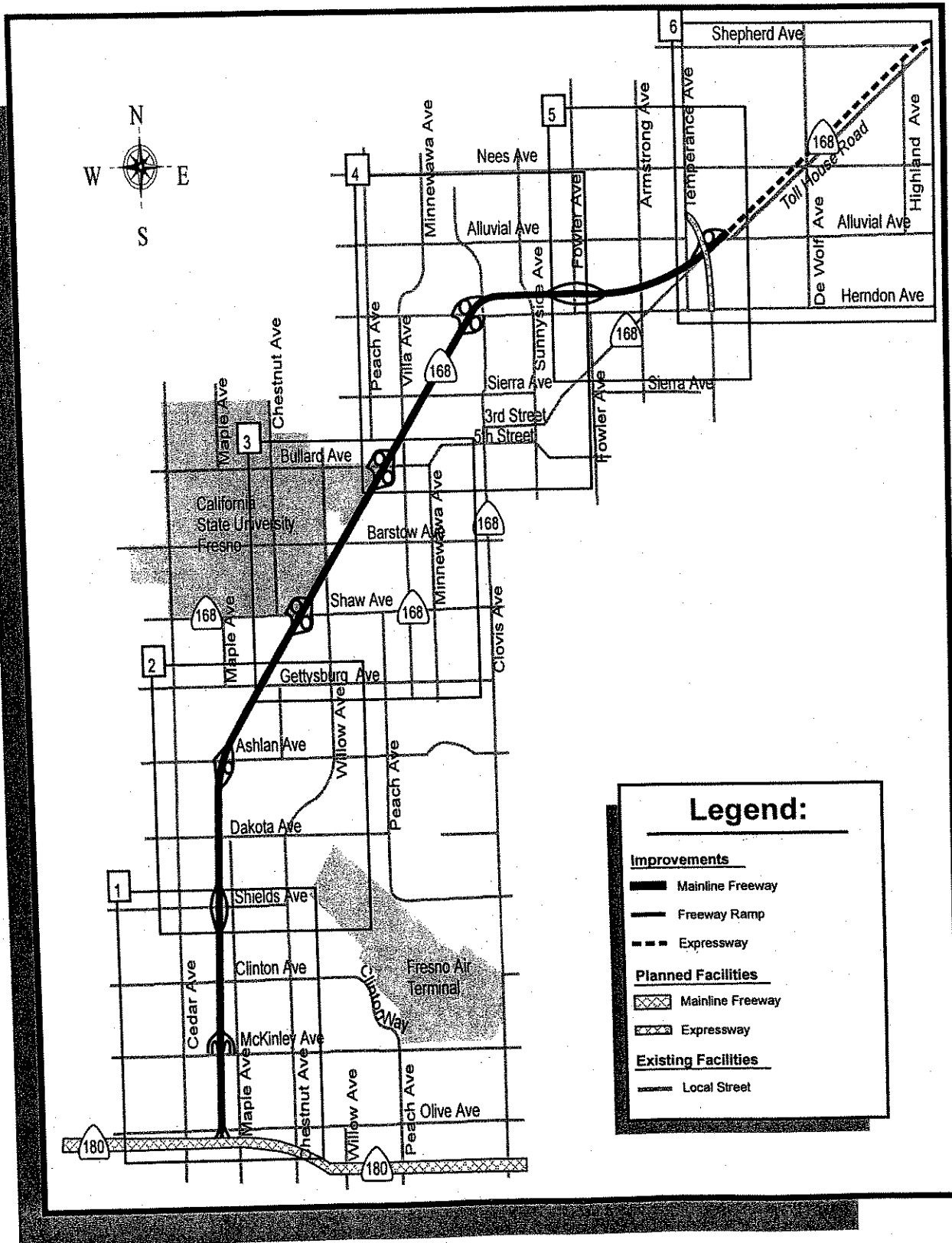
— Local Street

↑ Lanes Each Direction



PROJECT DETAIL REPORT RURAL PROGRAM

SR 168 Corridor – SR 180 to Shepard



PROJECT DETAIL REPORT RURAL PROGRAM

SR 168 - Temperance to Shepherd

Project Length: 2.10 miles
Lead Agency: Caltrans
Authority ID: 2002
Priority Rank: 18
ROW Status: 100%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON (Base Cost)

1988	NA	
1991	NA	
1994	\$NA	
1996	\$20.64	
2000	\$25.10	+22%
2004	26.47	+5%

PROJECT DESCRIPTION

The project consists of constructing a 4-lane expressway on 4-lane freeway right of way on the adopted freeway alignment. Construction is scheduled for the Summer of 1999 and will be coordinated with the Urban segment improvements.

PROJECT FUNDING

Measure C 98.3%
SB 300 1.7%

PROJECT COST ELEMENTS (Base Cost)

Person Years \$4.64
Right of Way 10.63
Construction 11.20
TOTAL \$26.47



Legend:

Improvements

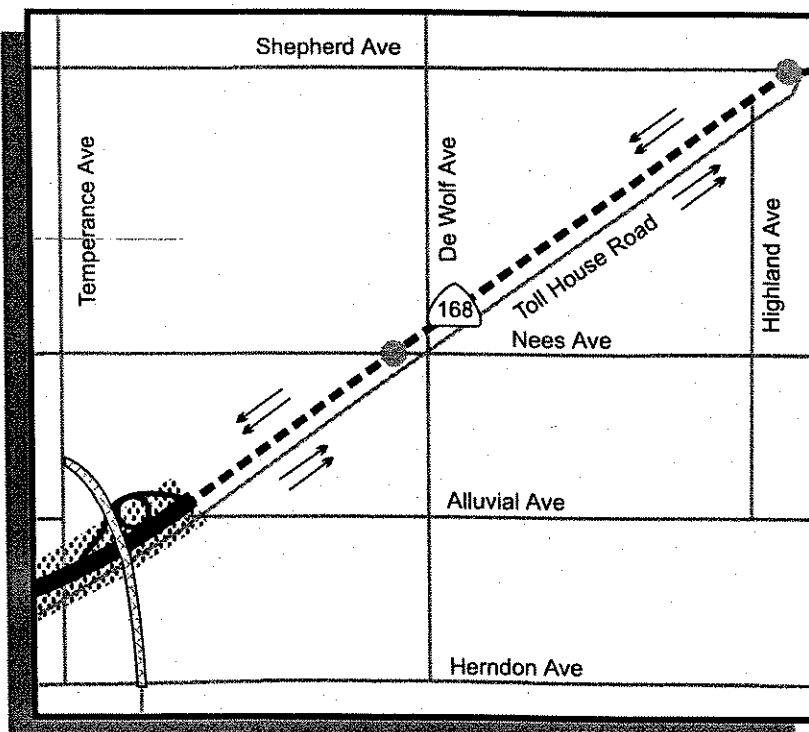
- Mainline Freeway
- Freeway Ramp
- Expressway
- Above Grade Improvement
- Below Grade Improvement
- Lane Improvements Each Direction
- At Grade Intersection

Planned Facilities

Expressway

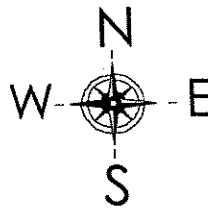
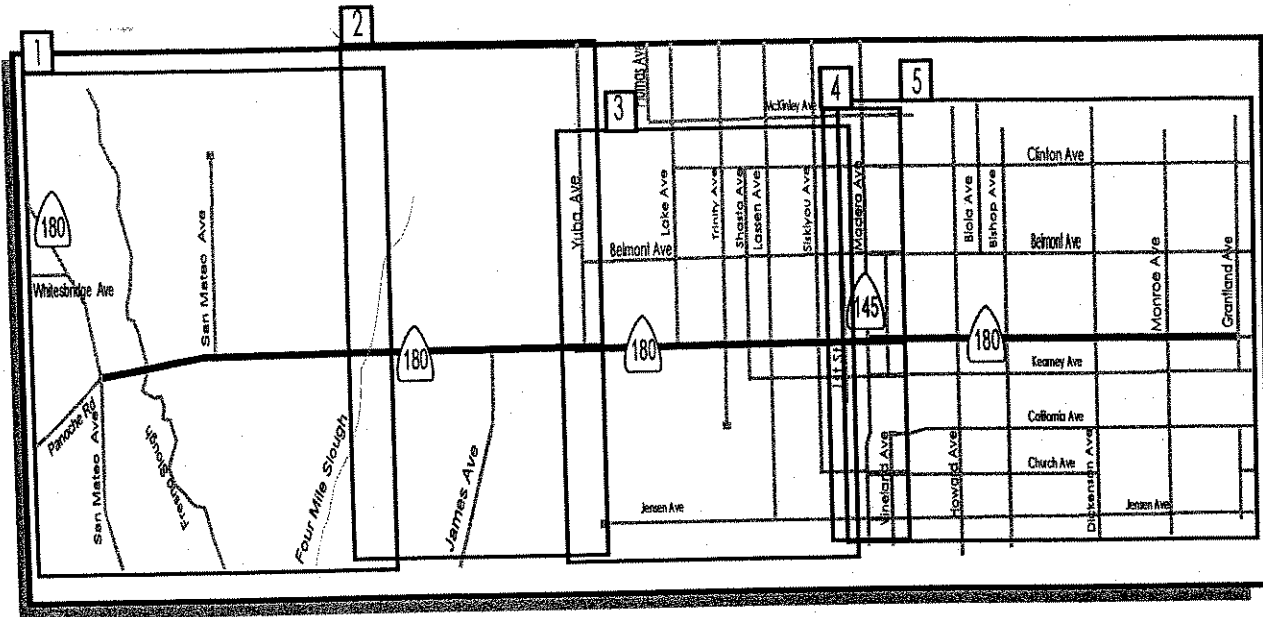
Existing Facilities

Local Street



PROJECT DETAIL REPORT
RURAL PROGRAM

SR 180 Corridor – Whitesbridge to Grantland



NOT TO SCALE

Legend:

Improvements

— Roadway

Existing Facilities

— Local Street

PROJECT DETAIL REPORT RURAL PROGRAM

SR 180 -Whites Bridge to 4-Mile Slough

Project Length: 4.10 miles
Lead Agency: Caltrans
Authority ID: 3014
Priority Rank: 16
ROW Status: 100%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON

(Base Cost)

Year	Base Cost	% Change
1988	\$4.06	
1991	\$12.57	+210%
1994	\$11.22	-11%
1996	\$9.57	-15%
2000	\$15.36	60%
2004	10.39	-32%

PROJECT DESCRIPTION

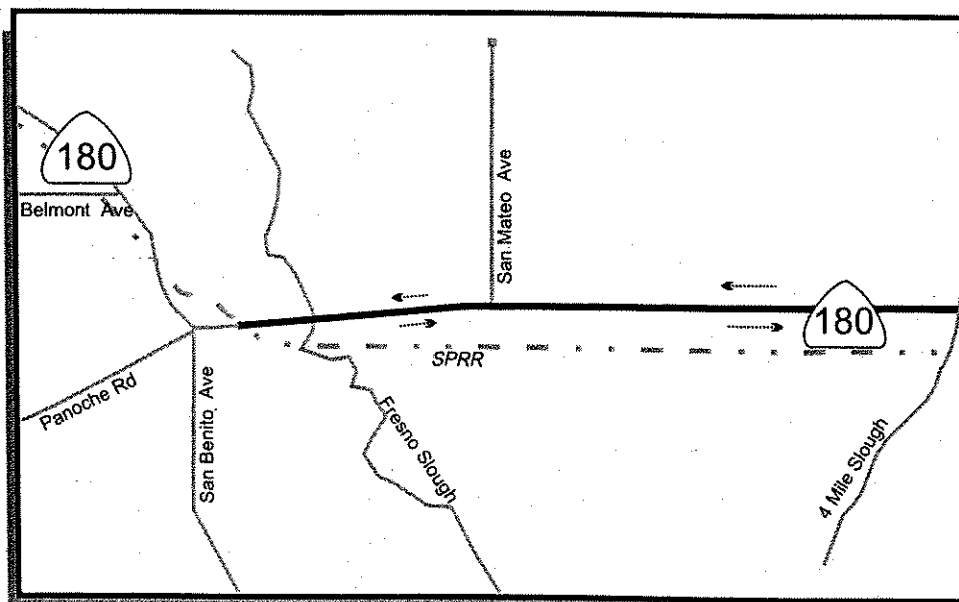
Widen existing 2-lane facility to 40 feet and provide an AC overlay. The project includes side ditches for improved drainage. Construction is planned for 2000/01.

PROJECT FUNDING

SHOPP 100%

PROJECT COST ELEMENTS (Base Cost)

Person Years	\$0.34
Right of Way	4.74
Construction	5.31
TOTAL	\$10.39



Legend:

Improvements

— Roadway

Existing Facilities

--- Local Street

↑ Lanes Each Direction

PROJECT DETAIL REPORT RURAL PROGRAM

SR 180 - 4-Mile Slough to Yuba

Project Length: 5.20 miles
Lead Agency: Caltrans
Authority ID: 3015
Priority Rank: 15
ROW Status: 100%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON (Base Cost)

1988	\$1.86	
1991	\$5.97	+221%
1994	\$10.85	+82%
1996	\$7.05	-35%
2000	\$8.88	+26%
2004	6.24	-30%

PROJECT DESCRIPTION

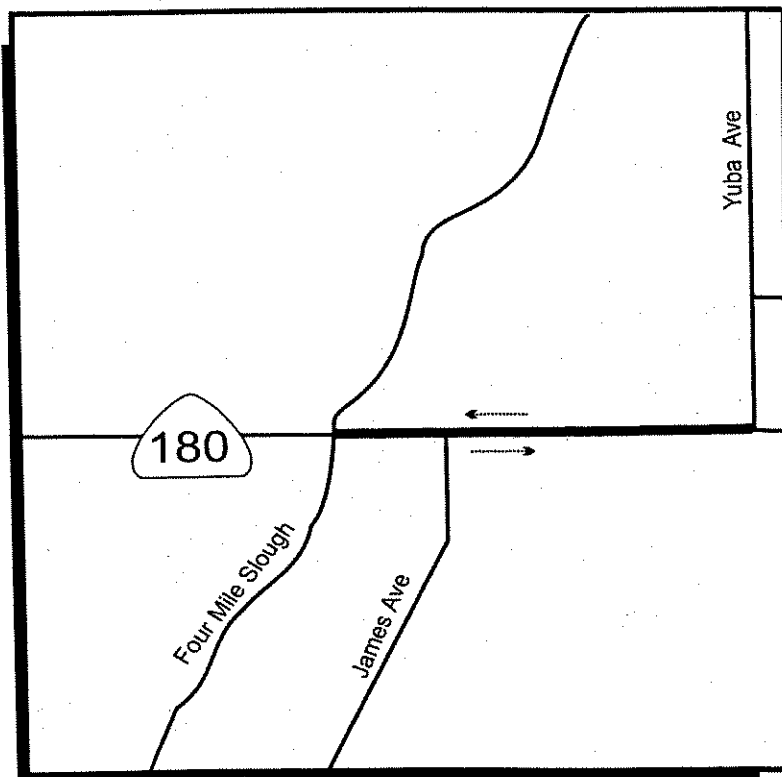
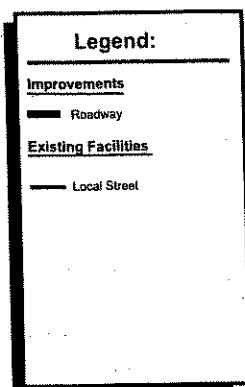
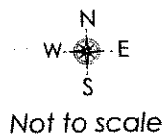
Widen existing 2-lane facility to 40 feet and provide an AC overlay. Construction is planned for 2002.

PROJECT FUNDING

SHOPP 100%

PROJECT COST ELEMENTS (Base Cost)

Person Years	\$0.87
Right of Way	0.17
Construction	5.20
TOTAL	\$6.24



PROJECT DETAIL REPORT RURAL PROGRAM

SR 180 - Yuba to First

Project Length: 5.90 miles
Lead Agency: Caltrans
Authority ID: 3005
Priority Rank: 13
ROW Status: 100%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON

(Base Cost)

1988	\$4.50	
1991	\$2.83	-37%
1994	\$5.88	+108%
1996	\$10.54	+79%
2000	\$10.53	0%
2004	6.54	-38%

PROJECT DESCRIPTION

Widen existing 2-lane facility to 40 feet and provide an AC overlay. Construction is planned for 1999.

PROJECT FUNDING

SHOPP 100%

PROJECT COST ELEMENTS (Base Cost)

Person Years	\$1.50
Right of Way	1.09
Construction	3.95
TOTAL	\$6.54



Not to Scale

Legend:

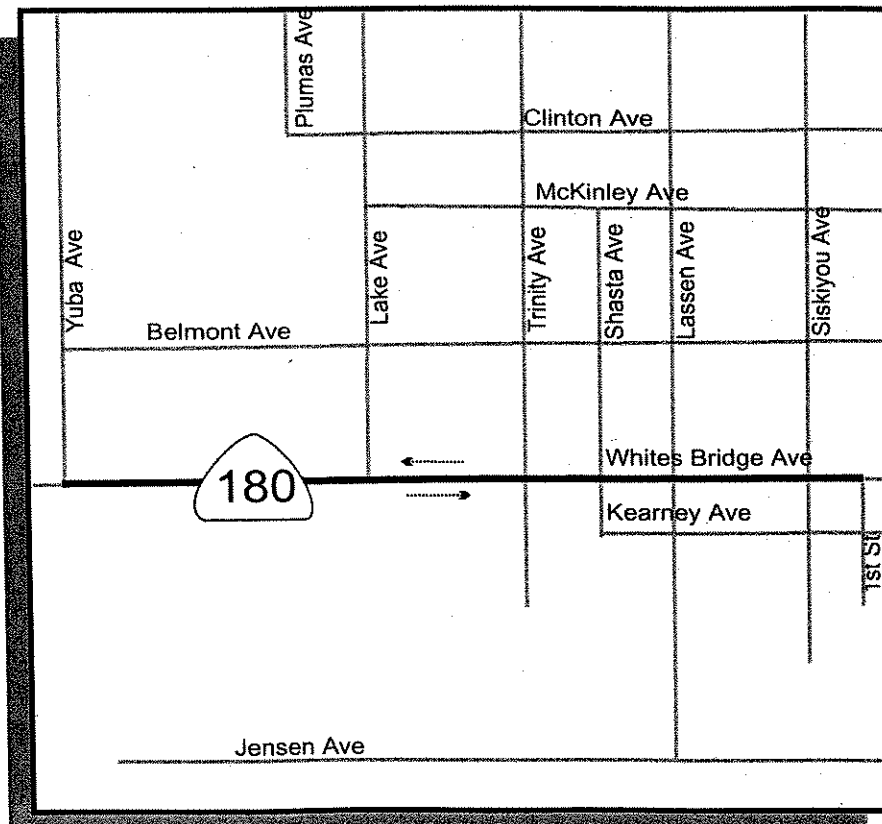
Improvements

— Roadway

Existing Facilities

— Local Street

↑ Lanes Each Direction



PROJECT DETAIL REPORT RURAL PROGRAM

SR 180 - First St. to Vineland

Project Length: 0.40 miles
Lead Agency: Caltrans
Authority ID: 3012
Priority Rank: 12
ROW Status: 100%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON (Base Cost)

1988	\$0.20	
1991	\$0.19	-5%
1994	\$0.18	-5%
1996	\$0.23	+27%

PROJECT DESCRIPTION

The Project consisted of an AC overlay of the existing 4-lane facility.

PROJECT FUNDING

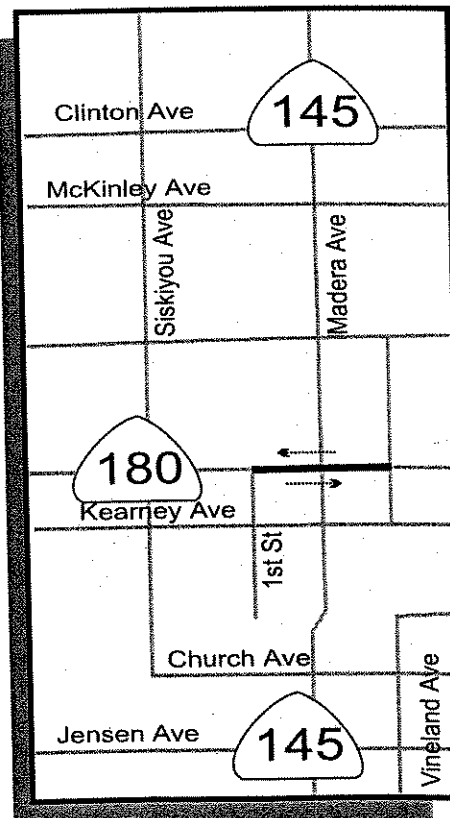
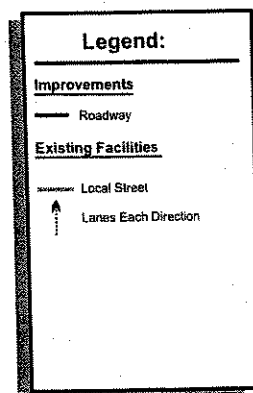
Measure C 85%
SB 300 15%

PROJECT COST ELEMENTS (Base Cost)

Person Years \$0.02
Right of Way 0.00
Construction 0.21
TOTAL \$0.23



Not to Scale



PROJECT DETAIL REPORT RURAL PROGRAM

SR 180 - Vineland to Grantland

Project Length: 7.50 miles
Lead Agency: Caltrans
Authority ID: 3006
Priority Rank: 11
ROW Status: 100%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON (Base Cost)		
1988	\$4.63	
1991	\$6.65	+44%
1994	\$8.66	+30%
1996	\$10.21	+18%
2000	\$10.28	+1%
2004	10.41	+1%

PROJECT DESCRIPTION

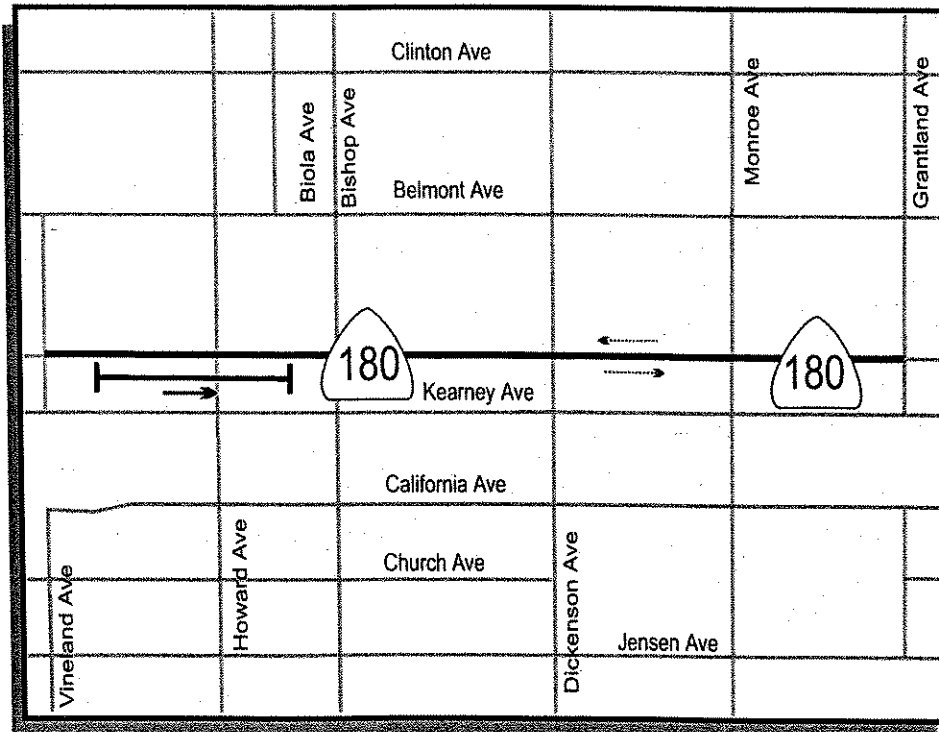
Widen existing 2-lane facility to 40 feet and provide an AC overlay. Project includes left turn channelization and traffic signals at Dickenson Ave. and upgrade of the SPRR grade crossing at Floyd Ave. Construction is planned for 1999/00.

PROJECT FUNDING

SHOPP 100%

PROJECT COST ELEMENTS (Base Cost)

Person Years \$2.51
Right of Way 2.20
Construction 5.70
TOTAL \$10.41



Legend:

Improvements

Roadway

Passing Lane

Existing Facilities

Local Street

Lanes Each Direction

PROJECT DETAIL REPORT RURAL PROGRAM

SR 198 - Mineral Springs Rd. to Parkfield Jct.

Project Length: 2.50 miles
Lead Agency: Caltrans
Authority ID: 3011
Priority Rank: 30
ROW Status: 100%
Nominating Agency: Caltrans

PLAN TO PLAN COMPARISON (Base Cost)		
1988	\$0.82	
1991	\$1.93	+135%
1994	\$1.60	-16%
1996	NA	NA

PROJECT DESCRIPTION

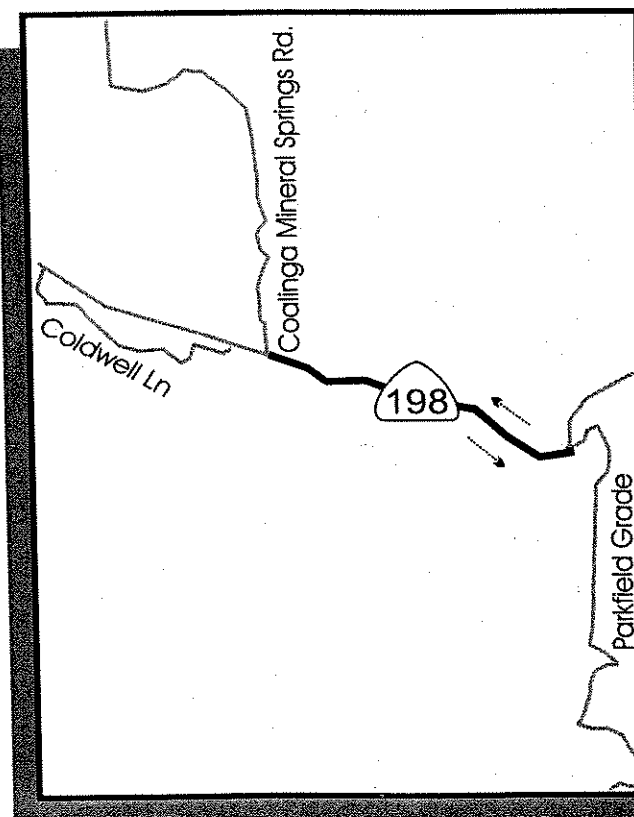
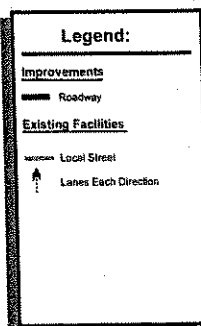
The project consisted of widening the existing facility to 28' and providing an AC overlay.

PROJECT FUNDING

Measure C 85%
SB 300 15%

PROJECT COST ELEMENTS (Base Cost)

Person Years \$0.26
Right of Way 0.08
Construction 1.26
TOTAL \$1.60



PROJECT DETAIL REPORT RURAL PROGRAM

SR 198 - SR 33 to Lassen Ave.

Project Length: 11.90 miles
Lead Agency: Caltrans
Authority ID: 3053
Priority Rank: 24
ROW Status: 100%
Nominating Agency: Coalinga

PLAN TO PLAN COMPARISON (Base Cost)		
1988	\$3.57	
1991	\$4.58	+28%
1994	\$3.23	-29%
1996	NA	NA

PROJECT DESCRIPTION

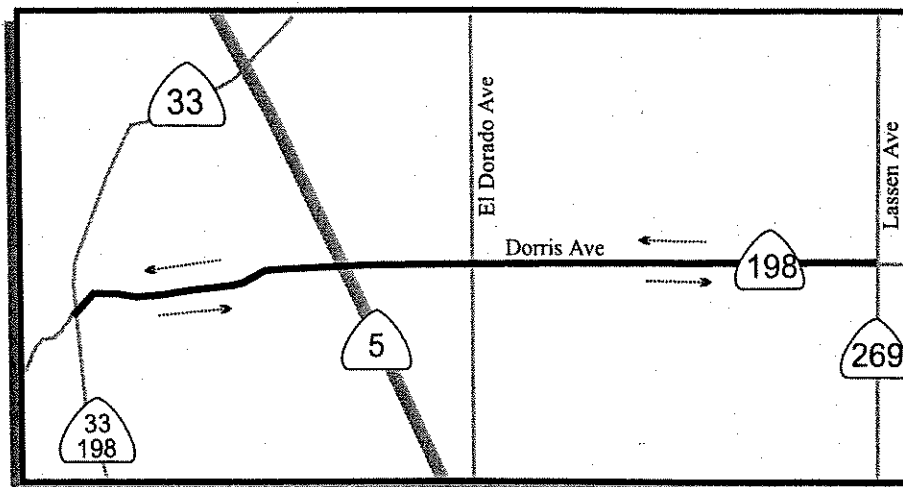
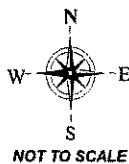
The project consisted of widening the existing facility to 32' and providing an AC overlay.

PROJECT FUNDING

Measure C 85%
SB 300 15%

PROJECT COST ELEMENTS (Base Cost)

Person Years \$0.37
Right of Way 0.47
Construction 2.39
TOTAL \$3.23



Legend:

Improvements

— Roadway

Existing Facilities

▨ Mainline Freeway

— Local Street



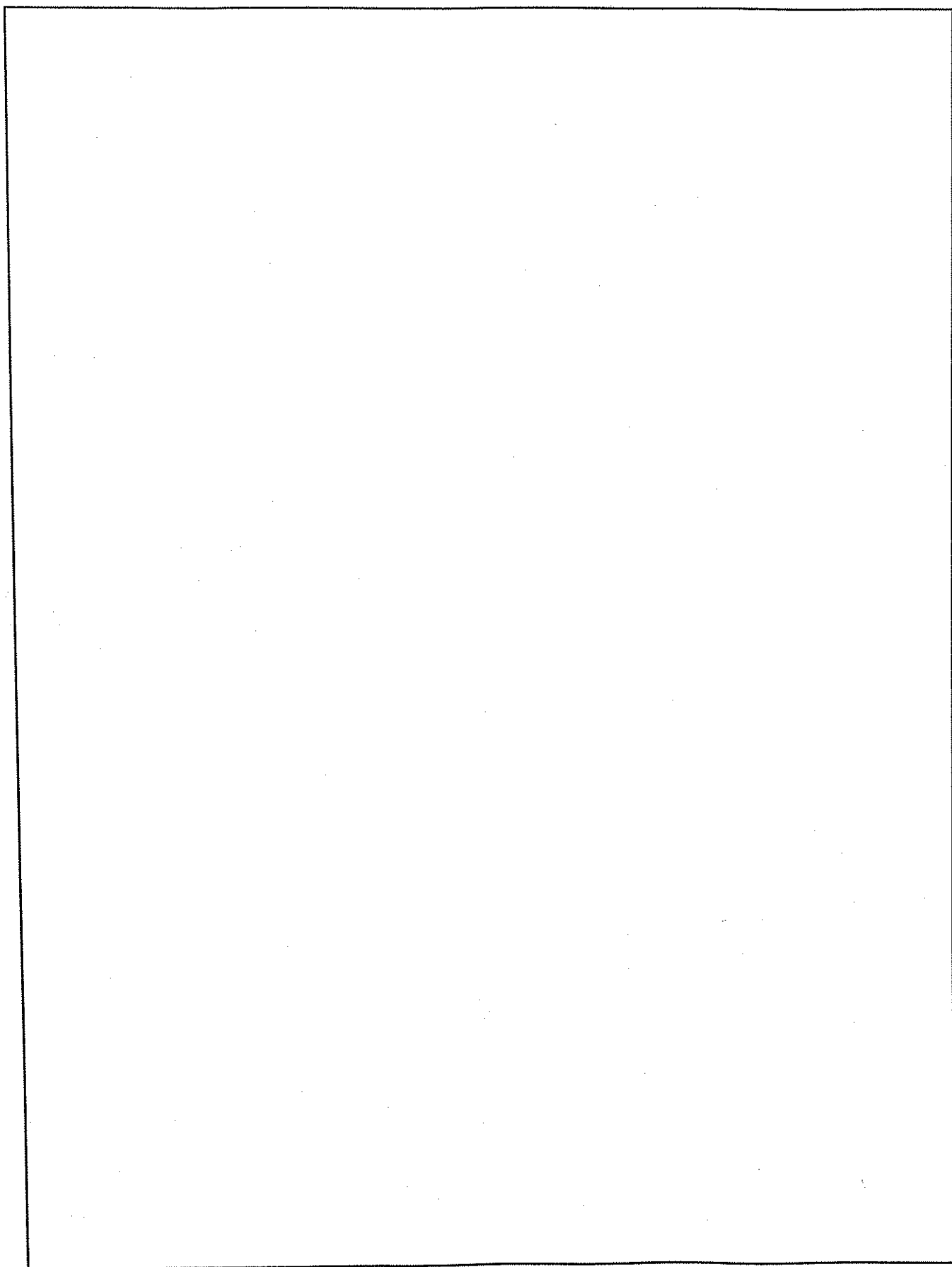
Lanes Each Direction

Appendix

C

Measure “C”

Local Transportation Purposes



PROJECT DETAIL REPORT RURAL PROGRAM

SR 201 - SR 99 to Tulare County Line

Project Length: 1.30 miles
Lead Agency: Caltrans
Authority ID: 2012
Priority Rank: 8
ROW Status: 100%
Nominating Agency: Kingsburg

PLAN TO PLAN COMPARISON (Base Cost)

1988	\$5.21	
1991	\$8.49	+63%
1994	\$6.41	-24%
1996	\$5.55	-13%
2000	\$5.70	+3%

PROJECT DESCRIPTION

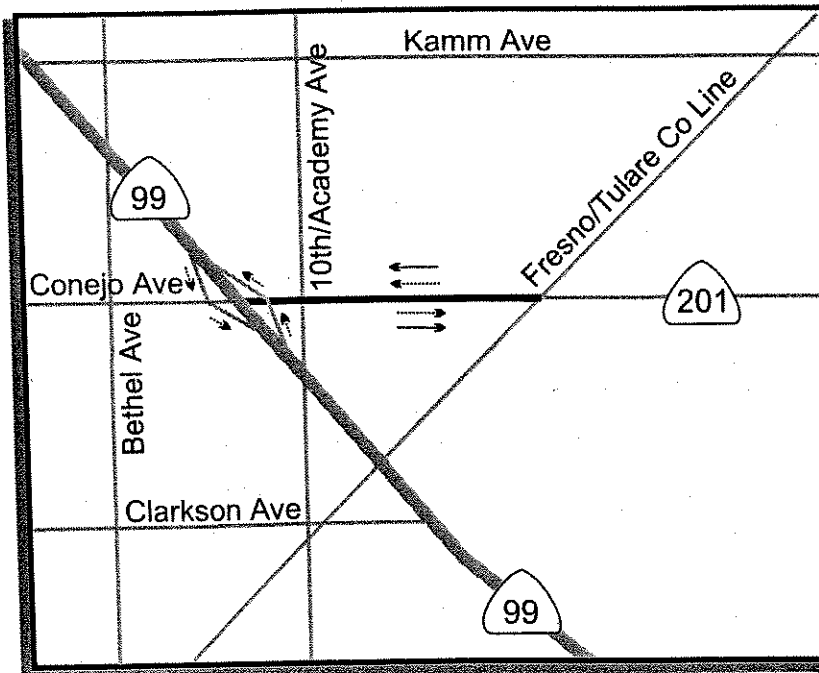
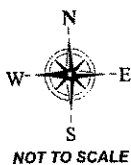
Widen existing facility to 4-lane with a continuous left turn lane between SR 99 and Marion Ave. and 2-lane with a continuous left turn lane between Marion Ave and the Tulare County line. The project includes traffic signals at the SR 99 interchange ramps.

PROJECT FUNDING

Measure C 87%
SB 300 13%

PROJECT COST ELEMENTS (Base Cost)

Person Years \$1.02
Right of Way 0.55
Construction 4.13
TOTAL \$5.70



Legend:

Improvements

— Roadway

↑ Lane Improvements Each Direction

Existing Facilities

▨ Mainline Freeway

▨ Freeway Ramp

— Local Street

↑ Lanes Each Direction

PROJECT DETAIL REPORT RURAL PROGRAM

Manning Ave. Ormsby to Contra Costa Ave.

Project Length: 12.90 miles
Lead Agency: Fresno County
Authority ID: 2015
Priority Rank: NA
ROW Status: 100%
Nominating Agency: San Joaquin

PLAN TO PLAN COMPARISON (Base Cost)

1988	\$5.43	
1991	\$7.44	+37%
1994	\$10.82	+45%
1996	\$5.88	-45%

PROJECT DESCRIPTION

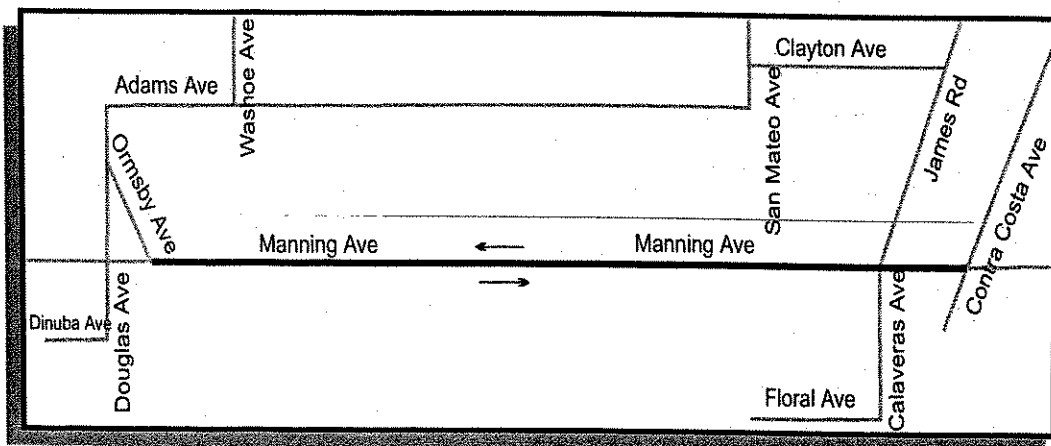
The project consisted of constructing a new 2-lane facility

PROJECT FUNDING

Measure C 85%
SB 300 15%

PROJECT COST ELEMENTS (Base Cost)

Person Years \$0.61
Right of Way 0.41
Construction 4.86
TOTAL \$5.88



Legend:

Improvements
— Roadway
↑ Lane Improvements Each Direction
Existing Facilities
--- Local Street



Not to Scale

FRESNO COUNTY TRANSPORTATION AUTHORITY
MEASURE "C" FUND APPORTIONMENT
FOR LOCAL TRANSPORTATION PURPOSES
2007/08
05/15/07

Estimate from Auditor-Controller
 Available for apportionment

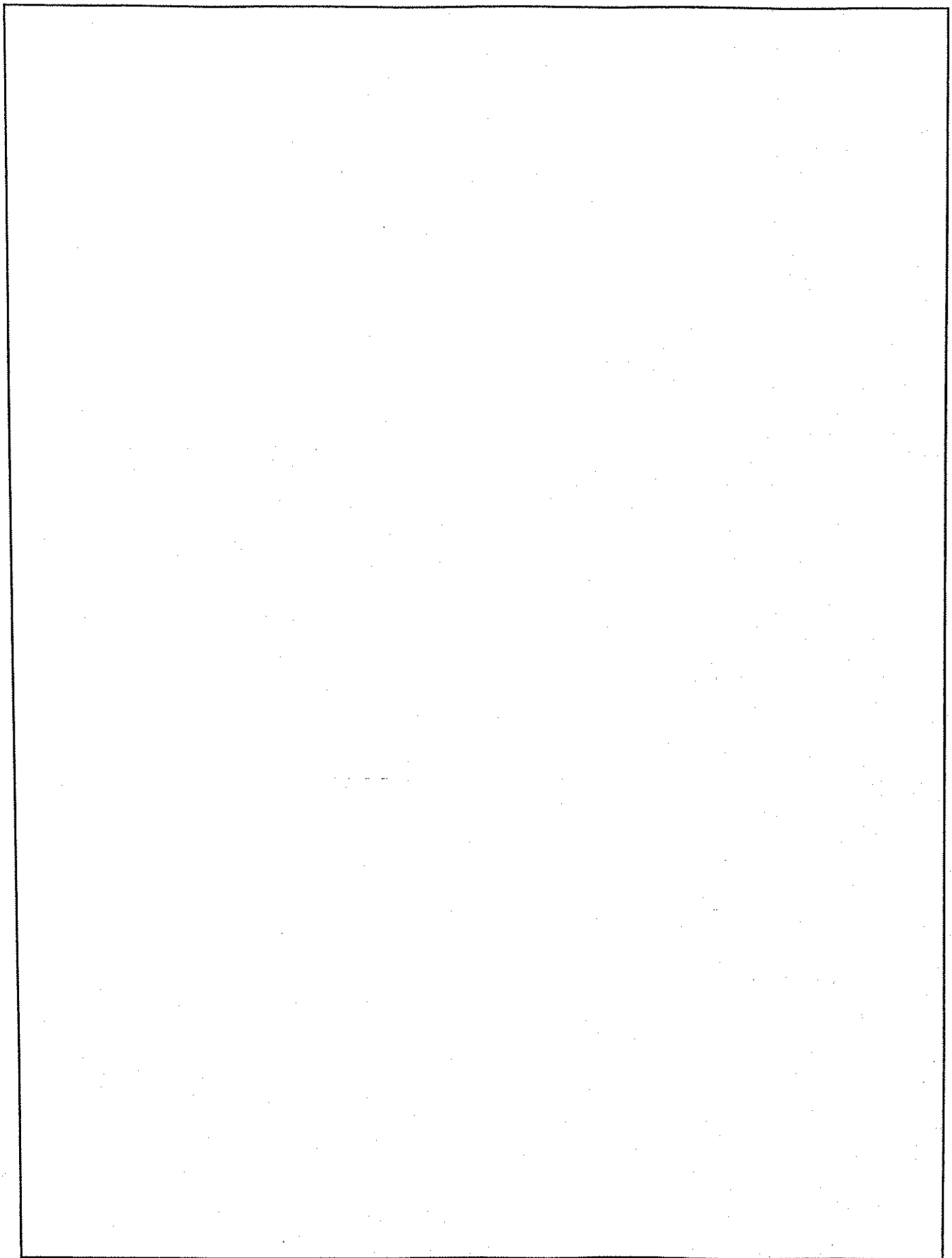
\$2,800,000

Local Transportation Purposes	25%	700,000
Administration - Salary & Benefits	1%	28,000
Highway Purposes - Capital Projects	74%	2,072,000

2006 Population	Road Miles	Allocation Formula
75%	25%	

**Fund Estimate
 Per 2007/08
 Apportionment**

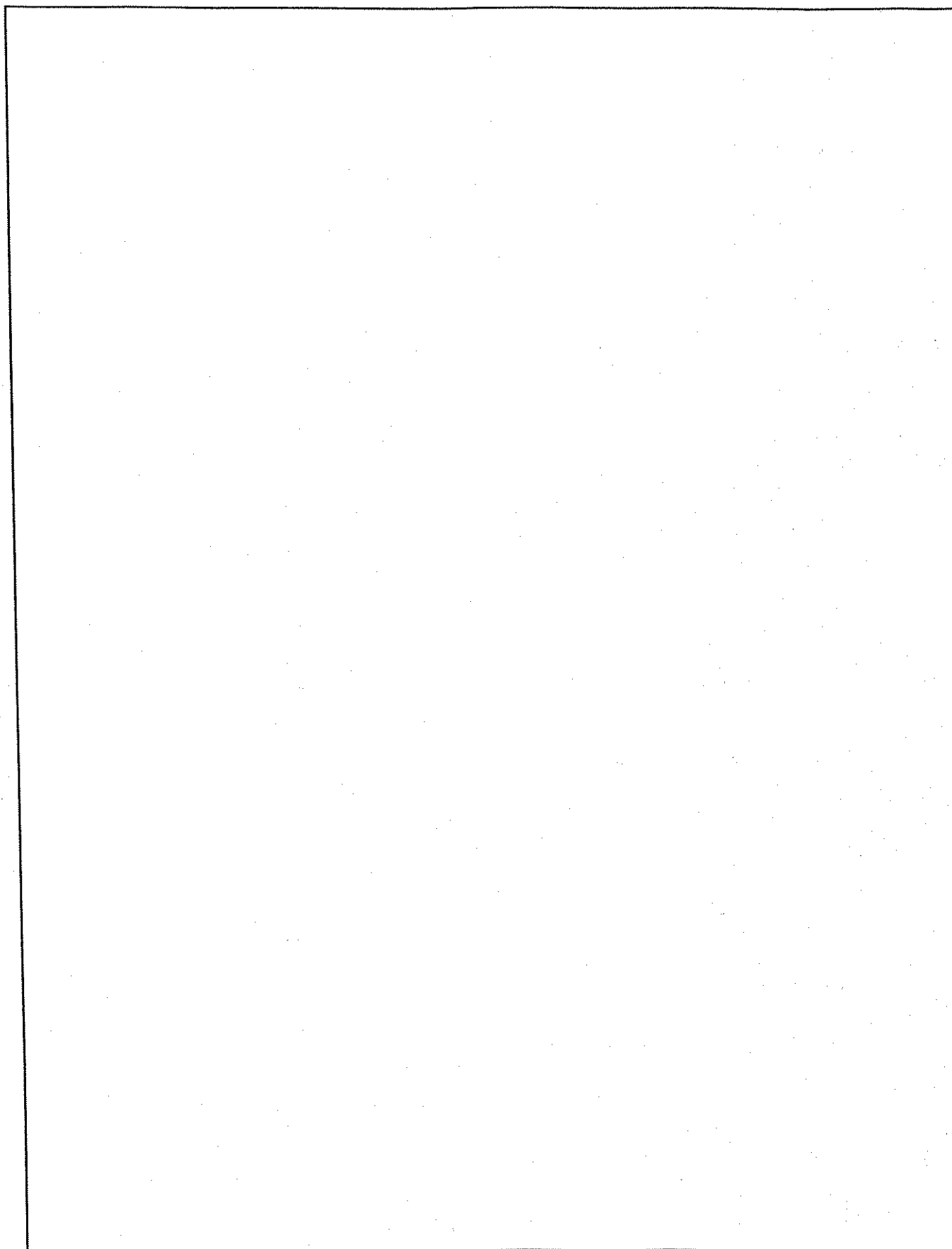
Clovis	92,269	249.7	8.57%	59,972
Coalinga	18,061	37.4	1.63%	11,405
Firebaugh	6,692	15.6	0.61%	4,277
Fowler	5,293	33.6	0.57%	4,001
Fresno	481,035	1,660.6	46.16%	323,095
Huron	7,493	14.0	0.67%	4,688
Kerman	13,591	25.5	1.21%	8,504
Kingsburg	11,234	46.8	1.11%	7,779
Mendota	9,426	54.1	0.99%	6,958
Orange Cove	10,544	26.3	0.97%	6,787
Parlier	13,080	29.5	1.19%	8,330
Reedley	24,909	66.5	2.31%	16,164
San Joaquin	3,870	16.4	0.38%	2,687
Sanger	24,877	67.3	2.31%	16,168
Selma	23,194	76.2	2.21%	15,467
County of Fresno	173,535	3,594.0	29.10%	203,718
				=====
TOTAL	919,103	6,013.4	100.00%	700,000



Appendix

D

Measure “C” Enabling Legislation



SENATE BILL 878

Chapter 301, Statutes of 1986

An act to add Sections 6525 and 66530 to the Government Code, to add Division 12.5 (commencing with Section 131000) to, and to add and repeal Division 15 (commencing with Section 142000) of, the Public Utilities Code, to add Section 7252.8 to, and to add and repeal Section 7252.10 of, the Revenue and Taxation Code, and to amend Section 42009 of the Vehicle Code, relating to transportation and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL'S DIGEST

SB 878, Boatwright. Transportation expenditure plan: traffic offenses.

(1) [Deleted Sections Regarding the Bay Area County Traffic and Transportation Funding Act].

(2) Under existing law, there is no county transportation authority in Fresno County. This bill would enact the Fresno County Transportation Improvement Act, which would create the Fresno County Transportation Authority with a specified membership. Upon approval of a specified proposition by a majority vote Fresno County voters, mission would be authorized to impose a 1/2% retail transactions and use tax for up to 20 years to finance highway improvements and for local transportation purposes in Fresno County, with priority given to specified state highways. The authority would terminate 2 years after the tax is last collected and the bill would be repealed at that time. The bill would impose a state-mandated local program by requiring the Council of Fresno County Governments to review and assess highway transportation needs and to prepare the initial expenditure plan for the expected tax revenues and the county to hold an election.

(3) Under existing law, in Lieu of adjudicating a traffic offense and with the consent of the defendant, a court may order the person issued a notice to appear for a traffic violation to attend a licensed school for traffic violators or licensed driving school. The clerk of the court is required to collect a fee, not exceeding \$12, from a person ordered to attend a school, but the court is prohibited from imposing any other fees on the person. This bill would require the court to order the payment of an additional \$10 fee. After the county deducts \$1.10 per citation for its administrative costs, the funds collected would be transferred to the issuing local governmental entity, as specified, for deposit in its general fund.

(4) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would, by making changes in the requirements imposed on courts and other local agencies having jurisdiction over traffic violations, impose a state-mandated local program. The bill would provide that no reimbursement is required by this act for specified reasons.

(5) The bill would declare that it is to take effect immediately as an urgency statute.

The people of the State of California do enact as follows:

DIVISION 15. FRESNO COUNTY TRANSPORTATION AUTHORITY

Chapter 1. General Provisions

142000. This division shall be known and may be cited as the Fresno County Transportation Improvement Act.

142001. The Legislature hereby finds and declares all of the following:

(a) In Fresno County, highway improvements and local transportation improvements and services are an immediate high priority needed to resolve the county's transportation problems that threaten the economic viability and development potential of the county and adversely impact the quality of life therein.

(b) In order to deal in an expeditious manner with current and future transportation problems, the county needs to develop and implement a local funding program that goes significantly beyond current federal and state funding which is inadequate to resolve these problems.

(c) It is in the public interest to allow the voters of Fresno County to create the Fresno County Transportation Authority so that local transportation decisions can be implemented in a timely manner to provide highway capital improvements and to meet local transportation needs.

142002. It is the intent of the Legislature that funds generated pursuant to this division not replace property tax revenues which would otherwise be expended for roads and transportation purposes.

142003. This division shall be liberally construed in order to effectuate its purposes. No inadvertent error, irregularity, informality, or the inadvertent neglect or omission of any officer, in any procedure taken under this division, other than fraud, shall void or invalidate that proceeding or any levy imposed to finance highway improvements or local transportation needs.

142004. "Authority" meant the Fresno County Transportation Authority created pursuant to this division in the County of Fresno.

142005. "Board of supervisors" means the Fresno County Board of Supervisors.

142006. "County" means the County of Fresno.

142007. "Fresno-Clovis Metropolitan Area" means that area within the adopted spheres of influence of the Cities of Fresno and Clovis, as approved and amended by the local agency formation commission.

142008. "Transportation planning agency" means the Council of Fresno County Governments or any other agency which may be designated by the Governor as responsible for regional transportation planning within the county to comply with federal and state requirements.

142009. If the electors do not approve the imposition of the one-half of 1 percent retail transactions and use tax this division is repealed as of the date that the county certifies the election results to the Secretary of State.

142010. The authority is terminated two years from the last day on which the transactions and use tax authorized by this division is collected and as of that date this division is repealed.

Chapter 2. Creation Of The Authority

142050. The Fresno County Transportation Authority is hereby created in the County. **142051.** The authority shall consist of seven members selected as follows:

(a) Two members of the board of supervisors appointed by the board.

- (b) Two members representing the City of Fresno, consisting of the mayor thereof and a member of the city council of that city appointed by the city council.
- (c) One member representing the City of Clovis appointed by city council of that city.
- (d) One member representing the other cities within the county appointed by a committee comprised of the mayors of each of those cities.
- (e) One member of the public at large selected by the other members of the authority.

142052. (a) Except as provided in subdivision (b), and except for the Mayor of the City of Fresno, the members of the authority shall serve for a term of two years.

(b) At the first meeting of the authority convened pursuant to Section 142110, three members shall be selected by lot to serve three-year terms, and the other three shall serve two year terms.

(c) If any member other than the public member ceases to be an elected official, that member shall cease to be a member of the authority, and another member shall be appointed for the remainder of the term pursuant to Section 142051.

Chapter 3. Administration

142100. The authority, at its first meeting, and thereafter annually at the first meeting in January, shall elect a chairperson who shall preside at all meetings, and a vice chairperson who shall preside in his or her absence. In the event of their absence or inability to act, the members present by an order entered into the minutes, shall select one of their members to act as chairperson pro tempore, who, while so acting, shall have all the authority of the chairperson

142101. The authority shall adopt rules for its proceedings consistent with the law of the state.

142102. A majority of the members of the authority constitutes a quorum for the transaction of business, and all official acts of the authority require the affirmative vote of the majority of the members of the authority.

142103. The acts of the authority shall be expressed by motion, resolution, or ordinance.

142104. All meetings of the authority shall be conducted pursuant to Chapter 9 (commencing with Section 54950) of Part 1 of Division 2 of Title 5 of the Government Code.

142105. The authority shall do all the following:

- (a) Adopt an annual budget.
- (b) Adopt an administrative code, by ordinance, which prescribes the powers and duties of the authority officers, the method of appointment of the authority employees, and methods, procedures, and systems of operations and management of the authority.
- (c) Cause a post audit of the financial transactions and records of the authority to be made at least annually by a certified public accountant.
- (d) Appoint a policy advisory committee composed of one representative of each city in the county and one representative of the county. Each representative on the committee shall be an elected official. If a representative ceases to be an elected official, that representative shall cease to be a member of the committee, and another representative from that city or county, as the case may be, shall be appointed. No person shall serve on the authority and on the committee at the same time.
- (e) Do any and all things necessary to carry out the purposes of this division.

142106. The authority may hire an independent staff of its own or contract with any department or agency of the United States or with any public agency to implement this division.

142107. The authority shall fix the compensation of its officers and employees.

142108. (a) Notice of the time and place of a public hearing on the adoption of the annual budget shall be published pursuant to Section 6061 of the Government Code not later than the 15th day prior to the day of the hearing.

(b) The proposed annual budget shall be available for public inspection at least 15 days prior to the hearing.

142109. (a) The authority shall rely, to the extent possible, on existing state, regional, and local transportation planning and programming data and expertise, rather than on a large duplicative staff and set of plans.

(b) The authority shall not expend more than 1 percent of the funds generated pursuant to this division in any year for salary and benefits of its staff.

142110. The initial meeting of the authority shall convene within 90 days of the approval of the transactions and use tax at the election conducted pursuant to Chapter 6 (commencing with Section 142250). The Secretary of the Business, Transportation and Housing Agency shall convene the initial meeting in the City of Fresno.

Chapter 4. Powers and Functions

142150. The authority may adopt a seal and alter it at its pleasure.

142151. The authority may sue and be sued, except as otherwise provided by law, in all actions and proceedings, in all courts and tribunals of competent jurisdiction.

142152. All claims for money or damages against the authority are governed by Division 3.6 (commencing with Section 810) of Title 1 of the Government Code, except as provided therein, or by other statutes or regulations expressly applicable thereto.

142153. The authority may make contracts and enter into stipulations of any nature whatsoever, either in connection with eminent domain proceedings or otherwise, including, but not limited to, contracts and stipulations to indemnify and hold harmless, to employ labor, and to do all acts necessary and convenient for the full exercise of the powers granted in this division.

142154. The authority may contract with any department or agency of the United States, with any public agency, including, but not limited to, the Department of Transportation, the Council of Fresno County Governments, or any county, city, or district, or with any person upon any terms and conditions that the authority finds in its best interest.

142155. (a) Contracts for the purchase of services, supplies, equipment, and materials in excess of ten thousand dollars (\$ 10,000) shall be awarded to the lowest responsible bidder after competitive bidding, except in an emergency declared by the authority or by an executive committee to which the authority has delegated responsibility to make that declaration.

(b) If, after rejecting bids received under subdivision (a), the authority determines and declares that, in its opinion the services, supplies, equipment, or materials may be purchased at a lower price on the open market, the authority may proceed to purchase these services, supplies, equipment, or materials in the open market without further observance of the provisions regarding contracts, bids, or advertisements.

Chapter 5. Transportation Coordination

142200. The authority shall consult with, and coordinate its actions to secure funding for the completion and improvement of the priority regional highways with the cities in the county, the board

of supervisors, the Council of Fresno County Governments, and the Department of Transportation for the purpose of integrating its planned highway improvements with the highway and other transportation improvement plans and operations of other transportation agencies impacting the county.

142201. The authority shall prepare and adopt an annual report each year on progress made to achieve the objective of improving transportation conditions related to priority highway operations and local transportation needs.

Chapter 6. Transactions and Use Taxes

142250. (a) A retail transactions and use tax ordinance, applicable in the incorporated and unincorporated territory of the county may be imposed by the authority in accordance with Section 142262 of this code and Part 1.6 (commencing with Section 725 1) of Division 2 of the Revenue and Taxation Code, if a majority of the electors voting on the measure vote to approve the imposition of the tax at an election which shall be called for that purpose by resolution of the board of supervisors. (b) The election shall be held on the next established election date for a general election after this division takes effect.

(c) The tax ordinance shall become operative as set forth in Section 1422.53. The tax ordinance shall specify the period, not to exceed 20 years, during which the tax is to be imposed. The tax maybe terminated earlier if the conditions of Sections 142255, 142256, 142257, and 142260 have been met.

142251. The authority, in the transactions and use tax ordinance, shall state the nature of the tax to be imposed, shall provide the tax rate or rates or the maximum tax rate or rates, shall specify the purposes for which the revenue derived from the tax will be used, and may set a term, not to exceed 20 years, during which the tax may be imposed.

142252. (a) The county shall conduct an election called by Section 142250, and the authority shall reimburse the county for the county's costs in conducting the election.

(b) The election shall be called and conducted in the same manner as provided by law for the conduct of elections by a county.

142253. Any retail transactions and use tax ordinance adopted pursuant to this chapter shall be operative on the first day of the first calendar quarter commencing more than 120 days after adoption of the ordinance.

142254. The revenues from the retail transactions and use taxes imposed pursuant to this chapter may be allocated by the authority for the administration of this division and for transportation improvement purposes. Not more than 75 percent of the proceeds of the tax shall be allocated for highway capital improvements, including administration of this division, legal actions related thereto, planning, environmental reviews, design, construction, and repair. These revenues may also be used for improvements to the state highway system in the manner otherwise provided by law.

142255. Of the funds allocated for highway capital improvements pursuant to Section 142254, not more than 70 percent thereof shall be allocated for improvements within the Fresno-Clovis Metropolitan Area, which may include, but are not limited to, the following highway projects:

(a) Construction of freeway overcrossings, grade separations, and operational improvements necessary for effective connection of the designated arterial street system in Fresno with State Highway Route 99 and to avoid excessive traffic delays.

(b) Widening the Route 99 freeway from Ashlan Avenue northwest to Madera County. (c) Construction of a freeway or expressway on the designate State Highway Route 41 alignment from Clayton Avenue south of Fresno to connect with existing Route 41 freeway and Route 99 freeway.

(d) Construction of a freeway or expressway on the designated Route 41 alignment extending from Audobon Drive north across the San Joaquin River in concert with any project which may be approved by the California Transportation Commission on that alignment north to Madera County.

(e) Construction of uncompleted freeway or expressway segments on the designated State Highway Route 180 alignment from either Hughes Avenue and Whitesbridge Road eastward to connect with the existing Route 99 freeway; from the existing Route 99 freeway eastward to connect with existing Route 180 freeway at Blackstone/Abby Streets couplet, including additional improvements eastward to the existing Route 180 and Route 41 freeway interchange; and from the existing Route 180 and Route 41 freeway interchange; and from existing Route 41 freeway eastward to Highland Avenue.

142256. Of the funds allocated For highway capital improvements pursuant to Section 142254, not less than 30 percent of the funds shall be allocated for improvements within the rest of the county, which may include, but are not limited to, the following highway projects:

(a) Rehabilitation, reconstruction, and operational and safety improvements on conventional state highway segments which are not planned as freeways or expressways on alignments separate from existing routes. Eligible state highway routes include all of the following:

- (1) Route 33 from Merced County to Kings County.
- (2) Route 145 from Route 5 to Madera County.
- (3) Route 168 from Shaver Lake to Huntington Lake.
- (4) Route 180 from Route 33 near Mendota eastward to Hughes Avenue near Fresno.
- (5) Route 198 from Kings County to Monterey County.
- (6) Route 245 from Tulare County to Route 180.
- (7) Route 269 from Route 145 to Kings County.

(b) Construction of an expressway on the designated State Highway Route 41 alignment from Elkhorn Avenue north to Clayton Avenue.

(c) Widening State Highway Route 99 freeway from Tulare County north to Floral Avenue and from Manning Avenue north to Clovis Avenue.

(d) Construction of freeway or expressway segments on the designated State Highway Route 168 alignment from Temperance Avenue to existing Route 168 freeway near Edge Road and from existing Route 168 freeway near Pine Ridge to Shaver Lake.

(e) Construction of an expressway on the designated State Highway Route 180 alignment from Highland Avenue eastward to State Highway Route 63 near Orange Cove.

142257. (a) Not less than 25 percent of the proceeds of the retail transactions and use tax shall be allocated to each city and the county for local transportation purposes determined to be priority projects by local governments to which funds are allocated. The distribution of these funds shall be based upon a formula allocation in which 25 percent of the funds are allocated on the basis of proportionate total street miles and 75 percent of the funds are allocated on the basis of proportionate population using the latest estimate of population. For purposes of this subdivision, the population of the county is the population of the unincorporated area of the county.

(b) Prior to the authority allocating funds, each local government shall certify to the authority that the funds will not be substituted for property tax funds which are currently utilized to fund existing local transportation programs. If the local government is unable to segregate property tax revenues from

other general fund revenues which cannot be so distinguished, substitution of funds from the authority for general funds is also prohibited. (c) The authority shall require that local governments to which funds are allocated to separately account for those funds and maintain records of expenditures in accordance with administrative code requirements adopted by the authority.

142258. (a) The transportation planning agency shall annually review and assess the needs for highway transportation purposes specified in Sections 142255 and 142256. As part of this review and assessment, the transportation planning agency shall solicit proposals for highway transportation improvements from the Department of Transportation and the cities and the county. The transportation planning agency shall adopt a procedure for evaluating these proposals in consultation with the Department of Transportation and the cities and the county.

(b) Based on the evaluation the transportation planning agency shall prepare a plan for the expenditure of the revenue expected to be derived from the transactions and use tax imposed pursuant to this chapter, together with other federal, state, and local improvements, for a period of not less than 20 years. The first five years of the plan shall be incorporated into the transportation planning agency's annual submission to the California Transportation Commission for the state transportation improvement program pursuant to Chapter 2.5 (commencing with Section 65080) of Division 1 of Title 1 of the Government Code.

(c) The expenditure plan shall also include projections of revenues likely to be available in the next five years for capital, maintenance, and operational purposes in categories of transportation facilities, including, but not limited to, freeways, expressways, and conventional state highways, and local streets and roads and transit.

(d) Before adoption of an expenditure plan, the transportation planning agency shall conduct public hearings on the plan.

142259. Except as otherwise provided by Section 142260, the transportation planning agency may amend the expenditure plan annually.

142260. (a) The authority may, by the affirmative vote of the majority of the members, annually approve, or approve subject to amendment, the expenditure plan adopted pursuant to Section 142258. The authority shall take all appropriate actions to give highest priority to the projects in the initial expenditure plan, and any amendments shall not delay or delete any project in the initial plan without the authority holding a public hearing and adopting a resolution specifically detailing the reason why the amendments are necessary relative to conditions beyond control of the authority.

(b) The authority shall notify the transportation planning agency, the board of supervisors, and the city council of each city in the county and provide them with a copy of the proposed amendments. (c) The proposed amendments shall become effective 45 days after notice is given pursuant to subdivision (b). A public hearing shall be held on the proposed amendments prior to final adoption if any city or the county objects to the amendment in writing within 30 days of receiving the notice.

142261. If a retail transactions and use tax is adopted pursuant to this chapter, the authority shall prepare and submit a report to the Department of Transportation to the board of supervisors, to the city council of each city in the county, and to the transportation planning agency, on or before each January 1 after taxes are imposed pursuant to this chapter. The report shall evaluate and report the progress made in implementing the expenditure plan during the preceding fiscal year.

142262. The authority, subject to the approval of the voters, may impose the retail transactions and use tax at a maximum rate of one-half of 1 percent under this chapter and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code, and may state the maximum tax rate in terms of not to exceed one-half of 1 percent.

142263. (a) The board of supervisors, as part of the ballot proposition to approve the imposition of a retail transactions and use tax, shall seek authorization from the electors to issue bonds payable solely from the proceeds of the tax.

(b) The maximum bonded indebtedness which may be authorized shall be an amount equal to the sum of the principal and interest on the bonds, not to exceed the estimated proceeds of the tax, for a period of not more than 20 years. The actual wording of the proposition on any short form of ballot card, label, or other device, regardless of the system of voting used, shall read as follows:

**IMPROVING ROADS
AND TRANSPORTATION IN FRESNO COUNTY**

To provide for countywide road improvements and rehabilitation freeway expansion and local transportation purposes which would contribute to better traffic flow, improved air quality, and increased safety; this proposition authorizes the Fresno County, Transportation Authority only to impose, by ordinance, a one-half of 1 percent transactions and use tax (for a period of not to exceed 20 years) with not more than 75 percent for highway improvements in Fresno County and no less than 25 percent for local transportation purposes and to issue bonds payable from the proceeds of that tax and establishes the, appropriations limit of the authority in the amount of _____ dollars (\$_____).

Yes

No

142264. (a) The bonds authorized by the voters concurrently with the approval of the retail transactions and use tax may be issued by the authority at any time, and from time to time, payable solely from the proceeds of the tax. The bonds shall be referred to as "limited tax bonds."

(b) The pledge of the tax to the limited tax bonds, authorized under this chapter has priority over the use of any of the tax for pay-as-you-go financing, except to the extent that priority is expressly restricted in the resolution authorizing the issuance of the bonds.

142265. Limited tax bonds shall be issued pursuant to a resolution adopted at any time by an affirmative vote of a majority of the members of the authority. Each resolution shall provide for the issuance of bonds in the amounts as may be necessary, until the full amount of the bonds authorized have been issued. The full amount of bonds may be divided into two or more series and different dates of payment fixed for the bonds of each series. A bond need not mature on its anniversary date.

142266. (a) A resolution authorizing the issuance of limited tax bonds shall state all of the following:

(1) The purpose for which the proposed debt is to be incurred, which may include all costs and estimated costs incidental to or connected with the accomplishment of those purposes, including, without limitation, engineering, inspection, legal, fiscal agents, financial consultant and other fees, bond and other reserve funds, working capital, bond interest estimated to accrue during the construction period and for a period not to exceed three years thereafter, and expenses of all proceedings for the authorization, issuance, and sale of the bonds.

(2) The estimated costs of accomplishing those purposes.

(3) The amount of the principal of the indebtedness.

(4) The maximum term that the bonds proposed to be issued shall run before maturity, which shall not be beyond the date of termination of the imposition of the retail transactions and use tax.

(5) The maximum rate of interest to be paid, which shall not exceed the maximum allowable by law.
(6) The denomination or denominations of the bonds, which shall not be less than five thousand dollars (\$5,000).

(7) The form of the bonds, including, without limitation registered bonds and coupon bonds, to the extent permitted by federal law, and the form of any coupons to be attached there to, the registration, conversion, and exchange privileges, if any, pertaining thereto, and the time when all of, or any part of, the principal becomes due and payable.

(b) The resolution may also contain any other matters authorized by this chapter or any other provision of law.

142267. The bonds shall bear interest at a rate or rates not exceeding the maximum allowable by law, payable semiannually, except that the first interest payable on the bonds, or any series thereof, may be for any period not exceeding one year, as determined by the authority.

142268. In the resolution authorizing the issuance of the bonds, the authority may also provide for call and redemption of the bonds prior to maturity at the times and prices and upon other terms as specified. However, no bond is subject to call or redemption prior to maturity unless it contains a recital to that effect or unless a statement to that effect is printed thereon.

142269. The principal of, and interest on, the bonds shall be payable in lawful money of the United States at the office of the auditor-controller-treasurer of the county and other places as may be designated by the authority.

142270. (a) The bonds, or each series thereof, shall be dated and numbered consecutively and shall be signed by the chairperson or vice chairperson of the authority and the auditor-controller-treasurer of the county, and the official seal of the authority shall be attached.

(b) The interest coupons of the bonds, if any, shall be signed by the auditor-controller-treasurer of the county.

(c) All signatures and the seal may be printed, lithographed, or mechanically reproduced, except that one of the signatures on the bonds shall be manually affixed.

(d) If any officer whose signature appears on the bonds or coupons ceases to be that officer before the delivery of the bonds, the officer's signature is as effective as if the officer had remained in office.

142271. The bonds may be sold as the authority determines by resolution. The authority may sell the bonds at a price below par, whether by negotiated or public sale.

142272. Delivery of any bonds may be made at any place either inside or outside the state, and the purchase price may be received in cash or bank credits.

142273. All accrued interest and premiums received on the sale of the bonds shall be placed in the fund to be used for the payment of principal of, and interest on, the bonds, and the remainder of the proceeds of the bonds shall be placed in the treasury of the authority and applied to secure the bonds or for the purposes for which the debt was incurred. However, when the purposes have been accomplished, any money remaining shall be either (a) transferred to the fund to be used for the payment of principal of, and interest on, the bonds or (b) placed in a fund to be used for the purchase of outstanding bonds of the authority from time to time in the open market at prices and in the manner, either at public or private sale or otherwise, as determined by the authority. Bonds so purchased shall be canceled immediately.

142274. (a) The authority may provide for the issuance, sale, or exchange or refunding bonds to redeem or retire any bonds issued by the authority upon the terms, at the times, and in the manner which it determines.

(b) Refunding bonds may be issued in a principal amount sufficient to pay all, or any part of, the principal of the outstanding bonds, the premium, if any, due upon call and redemption thereof prior to maturity, all expenses of there funding, and either of the following:

(1) The interest upon the refunding bonds from the date of sale thereof to the date of payment of the bonds to be refunded out of the proceeds of the sale of the refunding bonds or to the date upon which the bonds to be refunded will be paid pursuant to call or agreement with the holders of the bonds.

(2) The interest upon the bonds to be refunded from the date of sale of the refunding bonds to the date of payment of the bonds to be refunded or to the date upon which the bonds to be refunded will be paid pursuant to call or agreement with the holders of the bonds.

(c) The provisions of this chapter for the issuance and sale of bonds apply to the issuance and sale of refunding bonds.

142275. (a) The authority may borrow money in anticipation of the sale of bonds which have been authorized pursuant to this chapter, but which have not been sold and delivered, and may issue negotiable bond anticipation notes therefor and may renew the bond anticipation notes from time to time. However, the maximum maturity of any bond anticipation notes, including the renewals thereof, shall not exceed five years from the date of delivery of the original bond anticipation notes.

(b) The bond anticipation notes, and the interest thereon, may be paid from any money of the authority available therefor, including the revenues from the retail transactions and use taxes imposed pursuant to this chapter. If not previously otherwise paid, the bond anticipation notes, or any portion thereof, or the interest thereon, shall be paid from the proceeds of the next sale of the bonds of the authority in anticipation of which the notes were issued.

(c) The bond anticipation notes shall not be issued in any amount in excess of the aggregate amount of bonds which the authority has been authorized to issue less the amount of any bonds of the authorized issue previously sold, and also less the amount of other bond anticipation notes therefor issued and then outstanding. The bond anticipation notes shall be issued and sold in the same manner as the bonds.

(d) The bond anticipation notes and the resolutions authorizing them may contain any provisions, conditions, or limitations which a resolution of the authority authorizing the issuance of bonds may contain.

142276. Any bonds issued under this chapter are legal investments for all trust funds; for the funds of insurance companies, commercial and savings banks, and trust companies; and for state school funds; and whenever any money or funds may, by any law now or hereafter enacted, be invested in bonds of cities, counties, school districts, or other districts within the state, that money or funds may be invested in the bonds issued under this chapter; and whenever bonds of cities, counties, school district, or other districts within the state may, by any law now or thereafter enacted, be used as security for the performance of any act or the deposit of any public money, the bonds issued under this chapter may be so used. The provisions of this chapter are in addition to all other laws relating to legal investments and shall be controlling as the latest expression of the Legislature with respect thereto.

142277. Any action or proceeding wherein the validity of the adoption of the retail transactions and use tax ordinance provided for in this chapter, or the issuance of any bonds thereunder, or any of the proceedings in relation thereto, is contested, questioned, or denied, shall be commenced within six months from the date of the election at which the ordinance is approved; otherwise, the bonds and all proceedings in relation thereto, including the adoption and approval of the ordinance, shall be held to be valid and in every respect legal and incontestable.

SEC. 5. Section 7252.8 is added to the Revenue and Taxation Code, to read:

7252.8. "Districts," as used in this part, also means a county transportation authority or the Metropolitan Transportation Commission if authorized to impose transactions and use taxes pursuant to this part.

SEC. 6. Section 7252. 10 is added to the Revenue and Taxation Code, to read:

7252.10. "District," as used in this part, also means the Fresno County Transportation Authority, if authorized to impose transactions and use taxes pursuant to this part.

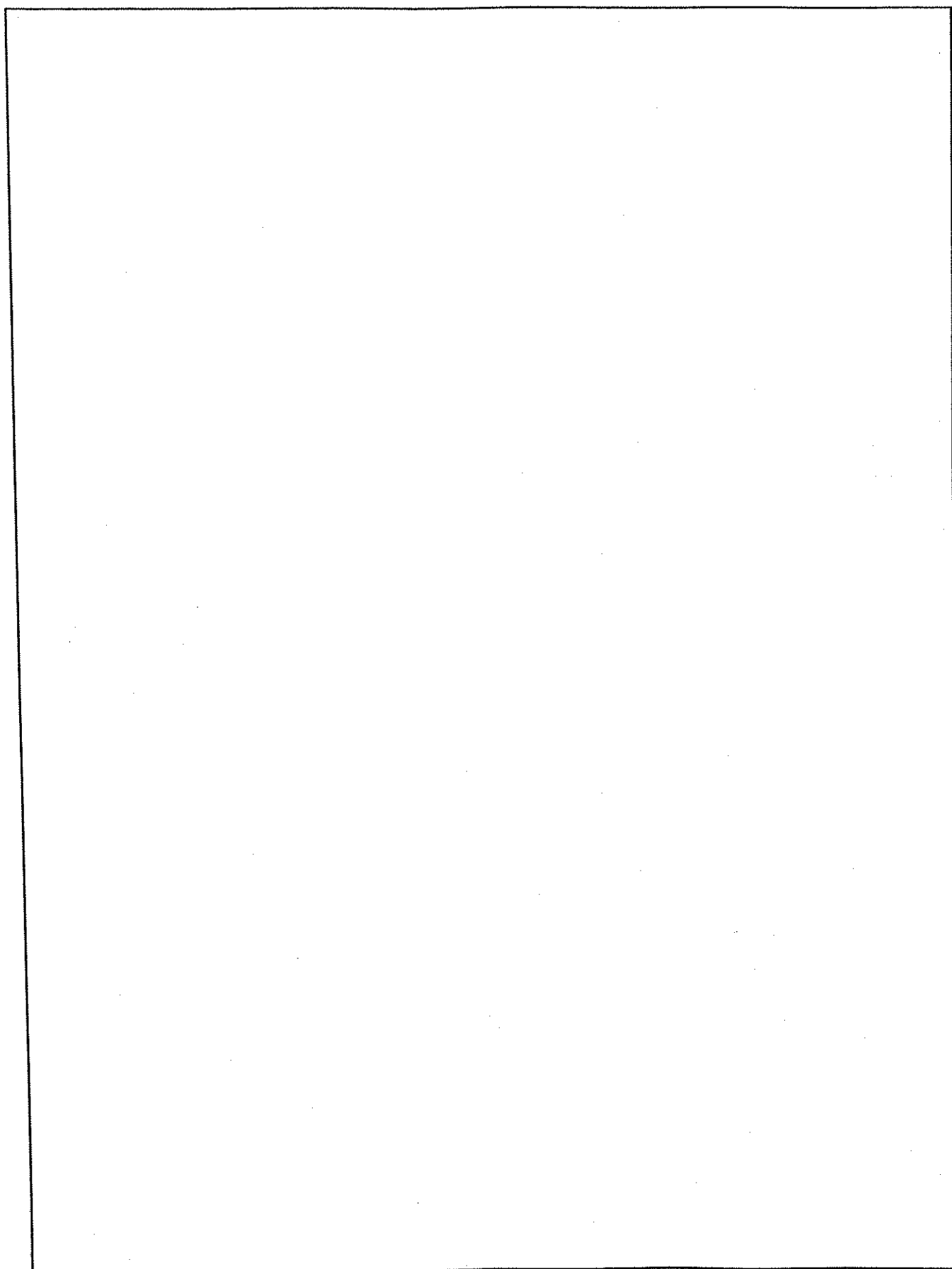
This section shall remain in effect as long as Division 15 (commencing with Section 142000) of the Public Utilities Code remains in effect, but shall be repealed upon the repeal of that division.

SEC. 7. - Deleted

SEC. 8. If any provision of this act or the application thereof to any circumstances is held unconstitutional, that decision shall not affect other provisions or applications of the act which can be given effect without the invalid provision or application and to this end, the provisions of this act are severable. The Legislature hereby declares that it would have passed this act, and each portion thereof, irrespective of the fact that any other portion be declared unconstitutional.

SEC. 9. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act and because this act is in accordance with the request of a local agency or school district which desired legislative authority to carry out the program specified in this act.

SEC. 10. This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the Constitution and shall go into immediate effect. The facts constituting the necessity are: In order to assure the development of traffic and transportation projects and to clarify what fees a court may order persons to pay who are ordered to attend schools for traffic violators or driving schools, it is necessary that the act take effect immediately.

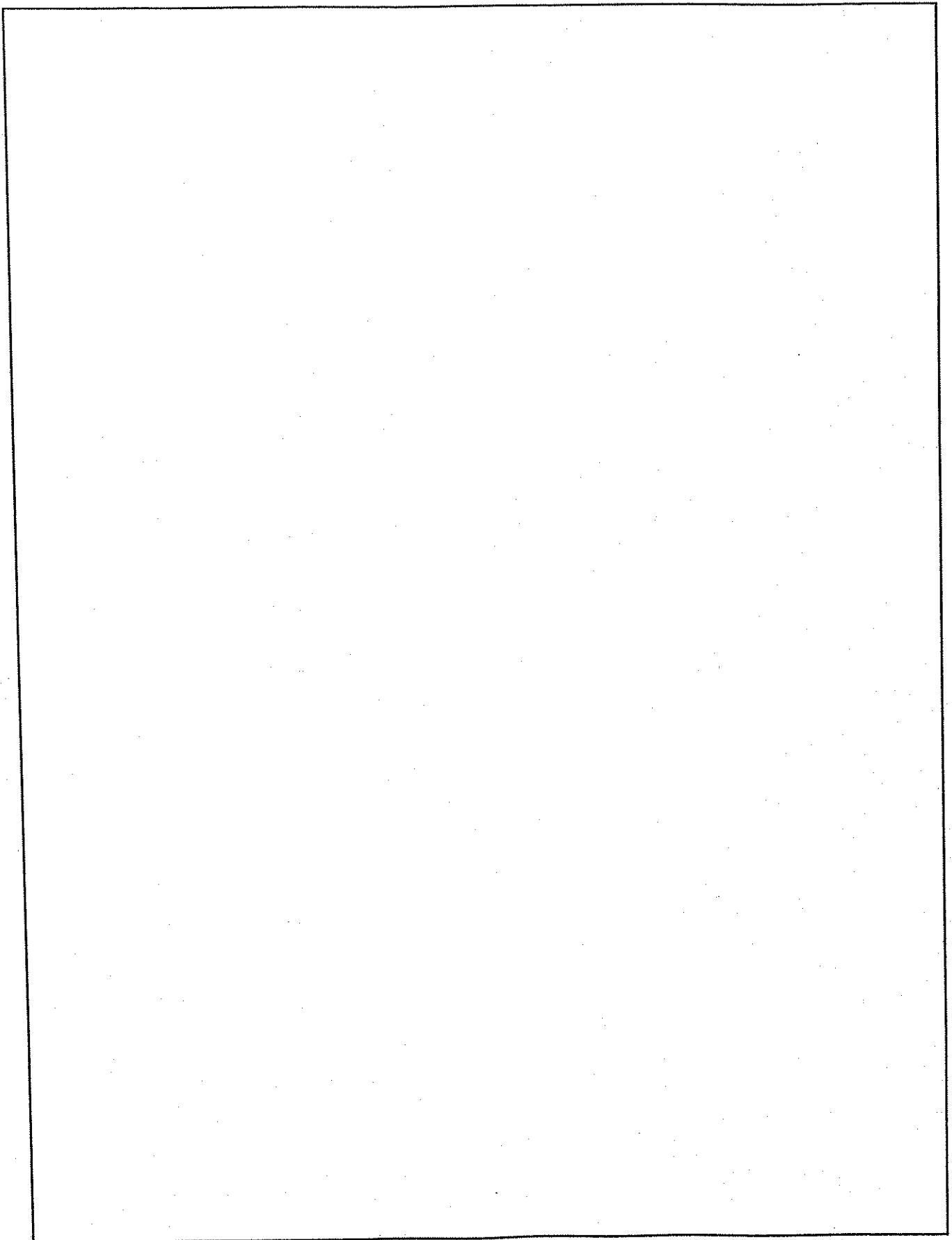


Appendix

E

Measure “C”

Adoption Process

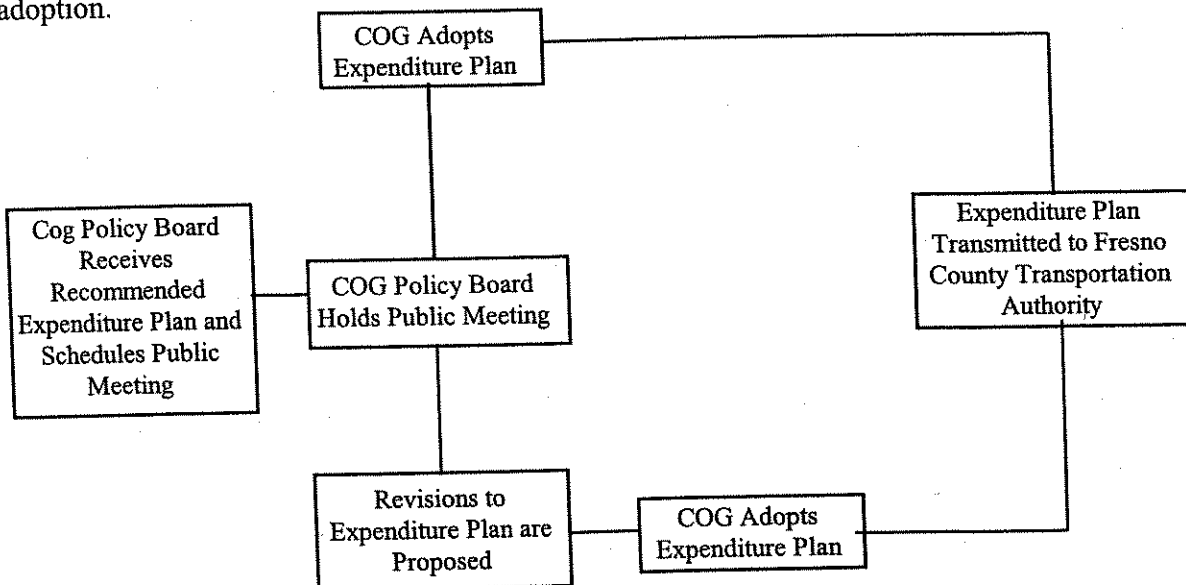


Expenditure Plan Adoption Process

Council of Fresno County Governments

The legislation enabling Measure "C" designated the Council of Fresno County Governments (COG) with specific planning responsibilities. As the Regional Transportation Planning Agency for the area, Fresno COG was already implementing a coordinated and comprehensive transportation planning process between the cities, the county and Caltrans. Now the COG is charged with preparing an Expenditure Plan for highway improvements based on Measure "C" sales tax revenue in conjunction with other federal, state and local revenues.

COG staff consults with the Fresno County Transportation Authority on preparation of the Expenditure Plan. With the Authority's stated guidance, the recommended Expenditure Plan is presented to the COG Policy Board at a public meeting which starts the process of review by member agencies and the public. A second public meeting, is scheduled for a subsequent date at which the Policy Board will consider formal Plan adoption.

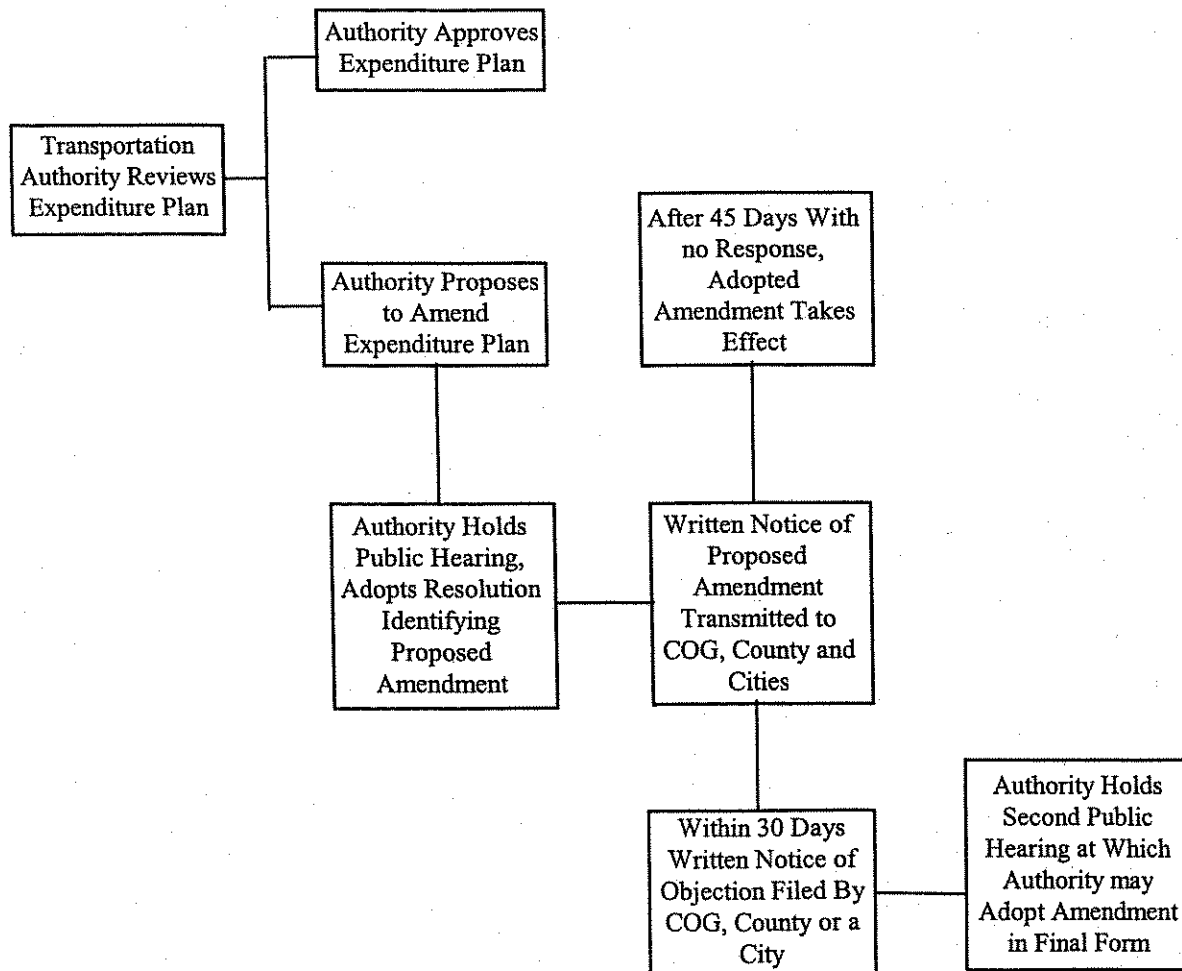


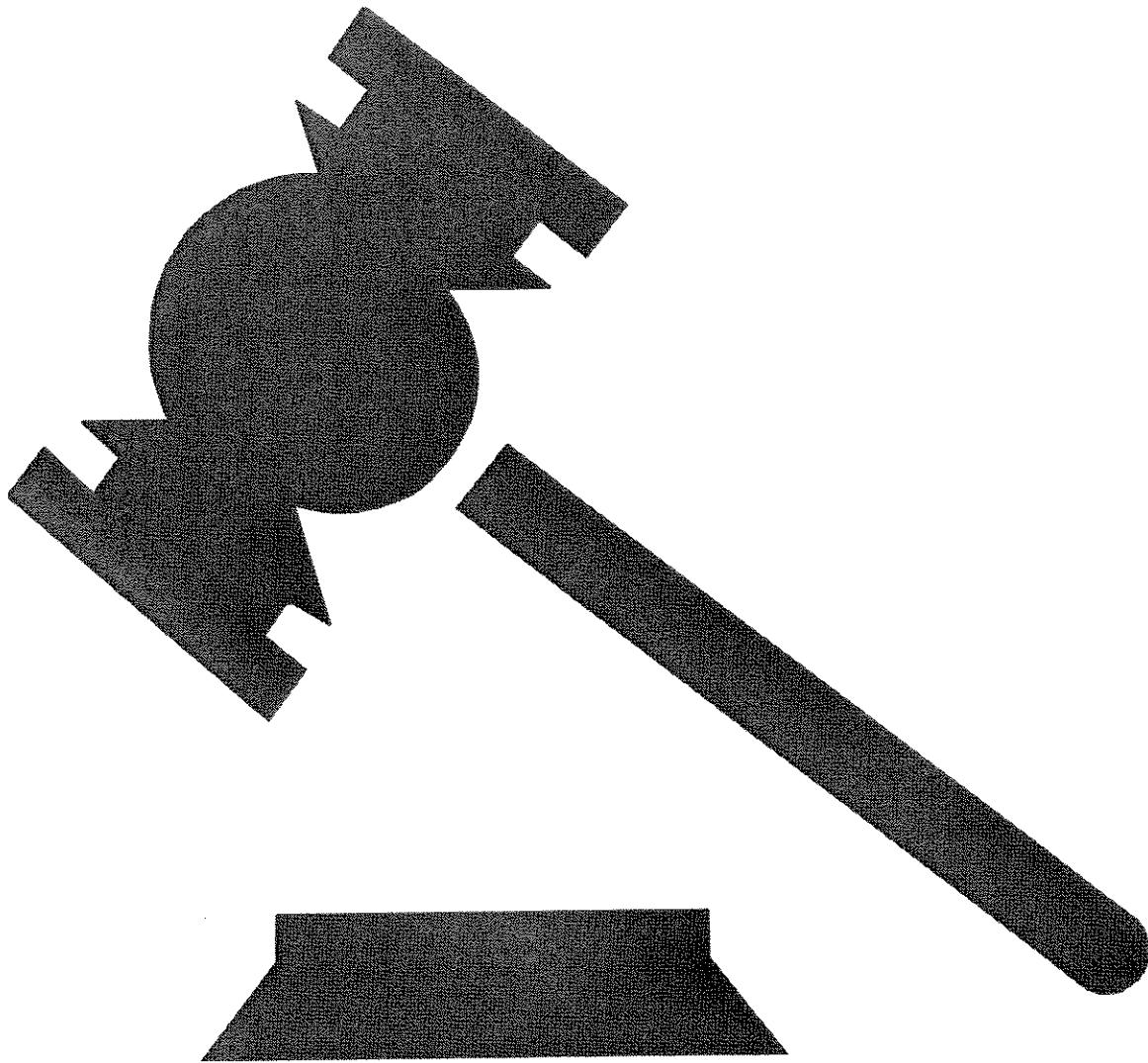
Once the Expenditure Plan is adopted by the Council of Fresno County Governments, it is transmitted to the Fresno County Transportation Authority. The Authority also has a review process prior to adoption. The Authority's review process is explained on the following page.

Fresno County Transportation Authority

The Transportation Authority is responsible for implementing the planned highway improvements. The Authority is responsible for integrating its planned improvements with those of other transportation agencies within Fresno County. Their responsibility includes securing funding from sources other than Measure "C" for completion of the planned improvements.

Once the Expenditure Plan has been transmitted to the Transportation Authority, the Authority may approve the Plan or approve it subject to amendment. Should the Authority propose an amendment, it must hold a public hearing and adopt a resolution which specifically identifies the reason why amendments are necessary. Notification of proposed amendments must then be transmitted to the COG, Fresno County and its cities. Amendments would take effect 45 days following the Authority's adoption of a resolution and notification of amendment unless the County or any of its cities object to the amendment in writing within 30 days. In that event, the Transportation Authority must hold another public hearing on the amendment prior to final action. Once the Plan is adopted by the Authority, it is considered an implementation guide.





***TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM III. A. 3.***

FINAL
Measure "C" Extension
2007 Local Agency Handbook
(Local Pass-Through Revenue Funding)
Revised – July 5, 2007

1. INTRODUCTION

Measure "C" Extension – ½ Cent Transportation Sales Tax Program

When voters approved Measure "C" on the November 7, 2006 ballot, they authorized the Fresno County Transportation Authority (FCTA or Authority) to continue a ½ cent retail transaction and use tax over twenty years (between July 1, 2007 and June 30, 2027). The Sales Tax Extension would provide an estimated \$1.714 billion in new revenues for transportation improvements according to financial projections estimated through the Year 2027. The funds are collected by the State Board of Equalization (BOE) beginning on July 1, 2007 and are sent to the Authority. As a result, claims for reimbursement will only be approved for project costs that were expended after that date.

Local agency pass-through revenues from the Measure are expected to be available in September 2007. The Authority will disburse funds monthly following the first allocation. By February or March of each year, the Authority will provide an estimate of the amount of Measure "C" funds available for the next Fiscal Year. Final annual allocation estimates will be provided in June prior to the new Fiscal Year. The current estimate of Measure "C" local agency pass-through funds over the 20-years is based upon information contained in the 2006 Measure "C" Extension Expenditure Plan. The estimates were provided by the Authority and use an annual 5% growth rate in sales tax revenues. The Expenditure Plan identified how the funds would be allocated over the 20-year period and includes general implementing guidelines for each of the six funding programs, including local agency pass-through programs, subprograms and category funds.

The following Measure "C" Local Agency Funding Programs, Subprograms, and Categories involve "pass-through" allocations or funds from Measure "C" Extension sales tax revenues. These funding allocations are eligible to be claimed by Fresno County cities, the County, the Fresno County Rural Transit Agency, and Fresno COG (local agencies for purposes of this Handbook). The eligible local agency pass-through portion of Measure "C" funding programs is included in Table 1 including the expected 20-year and annual funding amounts by program, subprogram and category. Table 2 provides an overview of the first year funding estimate from the Measure "C" Extension or funds expected during Fiscal Year (FY) 2007/08. These tables will be updated and provided annually to each local agency.

TABLE 1
MEASURE "C" EXTENSION EXPENDITURE PLAN
 Estimated Multi-Modal Funding Allocation Program
 LOCAL AGENCY PASS-THROUGH PROGRAMS

6/05/07

FUNDING ALLOCATION PROGRAMS	20 YEAR MEASURE "C" PASS-THROUGH FUNDING	20-YEAR AVERAGE ANNUAL MEASURE "C" PASS-THROUGH FUNDING	% OF TOTAL MEASURE "C" FUNDING
Total Measure "C" Funds - \$1,714,400,000	\$956,272,000	\$47,813,600	55.76%
Regional Public Transit Program	\$337,100,000	\$16,855,000	19.66%
<i>Public Transit Agencies</i>	<i>\$337,100,000</i>	<i>\$16,855,000</i>	<i>19.66%</i>
Fresno Area Express (FAX)	\$235,000,000	\$11,750,000	13.70%
Clovis Transit	\$33,700,000	\$1,685,000	1.97%
Fresno County Rural Transit Agency (FCRTA)	\$68,400,000	\$3,420,000	3.99%
Local Transportation Program	\$593,600,000	\$29,680,000	34.60%
<i>Local Allocation</i>	<i>\$525,300,000</i>	<i>\$26,265,000</i>	<i>30.60%</i>
Street Maintenance (50% of Local Allocation)	\$262,650,000	\$13,132,500	15.30%
ADA compliance (1.75% of Local Allocation)	\$9,192,750	\$459,638	0.54%
Flexible Funding (48.25% of Local Allocation)	\$253,457,250	\$12,672,863	14.76%
<i>Pedestrian/Trails</i>	<i>\$53,300,000</i>	<i>\$2,665,000</i>	<i>3.10%</i>
Urban (Clovis and Fresno Spheres of Influence)	\$37,000,000	\$1,850,000	2.15%
Rural	\$16,300,000	\$815,000	0.95%
<i>Bicycle Facilities</i>	<i>\$15,000,000</i>	<i>\$750,000</i>	<i>0.90%</i>
Regional Transportation Program	\$17,000,000	\$850,000	1.00%
<i>Fresno Airports</i>	<i>\$17,000,000</i>	<i>\$850,000</i>	<i>1.00%</i>
Administration/Planning Program	\$8,572,000	\$428,600	0.50%
Council of Fresno County Governments (Fresno COG)	\$8,572,000	\$428,600	0.50%

¹ Jurisdictions receiving less than \$200,000 annually from the total local transportation funds available will be exempt from the provision. (Likely exempt jurisdictions would be San Joaquin).

TABLE 2
MEASURE "C" EXTENSION
ESTIMATED 2007/08 MULTI-MODAL FUNDING ALLOCATION
 Local Pass-Through Funds Only
 7/12/2007

FUNDING ALLOCATION PROGRAMS	FY 2007/08 MEASURE "C" PASS-THROUGH FUNDING ESTIMATE	% OF TOTAL MEASURE "C" FUNDING
Total FY 2007/08 Measure "C" Funds - \$62,200,000	\$34,682,720	55.76%
Regional Public Transit Program	\$12,228,520	19.66%
<i>Public Transit Agencies Subprogram</i>	<i>\$12,228,520</i>	<i>19.66%</i>
Fresno Area Express (FAX) Category	\$8,521,400	13.70%
Clovis Transit Category	\$1,225,340	1.97%
Fresno County Rural Transit Agency (FCRTA) Category	\$2,481,780	3.99%
Local Transportation Program	\$21,521,200	34.60%
<i>Local Allocation Subprogram</i>	<i>\$19,033,200</i>	<i>30.60%</i>
Street Maintenance / Rehabilitation Category (50% of Local Allocation)	\$9,516,600	15.30%
ADA Compliance Category (1.75% of Local Allocation)	\$333,081	0.54%
Flexible Funding Category (48.25% of Local Allocation)	\$9,183,519	14.76%
<i>Pedestrian/Trails Subprogram</i>	<i>\$1,928,200</i>	<i>3.10%</i>
Urban Category (Clovis and Fresno Spheres of Influence)	\$1,337,300	2.15%
Rural Category	\$590,900	0.95%
<i>Bicycle Facilities Subprogram</i>	<i>\$559,800</i>	<i>0.90%</i>
Regional Transportation Program	\$622,000	1.00%
<i>Fresno Airports Subprogram</i>	<i>\$622,000</i>	<i>1.00%</i>
Administration/Planning Program	\$311,000	0.50%
Council of Fresno County Governments (Fresno COG)	\$311,000	0.50%

¹ Jurisdictions receiving less than \$200,000 annually from the total local transportation funds available will be exempt from the provision. (Likely exempt jurisdictions would be San Joaquin).

Purpose/Use of Local Agency Handbook

This Handbook has been prepared by the Authority and the Council of Fresno County Governments (Fresno COG) to provide:

- ◆ A step by step process that local agencies within Fresno County will follow to identify funding availability and eligibility, and to conduct the funding claims process.
- ◆ The best available understanding of when revenue will be available and how that revenue is to be claimed by the local agencies.

The Handbook itself does not constitute a final funding commitment; the Authority will annually provide each local agency with estimated funding by program. This Handbook is provided to the local agencies to claim, use, and report sales tax allocated for the pass-through programs.

Local Agency Handbook Overview

Below are the specific steps for each Measure "C" Extension pass-through funding program identified in Table 1. Each of the programs has similar steps that the local agencies will need to follow as they claim Measure "C" Extension funds.

- ◆ Step 1 – Understanding the Funding Program
- ◆ Step 2 – Available Subprogram Funds
- ◆ Step 3 – Identifying Eligible Projects
- ◆ Step 4 – Performance Criteria (if applicable) or Other Requirements
- ◆ Step 5 – How to Claim the Subprogram Funds
- ◆ Step 6 – How to Monitor Fund Subprogram Projects and Report Accomplishments
- ◆ Step 7 – The Annual Audit Process

2. REGIONAL PUBLIC TRANSIT PROGRAM

The Regional Public Transit Program is intended to expand public transit programs that will get people out of their cars and improve air quality. It will be the goal of all transit agencies within Fresno County, which derive funding allocations from this program, to improve the level of public transit services within the County and to continue to seek ways to coordinate and/or consolidate services in order to achieve a seamless passenger travel system for the public. To accomplish this important goal, approximately 20% of Measure "C" over 20-years is provided to the three (3) public transit agencies within the County (Fresno Area Express [FAX], Clovis Transit, and the Fresno County Rural Transit Agency [FCRTA]). These agencies will provide major new expansions of the express, local, and feeder bus services throughout the County including additional:

- ◆ Routes
- ◆ Buses (including low emission)
- ◆ Night and weekend service
- ◆ Bus shelters
- ◆ Safer access to public transit services
- ◆ "Free bus service" to seniors 65 and older
- ◆ "Subsidized taxi script" to seniors (70 years or older) resulting in better service to people with special transportation needs and the growing aging population in Fresno County

Public Transit Agencies Subprogram

An overview of the various Categories under the Public Transit Agencies Subprogram and the steps necessary for each eligible agency to claim funds is provided for each Category on the following pages:

- ◆ Fresno Area Express (FAX) Category – Page 5
- ◆ Clovis Transit Category – Page 9
- ◆ FCRTA Category – Page 13

FAX Category - Primary and Secondary Transit Programs

◆ **Step 1 – Understanding the Primary and Secondary Funding Programs**

- **Primary Program** - the goal of the Primary Program is to improve the level of public transit services within the City of Fresno and to continue to seek ways to coordinate and/or consolidate public transit services to achieve a seamless transit system for the public.
- **Secondary Program** – Secondary Programs include improvements that will be funded after projects in the Primary Program are implemented, provided that funding is available.

◆ **Step 2 – Identifying Available FAX Category Funds**

The current estimated Measure "C" Extension funding available to FAX for the upcoming FY is provided in Table 2. An updated table will be provided annually.

◆ **Step 3 – Identifying Eligible Projects**

The eligible Primary and Secondary Program projects include:

➤ **Primary Program**

- Improve bus frequencies to every 15 minutes on the busiest routes on the public transportation system in Fresno
- Enhance the delivery of paratransit to the disabled community consistent with federal and state law
- Install and integrate a regional automated farebox system to enhance transit coordination and seamless passenger travel between transit systems
- Complete fleet conversion to low emission buses
- Expansion of service areas to all riders, as Fresno's Sphere of Influence changes
- Free general public transit fares for Seniors 65 years of age and older

➤ **Secondary Program**

- Extend weekend service hours
- Enhance the delivery of paratransit services to the senior community
- Pursue other alternative mass public transportation options such as bus rapid transit, automated people movers, light rail, etc.
- Deploy other operational and infrastructure improvements such as "real time" bus arrival and departure information displays to provide better services to transit users
- Taxi Script Program for seniors 70 years of age and older

➤ **Seniors Fare Subsidy Earmark Programs**

- Primary Program
 - ✓ Free General Public Transit Fare Program for Seniors 65 years of age and Older

- Each transit agency will commit to implement a Measure "C" reimbursement program from earmarked funds, to implement free fares for general transit ridership, for seniors 65 years of age and older.
- At 5-year intervals, each transit agency will conduct a performance evaluation to determine if the free senior fare reimbursement program is meeting its intended goals of increasing senior ridership on general public transit services. The evaluation will measure actual senior usage and fare reimbursement versus available program funding to ensure continued viability.
- If ridership increases beyond the earmark of available Measure "C" funding other funding sources may be utilized to continue the free senior fare program, otherwise the transit agencies may charge a reduced fare to augment and continue this Measure "C" fare subsidy program.
- Secondary Program
 - ✓ Taxi Script Program for Seniors 70 years of age and Older
 - Each of the three (3) transit agencies will commit to develop a *Taxi Script Program* for persons 70 years of age and older, who do not meet ADA eligibility requirements for access to paratransit services.
 - The program will be uniform between the three agencies and will provide for the purchase of a predetermined amount of script to be used for taxi service by those who are qualified to use the program.
 - The details of the "script ratio" will be determined by the transit agencies at the time the program is implemented.
 - At 5-year intervals, each transit agency will conduct a performance evaluation to determine if the program is meeting its intended goals of increasing ridership amongst eligible seniors of the *Taxi Script Program* and assess whether or not to continue, or redirect the funding to a more effective alternative.

Additional details regarding this Category of funds are included in the 2006 Measure "C" Extension Expenditure Plan.

◆ Step 4 - Performance Criteria

To ensure that Measure "C" funds are allocated to effective programs that provide "measurable" results in reducing single occupant auto use, eligible projects will be evaluated in accordance with the following:

- Measure C funds can be used to provide new / demonstration service for a period of up to three (3) years. The service must meet the minimum FAX performance standards set forth in the Regional Transportation Plan (RTP), Short-Range Transit Plan (SRTP), and other transit plans or as identified during the Unmet Transit Needs process.
- Service that does not meet the minimum performance standards may be discontinued; unless FAX can demonstrate that continued reduced / minimal "life-line" service is in the best interest of the community.

- Any request to extend such "life-line" service(s) shall be reviewed by the Council of Fresno County Governments' (Fresno COG's) Social Service Transportation Advisory Council (SSTAC) with final approval made by the City Council.
- Additional consideration may be given to evaluation and performance criteria that could be applied to the Primary and Secondary Programs described above and identified by the Authority and Fresno COG. Fresno COG will conduct meetings with agency staff and other stakeholders to identify the specific performance criteria that will be applied.

◆ **Step 5 – How to Claim FAX Category Funds**

- By February or March of each year, the Authority will provide an estimate of the amount of FAX Category funds available for the next Fiscal Year (reference Table 2) and forward a claim form to FAX (reference Appendix A). The final allocation estimate will be provided in June of each year.
- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 2.
- FAX shall submit its claim to the Authority once the claim form is approved by the Fresno City Council, along with a statement of no substitution of property tax.
- The Authority will consider and approve FAX claims as they are received.
- Any annual reporting required at the time of the claim must be included in FAX's claims package when it is submitted to the Authority before the claim is processed by the Authority.

◆ **Step 6 – How to Monitor FAX Category Projects and Report Accomplishments**

- The City of Fresno will complete an annual report form by January 1 for the prior Fiscal Year (reference Appendix B), which will consist of the following items:
 - Expenditure of funds for each project
 - Other funding sources applied to fully fund a project
 - Compliance of each project with the Short Range Transit Plan (SRTTP)
 - Compliance with the required performance criteria (reference Step 4)The completed annual report form will be transmitted to the Authority and shared with Fresno COG. Fresno COG will evaluate the information and report to the Authority regarding compliance.
- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs.
- In addition, the City of Fresno will provide signage at construction sites or on equipment, as appropriate, for projects funded partially or wholly by Measure "C" sales tax revenue under this Category so that Fresno County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix C).
- Funds determined by audit not to have been expended as provided for in the City's claim for Measure "C" FAX Category funds shall be repaid in full plus interest that would have been accrued.

◆ **Step 7 – The Annual Audit Process**

Funds under this Category are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

Clovis Transit Category - Primary and Secondary Transit Programs

◆ **Step 1 – Understanding the Primary and Secondary Funding Programs**

- **Primary Program** - the goal of the Primary Program is to improve the level of public transit services within Clovis and to continue to seek ways to coordinate and/or consolidate services in order to achieve a seamless transit system for the public.
- **Secondary Program** – Secondary Programs are improvements that will be funded after Primary Programs are completed, provided that funding is available.

◆ **Step 2 – Available Clovis Transit Category Funds**

The estimated annual Measure "C" Extension funding available to Clovis Transit is provided in Table 2.

◆ **Step 3 – Identifying Eligible Projects**

The eligible projects for the Primary and Secondary Programs include:

➤ **Primary Program**

- Improve frequencies to every 15 minutes on the busiest routes on the public transportation system in Clovis
- Enhance the delivery of paratransit to the disabled community consistent with federal and state law
- Install and integrate a regional automated farebox system to enhance transit coordination and seamless passenger travel between transit systems
- Complete fleet conversion to low emission buses
- Expand service areas to all riders, as Clovis's Sphere of Influence changes
- Free general public transit fares for Seniors 65 years of age and older

➤ **Secondary Program**

- Extend weekend service hours
- Enhance the delivery of paratransit services to the senior community
- Pursue other alternative mass public transportation options such as bus rapid transit, automated people movers, light rail, etc.
- Deploy other operational and infrastructure improvements such as "real time" bus arrival and departure information displays to provide better services to transit users
- Taxi Script Program for seniors 70 years of age and older

➤ **Seniors Fare Subsidy Earmark Programs**

- Primary Program
 - ✓ Free General Public Transit Fare Program for Seniors 65 years of age and Older

- Each transit agency will commit to implement a Measure "C" reimbursement program from earmarked funds, to implement free fares for general transit ridership, for seniors 65 years of age and older.
- At 5-year intervals, each transit agency will conduct a performance evaluation to determine if the free senior fare reimbursement program is meeting its intended goals of increasing senior ridership on general public transit services. The evaluation will measure actual senior usage and fare reimbursement versus available program funding to ensure continued viability.
- If ridership increases beyond the earmark of available Measure "C" funding other funding sources may be utilized to continue the free senior fare program, otherwise the transit agencies may charge a reduced fare to augment and continue this Measure "C" fare subsidy program.
- Secondary Program
 - ✓ Taxi Script Program for Seniors 70 years of age and Older
 - Each of the three (3) transit agencies will commit to develop a *Taxi Script Program* for persons 70 years of age and older, who do not meet ADA eligibility requirements for access to paratransit services.
 - The program will be uniform between the three agencies and will provide for the purchase of a predetermined amount of script to be used for taxi service by those who are qualified to use the program.
 - The details of the "script ratio" will be determined by the transit agencies at the time the program is implemented.
 - At 5-year intervals, each transit agency will conduct a performance evaluation to determine if the program is meeting its intended goals of increasing ridership amongst eligible seniors of the *Taxi Script Program* and assess whether or not to continue, or redirect the funding to a more effective alternative.

Additional details regarding this Category are included in the 2006 Measure "C" Extension Expenditure Plan.

◆ **Step 4 - Performance Criteria**

To ensure that Measure "C" funds are allocated to effective programs that provide "measurable" results in reducing single occupant auto use, eligible projects will be evaluated in accordance with the following:

- Measure C funds can be used to provide new / demonstration service for a period of up to three (3) years. The service must meet the minimum City of Clovis performance standards set forth in the Regional Transportation Plan (RTP), Short-Range Transit Plan (SRTP), and other transit plans or as identified during the Unmet Transit Needs process.
- Service that does not meet the minimum performance standards may be discontinued; unless the City of Clovis can demonstrate that continued reduced / minimal "life-line" service is in the best interest of the community.

- Any request to extend such "life-line" service(s) shall be reviewed by the Council of Fresno County Governments' (Fresno COG's) Social Service Transportation Advisory Council (SSTAC) with final approval made by the City Council.
- Additional consideration may be given to evaluation and performance criteria that could be applied to the Primary and Secondary Programs described above and identified by the Authority and Fresno COG. Fresno COG will conduct meetings with agency staff and other stakeholders to identify the specific performance criteria that will be applied.

◆ **Step 5 – How to Claim Clovis Transit Category Funds**

- By February or March of each year, the Authority will provide an estimate of the amount of Clovis Transit Category funds available (reference Table 2) and forward a claim form to Clovis Transit (reference Appendix A). The final allocation estimate will be provided in June of each year.
- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 2.
- Clovis Transit shall submit its claim to the Authority once the claim form is approved by the Clovis City Council, along with a statement of no substitution of property tax.
- The Authority will consider and approve Clovis Transit claims as they are received.
- Any annual reporting required at the time of the claim must be included in Clovis Transit's claims package when it is submitted to the Authority before the claim is processed by the Authority.

◆ **Step 6 – How to Monitor Clovis Transit Category Projects and Report Accomplishments**

- The City of Clovis will complete an annual report form by January 1 for the prior Fiscal Year (reference Appendix B), which will consist of the following items:
 - Expenditure of funds for each project
 - Other funding sources applied to fully fund a project
 - Compliance of each project with the Short Range Transit Plan (S RTP)
 - Compliance with the required performance criteria (reference Step 4)The completed annual report form will be transmitted to the Authority and shared with Fresno COG. Fresno COG will evaluate the information and report to the Authority regarding compliance.
- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs.
- In addition, the City of Clovis will provide signage at construction sites or on equipment, as appropriate, for projects funded partially or wholly by Measure "C" sales tax revenue under this Category so that Fresno County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix C). Funds determined by audit not to have been expended as provided for in the City's claim for Clovis Transit Category funds shall be repaid in full plus interest that would have been accrued.

◆ **Step 7 – The Annual Audit Process**

Funds under this Category are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

FCRTA Category - Primary and Secondary Transit Programs

◆ **Step 1 – Understanding the Primary and Secondary Funding Programs**

- **Primary Program** - the goal of the Primary Program is to improve the level of public transit services within the Fresno County Unincorporated Area and to continue to seek ways to coordinate and/or consolidate services in order to achieve a seamless public transit system.
- **Secondary Program** – Secondary Programs are improvements that will be funded after Primary Programs are fulfilled, provided that funding is available.

◆ **Step 2 – Available FCRTA Category Funds**

The estimated annual Measure "C" Extension funding available to FCRTA for both the Primary and Secondary Funding Programs is provided in Table 2.

◆ **Step 3 – Identifying Eligible Projects**

The eligible projects for the Primary and Secondary Programs include:

➤ **Primary Program**

- Install and integrate a regional automated farebox system to enhance transit coordination and seamless passenger travel between transit systems
- Expand intra-city services to improve demand responsive paratransit service frequencies to the elderly, disabled, low-income, and youth of rural Fresno County
- Complete fleet conversion to low emission buses
- Deploy other operational and infrastructure improvements such as construction of a dispatch terminal, utilizing intelligent transportation system technology such as safety surveillance cameras and global positioning systems to provide better services within and between the rural incorporated cities and unincorporated communities
- Expand inter-city service to improve scheduled fixed-route service frequencies to address trips for employment
- Implement an unincorporated County area shuttle program
- Implement escort medical transit service program
- Expand transit services to the Eastside and Westside of Fresno County
- Implement sub-regional Eastside and Westside transit terminal facilities with compressed natural gas and hydrogen refueling stations
- Free general public transit fares for Seniors 65 years of age and older

➤ **Secondary Program**

- FCRTA's phased implementation will accomplish all the Primary Programs within the twenty year time frame of available funding resources
- Taxi Script Program for seniors 70 years of age and older

- Additional details regarding this Category are included in the 2006 Measure "C" Extension Expenditure Plan.

➤ **Seniors Fare Subsidy Earmark Programs**

- Primary Program
 - ✓ Free General Public Transit Fare Program for Seniors 65 years of age and Older
 - Each transit agency will commit to implement a Measure "C" reimbursement program from earmarked funds, to implement free fares for general transit ridership, for seniors 65 years of age and older.
 - At 5-year intervals, each transit agency will conduct a performance evaluation to determine if the free senior fare reimbursement program is meeting its intended goals of increasing senior ridership on general public transit services. The evaluation will measure actual senior usage and fare reimbursement versus available program funding to ensure continued viability.
 - If ridership increases beyond the earmark of available Measure "C" funding other funding sources may be utilized to continue the free senior fare program, otherwise the transit agencies may charge a reduced fare to augment and continue this Measure "C" fare subsidy program.
- Secondary Program
 - ✓ Taxi Script Program for Seniors 70 years of age and Older
 - Each of the three (3) transit agencies will commit to develop a *Taxi Script Program* for persons 70 years of age and older, who do not meet ADA eligibility requirements for access to paratransit services.
 - The program will be uniform between the three agencies and will provide for the purchase of a predetermined amount of script to be used for taxi service by those who are qualified to use the program.
 - The details of the "script ratio" will be determined by the transit agencies at the time the program is implemented.
 - At 5-year intervals, each transit agency will conduct a performance evaluation to determine if the program is meeting its intended goals of increasing ridership amongst eligible seniors of the *Taxi Script Program* and assess whether or not to continue, or redirect the funding to a more effective alternative.

◆ **Step 4 - Performance Criteria**

To ensure that Measure "C" funds are allocated to effective programs that provide "measurable" results in reducing single occupant auto use, eligible projects will be evaluated in accordance with the following:

- Measure C funds can be used to provide new / demonstration service for a period of up to three (3) years. The service must meet the minimum FCRTA performance standards set forth in the Regional Transportation Plan (RTP), Short-Range Transit Plan (S RTP), and other transit plans or as identified during the Unmet Transit Needs process.

- Service that does not meet the minimum performance standards may be discontinued; unless FCRTA can demonstrate that continued reduced / minimal "life-line" service is in the best interest of the community.
- Any request to extend such "life-line" service(s) shall be reviewed by the Council of Fresno County Governments' (Fresno COG's) Social Service Transportation Advisory Council (SSTAC) with final approval made by the City Council.
- Additional consideration may be given to evaluation and performance criteria that could be applied to the Primary and Secondary Programs described above and identified by the Authority and Fresno COG. Fresno COG will conduct meetings with agency staff and other stakeholders to identify the specific performance criteria that will be applied.

◆ **Step 5 – How to Claim FCRTA Category Funds**

- By February or March of each year, the Authority will provide an estimate of the amount of FCRTA Category funds available (reference Table 2) and forward a claim form to FCRTA (reference Appendix A). The final allocation estimate will be provided in June of each year.
- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 2.
- FCRTA shall submit its claim to the Authority once the claim form is approved by its governing board, along with a statement of no substitution of property tax.
- The Authority will consider and approve the FCRTA claims as they are received.
- Any annual reporting required at the time of the claim must be included in FCRTA's claims package when it is submitted to the Authority before the claim is processed by the Authority.

◆ **Step 6 – How to Monitor FCRTA Category Projects and Report Accomplishments**

- FCRTA will complete an annual report form by January 1 for the prior Fiscal Year (reference Appendix B), which will consist of the following items:
 - Expenditure of funds for each project
 - Other funding sources applied to fully fund a project
 - Compliance of each project with the Short Range Transit Plan (SRTP)
 - Compliance with the required performance criteria (reference Step 4)The completed annual report form will be transmitted to the Authority and shared with Fresno COG. Fresno COG will evaluate the information and report to the Authority regarding compliance.
- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs.
- In addition, FCRTA will provide signage at construction sites or on equipment, as appropriate, for projects funded partially or wholly by Measure "C" sales tax revenue under this Category so that Fresno County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix C). Funds determined by audit not to have been expended as provided for in FCRTA's claim for FCRTA Category funds shall be repaid in full plus interest that would have been accrued.

◆ **Step 7 – The Annual Audit Process**

Funds under this Category are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

3. LOCAL TRANSPORTATION PROGRAM

The Local Transportation Program is designed in the Extension Expenditure Plan to improve each individual city's and the County's local transportation systems. To accomplish this important goal, 35% of Measure "C" Extension Funds over 20-years is allocated to fund several subprograms for publicly owned, operated, and maintained facilities, including the:

- ◆ Local Allocation Subprogram and its three allocation funds including:
 - Street Maintenance / Rehabilitation Category – Page 21
 - ADA Compliance Category – Page 24
 - Flexible Funding Category – Page 26
- ◆ Pedestrian / Trails Subprogram – Page 29
- ◆ Bicycle Facilities Subprogram – Page 33

Local Allocation Subprogram

Implementation Guidelines affecting the Local Allocation Subprogram include:

- ◆ A minimum base of \$100,000 per year minimum shall be allocated to each local agency first, and then the annual 75% population / 25% road mile formula would be applied to determine the total funding allocation by local agency under this Subprogram.
- ◆ The County of Fresno is annually required to spend a portion of its local allocation in the unincorporated urban area using the 75% population / 25% road mile formula in appropriate proportion to its total allocation.

An overview of the Local Allocation Program and the steps necessary to claim funds by the affected agencies is provided below.

Available funding for each Subprogram and Category by local agency under the Local Transportation Program is provided in Table 3. The funding estimate is based upon information provided in Tables 1 and 2.

Requirements Applying to All Facilities Utilizing Either Regional or Local Allocation Funds

- ◆ **New Pedestrian Facilities:** Every highway, expressway, super-arterial, arterial or collector (exempting freeway) within the urbanized areas throughout the County that is constructed or reconstructed in whole or in part with Measure "C" funds shall include sidewalks, paths, walkways, or equivalent facilities on both sides of the street, road, or highway for use by pedestrians. Facilities built and maintained by the State of California and projects, which are either for routine maintenance or traffic safety purposes, are exempt from this requirement. Expressways constructed in an urban area can meet this requirement by including a sidewalk, paths, walkways or equivalent facility on one side of the roadway.

TABLE 3
MEASURE "C" EXTENSION
PRELIMINARY DRAFT - ALLOCATIONS ARE SUBJECT TO CHANGE
LOCAL TRANSPORTATION PROGRAM FY 2007/08¹

7/13/2007

Agency	Local Allocation Subprogram										Pedestrian / Trails Subprogram		Bicycle Facilities Subprogram 90% of Total Measure "C" ^{3,7}	Total Local Transportation Program Funding ³
	Minimum Base Allocation	%	Remaining Local Allocation Balance Subject to Formula	Adjusted Total Allocation	Street Maintenance Category 50% of Adjusted Total Allocation ³	ADA Compliance Category 1.75% of Adjusted Total Allocation ^{3,4}	Flexible Funding Category 48.25% of Adjusted Total Allocation ³	Urban 2.15% of Total Measure "C" ^{3,5}		Rural 85% of Total Measure "C" ^{3,6,7}				
Clovis	\$100,000	8.57%	\$17,433,200	\$19,033,200	\$9,516,600	\$333,081	\$9,183,519	\$1,337,300	\$590,900	\$559,800	\$21,521,200			
Coalinga	\$100,000	1.63%	\$1,493,565	\$1,593,565	\$796,783	\$27,887	\$768,895	\$201,191	\$0	\$47,960	\$1,842,716			
Firebaugh	\$100,000	0.61%	\$284,039	\$284,039	\$192,019	\$6,721	\$229,319	\$0	\$0	\$0	\$428,059			
Fowler	\$100,000	0.57%	\$99,637	\$99,637	\$99,819	\$3,484	\$109,752	\$0	\$0	\$0	\$222,856			
Fresno	\$100,000	46.16%	\$8,046,590	\$8,146,590	\$4,073,295	\$142,565	\$3,930,730	\$1,048,889	\$0	\$258,385	\$9,453,865			
Huron	\$100,000	0.67%	\$116,756	\$216,756	\$108,378	\$3,793	\$122,813	\$0	\$0	\$0	\$234,984			
Kerman	\$100,000	1.21%	\$211,794	\$311,794	\$155,897	\$5,456	\$183,504	\$0	\$0	\$0	\$344,857			
Kingsburg	\$100,000	1.11%	\$193,724	\$293,724	\$146,862	\$5,140	\$169,650	\$0	\$0	\$0	\$321,652			
Mendota	\$100,000	0.99%	\$173,280	\$273,280	\$136,640	\$4,782	\$155,636	\$0	\$0	\$0	\$297,058			
Orange Cove	\$100,000	0.97%	\$169,021	\$269,021	\$134,511	\$4,708	\$155,605	\$0	\$0	\$0	\$294,823			
Parlier	\$100,000	1.19%	\$207,447	\$307,447	\$153,723	\$5,380	\$180,279	\$0	\$0	\$0	\$339,383			
Reedley	\$100,000	2.31%	\$402,543	\$502,543	\$251,271	\$8,794	\$303,535	\$0	\$0	\$0	\$563,601			
San Joaquin	\$100,000	0.38%	\$66,925	\$166,925	\$83,463	\$0	\$93,090	\$0	\$0	\$0	\$176,552			
Sanger	\$100,000	2.31%	\$402,663	\$502,663	\$251,331	\$8,797	\$303,535	\$0	\$0	\$0	\$563,663			
Selma	\$100,000	2.21%	\$385,206	\$485,206	\$242,603	\$8,491	\$291,300	\$0	\$0	\$0	\$542,394			
Fresno County	\$100,000	29.10%	\$5,073,505	\$5,173,505	\$2,586,752	\$90,536	\$2,496,216	\$87,219	\$258,032	\$162,916	\$5,681,672			
Total	\$1,600,000	100.00%	\$17,433,200	\$19,033,200	\$9,516,600	\$330,160	\$9,609,847	\$1,337,300	\$258,032	\$469,261	\$21,521,200			

¹ Assumes that \$62.2 million will be available from Measure "C" Sales Tax Proceeds during FY 2007/08 based upon estimates provided by the Authority.² Uses Fresno COG's 2007/08 formula of 75% population/25% road miles to distribute Measure "C" Local funds. The local allocations by subprogram used this formula to distribute funds to each jurisdiction except under the Pedestrian/Trails Subprogram, which used population (reference Notes "4" and "5"). The formula reflects the most recent (2005) estimate of Maintained Road Miles from Caltrans. Population is based upon DQF 2007 estimate dated 5/8/07 including Sanger increase.³ The FY 2007/08 allocations referenced are the original allocations for each subprogram copied from Table 2. The totals available have either been reduced or increased based upon the results of adjustments referenced and explained in Notes "4" and "7".⁴ Jurisdictions that receive less than \$200,000 per year from Measure "C" Extension proceeds (San Joaquin) are exempt from ADA Compliance Subprogram provisions. The funds in this category were allocated to a jurisdiction's total for the Flexible Funding Subprogram.⁵ The 2007 population share of the cities of Clovis (92,269) and Fresno (481,035) and the unincorporated portion of the Cities of Clovis and Fresno SOI population (40,000) were used to determine the percentage allocation to each of the 3 jurisdictions in the urban area, not the percentages in Column 2 or under Note "2". Population estimates were provided by Fresno COG.⁶ The 2007 population share of each of the rural cities and the remaining unincorporated portion of the County (outside of the City of Clovis and Fresno SOIs) were used to determine the percentage allocation to each of the affected jurisdictions, not the percentages in Column 2 or under Note "2". Population estimates were provided by Fresno COG.⁷ The population and road miles formula was applied to allocate funds to the local agencies. Jurisdictions that have less than 25,000 population (Coalinga, Firebaugh, Fowler, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, and Selma) are exempt from the earmarked funds for this Subprogram. Such funds were allocated to the Flexible Funding Subprogram.

Jurisdictions with between 25,000 and 74,999 population (none) can combine the earmarked funds for both the Pedestrian Trails and Bicycle Facilities Subprograms.

- ◆ **New Bicycle Facilities:** Every highway, expressway, super-arterial, arterial or collector within the County constructed or reconstructed in whole or in part with Measure "C" funds shall include accommodations for bicycle travel either by a shared roadway or by bike lane. A shared roadway includes a paved shoulder or a wide outside lane. On a city or county street, road or highway, or upon a State highway that is classified as freeway or urban area expressway and not already expressly closed by order, ordinance or resolution to bicycle or pedestrian use under Section 21960 of the California Vehicle Code, the accommodation shall be by paved shoulder or Class 1 separated bicycle path and appropriate MUTCD signing and striping. Similarly, in the future, and consistent with the provisions of Section 888 of the Streets and Highway Code, Caltrans shall not sever or destroy an existing or proposed major bicycle route included in an adopted bicycle plan unless it provides a reasonable, safe, and convenient alternate route or such a route exists. Identical provisions also apply to all local agencies within the County. While not mandatory, but where circumstances require the closure of an existing bike facility, the intent is to provide an alternate bicycle route within ¼ mile or less of the severed route.
- ◆ **Maintained Pedestrian or Bicycle Facilities:** Any maintenance to a street, road, or highway funded in whole or in part by Measure "C" funds shall, at a minimum, maintain the existing level of pedestrian and bicycle access, facilities and safety features along and across the street, road, or highway.
- ◆ **Exceptions to the Requirements:** The above requirements shall not apply if the constructing agency, after a properly noticed public hearing, determines that one or more of the exceptions listed below exists. The public hearing notice shall include a statement clearly declaring that the purpose of the hearing is to review bicycle and pedestrian facility exception(s) for the proposed project using Measure "C" funds and identifying the specific exceptions. The exceptions are,
 - The provision of pedestrian and/or bicycle access is contrary to public safety
 - An alternative route already exists or will be built as part of the project that is equally or more safe and convenient in terms of distance and travel time
 - The cost of the facilities would be disproportionate (exceeding 20% of the cost of the overall project)
 - Sparse population or other measurable factors indicate an absence of need
 - Significant adverse environmental effects would result from the inclusion of the facilities in the project
 - Opposition by 2/3 or more of the property owners whose property lies directly adjacent to the facilities

"Constructed" is defined as the construction of a new roadway or portion of a roadway that did not previously exist including projects to increase the capacity of an existing street or road. For the purposes of this section, "Reconstructed" is defined as the existing full improvement of a roadway, but which does not include additional lane capacity. It does not include the repair, rehabilitation or overlay of existing paved surfaces, landscaping, signing, signalization or routine maintenance that does not include the widening of the road surface. For the purposes of this section, "Urban Areas" is defined as the Fresno Clovis Metropolitan Area and the incorporated cities of Fresno County.

- ◆ **Flexibility if Needs Are Met:** In 2012, 2017, and 2021 the Fresno County Transportation Authority will review the status of all jurisdictions' Master Plans for Trail, Bicycle and Pedestrian Facilities.

If the Authority determines at a public hearing that a jurisdiction's Master Plan for Trail, Bicycle and Pedestrian Facilities is less than five years old when last adopted, and the Master Plan has been completed at each of these five year marks, the earmark requirements are suspended until the next evaluation and revert to the overall local allocation category for flexible use by the local jurisdiction.

Street Maintenance / Rehabilitation Category

◆ Step 1 – Understanding the Category

Approximately 15% of the 20-year Measure is guaranteed to the County and every city to address one of the most troubling transportation problems for local agencies, which is how to fund improvements that address the aging street and road systems. Eligible projects are referenced in Step 3 below.

NOTE: The Measure "C" Regional Transportation Program provides funding for Tier 1 and 2 urban and rural street and road projects within Fresno County and its cities. It is anticipated that 20% of the total program shall be funded through implementation of a Regional Transportation Mitigation Fee (RTMF) on new or expanded development that increases traffic impacts. If any city or Fresno County should choose to not implement the RTMF, then that agency shall forfeit annually from the Local Transportation Program Street Maintenance / Rehabilitation Category an amount equal to the amount of RTMF that would otherwise have been paid for development projects within that jurisdiction during the year. If an agency chooses to not implement the RTMF, that agency shall notify the Authority of such decision and shall file an advisory report with the Authority for each development indicating the amount of RTMF that would have been paid. The Authority shall make a total calculation of RTMF obligation on an annual basis and deduct the appropriate amount of funds for the RTMF from the Street Maintenance / Rehabilitation Category of funds.

◆ Step 2 – Available Street Maintenance / Rehabilitation Category Funds

- The estimated Measure "C" Extension funding available to each local agency under this Category is provided in Table 3.
- Amounts identified in Table 3 for Flexible Funds may be greater than the funding estimates provided in Tables 1 and 2. The reason for the difference is because some local agencies are exempt from required expenditures in some Categories or Subprograms such as the ADA Compliance Category and the Pedestrian / Trails, and Bicycle Facilities Subprograms. Due to the exemptions for these agencies, some funds were transferred to the Flexible Category.

◆ Step 3 – Identifying Eligible Projects/Programs

Projects eligible under this Category include projects or programs that match the following recommended definition of "street and highway maintenance, rehabilitation, reconstruction, and storm damage repair." A "program" is defined as a group or category of projects such as slurry seal projects, patching projects, etc. An appropriate percentage or pro-ration of maintenance/rehabilitation equipment, audit, and overhead costs attributable to projects or programs under the Measure "C" Street Maintenance / Rehabilitation Category is an eligible expense.

Definition: As per AB 2928 (Proposition 42) language for local agency allocations (Revenue & taxation code, Section 7104 (e). Funds allocated to a city, county..... shall be used only for street

and highway maintenance, rehabilitation, reconstruction, and storm damage repair. For purposes of this section, the following terms have the following meanings:

- *"Maintenance" means either or both of the following:*
 - *Patching [the following clarification applies: "spot repair in the existing pavement such as pothole patching, grinding and resurfacing, or total reconstruction of a failed pavement section for a small area (i.e. dig-out)"]*
 - *Overlay and/or sealing*
- *"Reconstruction" includes any overlay, sealing, or widening of the roadway, if the widening is necessary to bring the roadway width to the desirable minimum width consistent with the geometric design criteria of the department for 3-R (reconstruction, resurfacing, and rehabilitation) projects that are not on a freeway but does not include widening for the purpose of increasing the traffic capacity of a street or highway.*
- *"Storm damage repair" is repair or reconstruction of local streets and highways and related drainage improvements that have been damaged due to winter storms and flooding, and reconstruction of drainage improvements to mitigate future roadway flooding and damage problems, in those jurisdictions that have been declared disaster areas by the President of the United States.*

◆ **Step 4 – Other Requirements**

The following requirements apply to the Street Maintenance / Rehabilitation Category:

- A mandated 50% of the local transportation fund allocation will be earmarked for street maintenance / rehabilitation.
- Every 5 years (4 times in 20 years) there will be a compliance test where jurisdictions must show they have spent their mandate, but the time frame allows funds to accumulate over 5 years if needed for funding match purposes or to fund a large project; then they must meet the spending goals.
- If an agency does not comply with the 5-year mandate, funds may be withheld until the jurisdiction is compliant. Further, the situation may require an Expenditure Plan amendment that would reallocate the funds upon consideration and approval of Fresno COG and the Authority and when consistent with the enabling legislation process for amendment.

◆ **Step 5 – How to Claim the Street Maintenance / Rehabilitation Category Funds**

- By February or March of each year, the Authority will provide an estimate of the amount of Street Maintenance / Rehabilitation Category funds available to each local agency (reference Table 2) and forward a claim form to each local agency (reference Appendix A). The final allocation estimate will be provided in June of each year.
- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 2.
- Each local agency shall submit its claim to the Authority once the claim form is approved by its governing board or council, along with a statement of no substitution of property tax.
- The Authority will consider and approve local agency claims as they are received.

- Any annual reporting required at the time of the claim must be included in a local agency's claims package when it is submitted to the Authority before the claim is processed by the Authority.

◆ **Step 6 – How to Monitor Street Maintenance / Rehabilitation Category Projects and Report Accomplishments**

- Each local agency will complete an annual report form by January 1 for the prior Fiscal Year (reference Appendix B), which will consist of the following items:
 - Expenditure of funds for maintenance projects or programs included in the agency's approved Capital Improvement Program (CIP), an agency's annual budget identifying proposed projects or programs, and/or by Board/Council Resolution for a project or a program
 - Other funding sources applied to fully fund a project or a program
 - Compliance with requirements referenced in Step 4The completed annual report form will be transmitted to the Authority by a local agency and shared with Fresno COG. Fresno COG will evaluate the information and report to the Authority regarding compliance.
- The Authority must identify and account for Measure "C" expenditures and identify other funds for Measure-related transportation projects and programs.
- In addition, each local agency will provide signage at construction sites or on equipment, as appropriate, for projects funded partially or wholly by Measure "C" sales tax revenue under this Category so that Fresno County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix C).
- Funds determined by an audit not to have been expended as provided for in a local agency's claim for Measure "C" Street Maintenance / Rehabilitation Category funds, shall be repaid in full plus interest that would have been accrued.

◆ **Step 7 – The Annual Audit Process**

Funds under this Category are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

ADA Compliance Category

◆ Step 1 – Understanding the Category

Local agencies will receive .5% of Measure "C" Extension Funds over 20-years for ADA compliance including curb cuts and ramps to remove barriers, as well as other special transportation services.

◆ Step 2 – Available ADA Compliance Category Funds

- The estimated Measure "C" Extension funding available to each local agency under this Category is provided in Table 3.
- Referencing Table 3, some local agencies are exempt from allocating ADA Compliance Category funds to ADA-related projects because they are expected to receive less than \$200,000 per year under the Local Transportation Program.
- The funding amounts for those agencies were allocated to the Flexible Category.

◆ Step 3 – Identifying Eligible ADA Compliance Category Projects

Projects eligible under this Category must deal with ADA compliance issues and include:

- Curb cuts and ramps to remove barriers
- Other special transportation services (that are "non-compliant" ADA projects)

◆ Step 4 – Recognizing Other Requirements

The following requirements apply to the ADA Compliance Category:

- After the mandated 50% street maintenance / rehabilitation is subtracted, there is an additional 1.75% mandate from the local allocation for jurisdictions to meet the current requirements of the Americans with Disabilities Act (ADA). Communities already in compliance would not have to meet this mandate based upon self-certification.
- Jurisdictions that receive less than \$200,000 annually from the total local transportation program (total funds available) would also be exempt from this provision.
- Every 5 years (4 times in 20 years) there will be a compliance test where jurisdictions must show they have spent their mandate, but the time frame allows funds to accumulate over 5 years if needed for funding match purposes or to fund a large project; then they must meet the spending goals.
- Details regarding the funding process and implementing guidelines will be further defined by Fresno COG and considered for approval by the Authority.

◆ Step 5 – How to Claim the ADA Compliance Category Funds

- By February or March of each year, the Authority will provide an estimate of the amount of ADA Compliance Category funds available to each local agency (reference Table 2) and

forward a claim form to each local agency (reference Appendix A). The final allocation estimate will be provided in June of each year.

- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 2.
- Each local agency shall submit its claim to the Authority once the claim form is approved by its governing board or council, along with a statement of no substitution of property tax.
- The Authority will consider and approve local agency claims as they are received.
- Any annual reporting required at the time of the claim must be included in a local agency's claims package when it is submitted to the Authority before the claim is processed by the Authority.

◆ **Step 6 – How to Monitor ADA Compliance Category Projects and Report Accomplishments**

- Each local agency will complete an annual report form by January 1 for the prior Fiscal Year (reference Appendix B), which will consist of the following items:
 - Expenditure of funds for each project included in the agency's approved Capital Improvement Program (CIP) and/or by Board/Council Resolution for a project or list of projects
 - Other funding sources applied to fully fund a project
 - Compliance with requirements referenced in Step 4This information will be transmitted to the Authority and shared with Fresno COG. Fresno COG will evaluate the information and report to the Authority regarding compliance.
- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs.
- In addition, each local agency will provide signage at construction sites or on equipment, as appropriate, for projects funded partially or wholly by Measure "C" sales tax revenue under this Category so that Fresno County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix C).
- Funds determined by an audit not to have been expended as provided for in a local agency's claim for Measure "C" ADA Compliance funds, shall be repaid in full plus interest that would have been accrued.

◆ **Step 7 – The Annual Audit Process**

Funds under this Category are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

Flexible Category

◆ Step 1 – Understanding the Category

Approximately 15% of Measure "C" is provided to the local agencies for "flexible" funding programs or for any transportation project they feel is warranted (example: transit, pothole repair, match for new federal or State programs expended after July 1, 2007). The local agencies in Fresno County know what their needs are and how best to address those needs.

◆ Step 2 – Available Flexible Funds

- The estimated Measure "C" Extension funding available to each local agency under this Category during FY 2007/08 is provided in Table 3.
- It should be noted that the amounts identified in Table 3 are greater than the funding estimates provided in Tables 1 and 2. The reason for these differences is because not all of the local agencies are required to expend funds in some of the Categories or Subprograms. Specifically, funds from the ADA Compliance Category and the Pedestrian / Trails, and Bicycle Facilities Subprograms were added to the Flexible Category.

◆ Step 3 – Identifying Eligible Projects

Any transportation project is eligible for Flexible funding. Such projects include, but are not limited to the following:

- Capacity increasing (additional lanes, etc.) street and road projects
- Rehabilitation / Maintenance / Reconstruction projects
- Signals and other stop control devices or signage
- Medians
- Street trees and street landscaping
- Sidewalks
- Street lighting
- Easements dedicated to a local agency such as public utility easements, pedestrian and landscaping easements
- Bridges (car and pedestrian)
- Alleys (new and maintenance and repair of existing alleys)
- Street striping including centerlines, fog lines, crosswalks, and bike lanes
- Intelligent Transportation Systems (ITS) projects
- Bicycle / Trail / Pedestrian projects (new facilities or maintenance of existing facilities)
- Aviation projects
- Rail projects
- Public Transit projects
- Overhead costs
- Audit costs
- Other transportation-related improvements / projects (bus stop facilities, street sweepers, detour equipment, etc.)

◆ **Step 4 – Other Requirements**

At this time, no other requirements or details appear necessary. If reporting and audits appear otherwise, additional requirements or details may be defined by Fresno COG and approved by the Authority in the future.

◆ **Step 5 – How to Claim Flexible Funds**

- By February or March of each year, the Authority will provide an estimate of the amount of Flexible funds available to each local agency (reference Table 2) and forward a claim form to each local agency (reference Appendix A). The final allocation estimate will be provided in June of each year.
- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 2.
- Each local agency shall submit its claim to the Authority once the claim form is approved by its governing board or council, along with a statement of no substitution of property tax.
- The Authority will consider and approve local agency claims as they are received.
- Any annual reporting required at the time of the claim must be included in a local agency's claims package when it is submitted to the Authority before the claim is processed by the Authority.

◆ **Step 6 – How to Monitor Flexible Category Projects and Report Accomplishments**

- Each local agency will complete an annual report form by January 1 for the prior Fiscal Year (reference Appendix B), which will consist of the following items:
 - Expenditure of funds for each project included in the agency's approved Capital Improvement Program (CIP), an agency's annual budget identifying proposed projects, and/or by Board/Council Resolution for a project or list of projects
 - Other funding sources applied to fully fund a project
 - Compliance with requirements referenced in Step 4The completed annual report form will be transmitted to the Authority and shared with Fresno COG. Fresno COG will evaluate the information and report to the Authority regarding compliance.
- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs.
- In addition, each local agency will provide signage at construction sites or on equipment, as appropriate, for projects funded partially or wholly by Measure "C" sales tax revenue under this Category so that Fresno County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix C).
- Funds determined by an audit not to have been expended as provided for in a local agency's claim for Measure "C" Flexible Category funds, shall be repaid in full plus interest that would have been accrued.

◆ **Step 7 – The Annual Audit Process**

Funds under this Category are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

Pedestrian / Trails Facilities Subprogram

◆ Step 1 – Understanding the Funding Subprogram

Approximately 3% of Measure "C" is provided to fund significant improvements to the existing and planned pedestrian and trail systems. This will minimize traffic disruption and maximize safety for trail users and pedestrians.

◆ Step 2 – Available Subprogram Funds

The estimated Measure "C" Extension funding available to each local agency under this Subprogram is provided in Table 3. Referencing Table 3, some local agencies are exempt from allocating Pedestrian / Trails Facilities Subprogram funds to pedestrian / trails-related projects because they have populations less than 25,000. The funding amounts for those agencies were then allocated to the Flexible Category under the Local Allocation Subprogram.

◆ Step 3 – Identifying Eligible Subprogram Projects

Pedestrian/Bicycle Trails projects are eligible for Subprogram funding. Such projects include the following:

- Pedestrian/bicycle trail facilities
- Signage and Striping
- Master Plan preparation and updates
- Other Program-related facilities and support facilities

◆ Step 4 – Other Subprogram Requirements

Implementation Guidelines affecting the Pedestrian / Trails Subprogram include:

➤ Master Plan for Pedestrian / Trail Facilities

- By January 1, 2012, all jurisdictions within Fresno County will have updated and/or adopted a Master Plan for Pedestrian / Trail Facilities that promotes connectivity within all of Fresno County and its urban areas.
- Measure "C" funds may be used to pay for development of a Master Plan.
- The Master Plan will be the guiding document for upgrade and/or installation of such facilities.
- If any jurisdiction fails to meet this goal, the earmarked funds for Pedestrian and Trails facilities shall be withheld by the Authority until such time as a jurisdiction is in compliance.

➤ **Pedestrian / Trails and Bike Lane Earmark Thresholds**

- Less than 25,000 population – jurisdictions are exempt from the earmarked funds for pedestrian / bicycle trails and earmarked funds for bicycle facilities.
- 25,000 – 74,999 population – jurisdictions may combine the earmarked funds for pedestrian / trails and the earmarked funds for bicycle facilities in order to provide flexibility in implementing projects conforming to any of the provided definitions.
- Greater than 75,000 population – jurisdictions must meet each of the earmark targets for 1) Pedestrian / Bicycle Trails and 2) Bicycle Facilities.

➤ **Allowed Accumulation of Earmark Funds Over Five (5) Years**

Every 5 years (4 times in 20 years) there will be a compliance test where jurisdictions must certify to the Authority that they have spent their earmark funds, but the time frame allows funds to accumulate up to a 5 year segment if needed for match purposes or a large project-- then the spending goals must be met thereafter.

➤ **Earmarks for Pedestrian / Bicycle Trails**

- These funds may be used for new construction of pedestrian/trails and for the development of the Master Plan as well as retrofitting pedestrian / trails within the circulation system that existed as of January 2007 or the date of adoption of the Master Plan.
- Trails built with earmarked or other Measure "C" funds shall, at a minimum, be designed in accordance with the design criteria for bicycle paths and multi-purpose trails set forth in the California Highway Design Manual, Chapter 1000, Bikeway Planning and Design, with the following caveats:
 - ✓ Within the Fresno Clovis Metropolitan Area, trails constructed with Measure "C" funds shall be 12 feet minimum where physically feasible.
 - ✓ Within the Fresno Clovis Metropolitan Area, trails constructed with Measure "C" funds shall be built so that at-grade crossings are limited to one every half-mile at signalized intersections for new developments provided that this does not violate property owner rights.
- Trails built within existing neighborhoods shall be built so that mid-street crossings on collectors, arterials, superarterials or expressways should be either (a) controlled by an at-grade pedestrian waiting mechanism, signalized or otherwise flashing crossing or alternative warning devices, or (b) built with a grade separated crossing when these are warranted due to pedestrian / bicycle safety risk areas.
- Where a Class 1 trail crosses a street or expressway at grade, or for connectivity purposes, is established on a street, expressway or freeway as a Class II or Class III facility, signing and striping shall be in accordance with the nationwide standards established within the current edition of the MUTCD (Part 9) and/or current edition of the California Supplement to the MUTCD (Part 9). Jurisdictions shall certify to the Authority that these guidelines have been met in the utilization of Measure "C" funds.

➤ **New Pedestrian Facilities:**

- Every highway, expressway, super-arterial, arterial or collector (exempting freeway) within the urbanized areas throughout the County that is constructed or reconstructed in whole or

in part with Measure "C" funds shall include sidewalks, paths, walkways, or equivalent facilities on both sides of the street, road, or highway for use by pedestrians.

- Facilities built and maintained by the State of California and projects, which are either for routine maintenance or traffic safety purposes, are exempt from this requirement.
- Expressways constructed in an urban area can meet this requirement by including a sidewalk, paths, walkways or equivalent facility on one side of the roadway.
- Already expressly closed by order, ordinance or resolution to bicycle or pedestrian use under Section 21960 of the California Vehicle Code, the accommodation shall be by paved shoulder or Class 1 separated bicycle path and appropriate MUTCD signing and striping.
- Similarly, in the future, and consistent with the provisions of Section 888 of the Streets and Highway Code, Caltrans shall not sever or destroy an existing or proposed major bicycle route included in an adopted bicycle plan unless it provides a reasonable, safe, and convenient alternate route or such a route exists. Identical provisions also apply to all local agencies within the County.
- While not mandatory, but where circumstances require the closure of an existing bike facility, the intent is to provide an alternate bicycle route within ¼ mile or less of the severed route.

◆ **Step 5 – How to Claim the Subprogram Funds**

- By February or March of each year, the Authority will provide an estimate of the amount of Pedestrian / Trails Facilities Subprogram funds available to each local agency (reference Table 2) and forward a claim form to each local agency (reference Appendix A). The final allocation estimate will be provided in June of each year.
- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 2.
- Each local agency shall submit its claim to the Authority once the claim form is approved by its governing board or council, along with a statement of no substitution of property tax.
- The Authority will consider and approve local agency claims as they are received.
- Any annual reporting required at the time of the claim must be included in a local agency's claims package when it is submitted to the Authority before the claim is processed by the Authority.

◆ **Step 6 – How to Monitor Subprogram Projects and Report Accomplishments**

- Each local agency will complete an annual report form by January 1 for the prior Fiscal Year (reference Appendix B), which will consist of the following items:
 - Expenditure of funds for each project included in the agency's approved Capital Improvement Program (CIP), an agency's annual budget identifying proposed projects, and/or by Board/Council Resolution for a project or list of projects.
 - Other funding sources applied to fully fund a project.
 - Compliance with requirements referenced in Step 4.
 - The completed annual report form will be transmitted to the Authority and shared with Fresno COG. Fresno COG will evaluate the information and report to the Authority regarding compliance.

- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs.
- In addition, each local agency will provide signage at construction sites or on equipment, as appropriate, for projects funded partially or wholly by Measure "C" sales tax revenue under this Category so that Fresno County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix C).
- Funds determined by an audit not to have been expended as provided for in a local agency's claim for Measure "C" Pedestrian / Trails Subprogram funds, shall be repaid in full plus interest that would have been accrued.

◆ **Step 7 – The Annual Audit Process**

Funds under this Subprogram are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

Bicycle Facilities Subprogram

◆ **Step 1 – Understanding the Subprogram**

Approximately 1% of Measure "C" is provided to fund significant improvements to the existing and planned bicycle facilities and/or systems. This will minimize traffic disruption and maximize safety for bicyclists.

◆ **Step 2 – Available Program Funds**

The estimated Measure "C" Extension funding available to each local agency under this Subprogram is provided in Table 3. Referencing Table 3, some local agencies are exempt from allocating Bicycle Facilities Subprogram funds to bicycle-related projects because they have populations less than 25,000. The funding amounts for those agencies were then allocated to the Flexible Category under the Local Allocation Subprogram.

◆ **Step 3 – Identifying Eligible Projects**

Bicycle projects are eligible for Subprogram funding. Such projects include the following:

- Class II bicycle facilities
- Signage and Striping
- Master Plan preparation and updates
- Other Program-related facilities and support facilities

◆ **Step 4 – Other Requirements**

Implementation Guidelines affecting the Bicycle Facilities Subprogram include:

➤ **Master Plan for Bicycle Facilities**

- By January 1, 2012, all jurisdictions within Fresno County will have updated and/or adopted a Master Plan for bicycle facilities that promotes connectivity within all of Fresno County and its urban areas.
- Measure "C" funds may be used to pay for development of a Master Plan.
- The Master Plan will be the guiding document for upgrade and/or installation of such facilities.
- If any jurisdiction fails to meet this goal, the earmarked funds for bicycle facilities shall be withheld by the Authority until such time as a jurisdiction is in compliance.

➤ **Pedestrian / Trails and Bike Lane Earmark Thresholds**

- Less than 25,000 population – jurisdictions are exempt from the earmarked funds for pedestrian / bicycle trails and earmarked funds for bicycle facilities.

- 25,000 – 74,999 population – jurisdictions may combine the earmarked funds for pedestrian / trails and the earmarked funds for bicycle facilities in order to provide flexibility in implementing projects conforming to any of the provided definitions.
 - Greater than 75,000 population – jurisdictions must meet each of the earmark targets for 1) Pedestrian / Bicycle Trails and 2) Bicycle Facilities.
- **Allowed Accumulation of Earmark Funds Over Five (5) Years**
- Every 5 years (4 times in 20 years) there will be a compliance test where jurisdictions must certify to the Authority that they have spent their earmark funds, but the time frame allows funds to accumulate up to a 5 year segment if needed for match purposes or a large project--then the spending goals must be met thereafter.
- **Earmarks for Pedestrian / Bicycle Trails**
- These funds may be used for new construction of pedestrian/trails and for the development of the Master Plan as well as retrofitting pedestrian / trails within the circulation system that existed as of January 2007 or the date of adoption of the Master Plan.
 - Trails built with earmarked or other Measure "C" funds shall, at a minimum, be designed in accordance with the design criteria for bicycle paths and multi-purpose trails set forth in the California Highway Design Manual, Chapter 1000, Bikeway Planning and Design, with the following caveats:
 - ✓ Within the Fresno Clovis Metropolitan Area, trails constructed with Measure "C" funds shall be 12 feet minimum where physically feasible.
 - ✓ Within the Fresno Clovis Metropolitan Area, trails constructed with Measure "C" funds shall be built so that at-grade crossings are limited to one every half-mile at signalized intersections for new developments provided that this does not violate property owner rights.
 - Trails built within existing neighborhoods shall be built so that mid-street crossings on collectors, arterials, superarterials or expressways should be either (a) controlled by an at-grade pedestrian waiting mechanism, signalized or otherwise flashing crossing or alternative warning devices, or (b) built with a grade separated crossing when these are warranted due to pedestrian / bicycle safety risk areas.
 - Where a Class 1 trail crosses a street or expressway at grade, or for connectivity purposes, is established on a street, expressway or freeway as a Class II or Class III facility, signing and striping shall be in accordance with the nationwide standards established within the current edition of the MUTCD (Part 9) and/or current edition of the California Supplement to the MUTCD (Part 9). Jurisdictions shall certify to the Authority that these guidelines have been met in the utilization of Measure "C" funds.
- **Earmarks for Bicycle Facilities:** These funds may be used only for retrofitting bicycle lanes within the circulation system that existed as of January 2007 or the date of adoption of the Master Plan. Bicycle lanes must be consistent with the adopted Master Plan for each jurisdiction.

◆ **Step 5 – How to Claim the Subprogram Funds**

- By February or March of each year, the Authority will provide an estimate of the amount of Bicycle Facilities Subprogram funds available to each local agency (reference Table 2) and forward a claim form to each local agency (reference Appendix A). The final allocation estimate will be provided in June of each year.
- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 2.
- Each local agency shall submit its claim to the Authority once the claim form is approved by its governing board or council, along with a statement of no substitution of property tax.
- The Authority will consider and approve local agency claims as they are received.
- Any annual reporting required at the time of the claim must be included in a local agency's claims package when it is submitted to the Authority before the claim is processed by the Authority.

◆ **Step 6 – How to Monitor Subprogram Projects and Report Accomplishments**

- Each local agency will complete an annual report form by January 1 for the prior Fiscal Year (reference Appendix B), which will consist of the following items:
 - Expenditure of funds for each project included in the agency's approved Capital Improvement Program (CIP), an agency's annual budget identifying proposed projects, and/or by Board/Council Resolution for a project or list of projects.
 - Other funding sources applied to fully fund a project.
 - Compliance with requirements referenced in Step 4.
 - The completed annual report form will be transmitted to the Authority and shared with Fresno COG. Fresno COG will evaluate the information and report to the Authority regarding compliance.
- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs.
- In addition, each local agency will provide signage at construction sites or on equipment, as appropriate, for projects funded partially or wholly by Measure "C" sales tax revenue under this Category so that Fresno County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix C).
- Funds determined by an audit not to have been expended as provided for in a local agency's claim for Measure "C" Bicycle Facilities Subprogram funds, shall be repaid in full plus interest that would have been accrued.

◆ **Step 7 – The Annual Audit Process**

Funds under this Subprogram are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

4. REGIONAL TRANSPORTATION PROGRAM

The Regional Transportation Program authorizes Measure "C" Extension funding for major new regional projects including airport improvement projects through the Fresno Airports Subprogram. Approximately 1% of Measure "C" Extension funds will be invested in improvements to Fresno Yosemite International (FYI) and Fresno Chandler Airports. The proposed list of FYI and Fresno Chandler Airport improvement projects using Measure "C" Extension funding is provided in Appendix E of the Extension Expenditure Plan.

Fresno Airports Subprogram

Measure "C" Funds will be available to match state and federal funding for improvements at FYI and at the Fresno Chandler Downtown Executive Airport. A list of these projects is provided in Appendix D, Table D-1 of the Extension Expenditure Plan. The most significant capacity enhancing projects shown in the list of FYI improvement projects include the following Tier 1 and Tier 2 projects:

- **Tier 1**
 - Rehabilitate Taxiway C and Hold Pad
 - Rehabilitate and Extend Runway 11R-29L
 - Rehabilitate Taxiway B and Install all SMGCS lighting improvements. This will better address our foggy day departures and prevent many delays
 - Rehabilitate Taxiway C10 and Associated Aprons
 - Air Cargo Expansion Phase 2
 - Extend Runway 11L-29R to 10,000 feet
 - Rehabilitate Concourse AC Apron NE Side
 - Acquire Land for Approach
 - Part 150 Noise Mitigation Program
- **Tier 2**
 - Extend and Rehabilitate Runway 11L-29R to 12,000 feet
 - Part 150 Noise Mitigation Program

Tier 2 airport projects are considered for funding once Tier 1 projects have been programmed or implemented and if additional funding is still available over the 20-year period.

An overview of the Fresno Airports Subprogram and the steps necessary to claim funds by the City of Fresno is provided below. Available funding for this Subprogram is provided in Table 2. The funding estimate is based upon information provided in Table 1.

◆ **Step 1 – Understanding the Funding Subprogram**

Approximately 1% of Measure "C" is provided to the City of Fresno for improvements at its two public-owned and operated airports in the City of Fresno [Fresno Yosemite International (FYI) and Fresno-Chandler]. These airports are important components of both the urban and rural area transportation systems. FYI is critical to continued economic development in Fresno County and

the Central San Joaquin Valley and Fresno-Chandler competes very well for federal and state funds. As a result, funds allocated to this program are expected to leverage a considerable amount of additional state and federal funds for improvements at the airports.

◆ **Step 2 – Available Subprogram Funds**

- The estimated Measure "C" Extension funding available to the City of Fresno under this Subprogram during FY 2007/08 is provided in Table 2.

◆ **Step 3 – Identifying Eligible Projects**

Tier 1 and Tier 2 airport improvement projects to be funded using Measure "C" Extension and federal, state, and other funds are provided on the previous page of this Plan. Tier 2 airport projects are considered for funding once Tier 1 projects have been programmed or implemented and if additional funding is still available over the 20-year period.

◆ **Step 4 – Other Requirements**

At this time, no other Subprogram requirements or details appear necessary. If reporting and audits appear otherwise, additional requirements or details may be defined by Fresno COG and approved by the Authority in the future.

◆ **Step 5 – How to Claim the Subprogram Funds**

- By February or March of each year, the Authority will provide an estimate of the amount of Fresno Airports Subprogram funds available to the City of Fresno (reference Table 2) and forward a claim form to the City of Fresno (reference Appendix A). The final allocation estimate will be provided in June of each year.
- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 2.
- The City of Fresno shall submit its claim to the Authority once the claim form is approved by the Fresno City Council, along with a statement of no substitution of property tax.
- The Authority will consider and approve City of Fresno claims as they are received.
- Any annual reporting required at the time of the claim must be included in the City of Fresno's claims package when it is submitted to the Authority before the claim is processed by the Authority.

◆ **Step 6 – How to Monitor Subprogram Projects and Report Accomplishments**

- The City of Fresno will complete an annual report form by January 1 for the prior Fiscal Year (reference Appendix B), which will consist of the following items:
 - Expenditure of funds for each project included in the agency's approved Capital Improvement Program (CIP), the City's annual budget identifying proposed projects, and/or by Council Resolution for a project or list of projects

- Other funding sources applied to fully fund a project
- Compliance with requirements referenced in Step 4

The completed annual report form will be transmitted to the Authority and shared with Fresno COG. Fresno COG will evaluate the information and report to the Authority regarding compliance.

- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs.
- In addition, each local agency will provide signage at construction sites or on equipment, as appropriate, for projects funded partially or wholly by Measure "C" sales tax revenue under this Category so that Fresno County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix C).
- Funds determined by an audit not to have been expended as provided for in the City of Fresno's claim for Measure "C" Fresno Airports Subprogram funds, shall be repaid in full plus interest that would have been accrued.

◆ **Step 7 – The Annual Audit Process**

Funds under this Subprogram are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

5. ADMINISTRATION / PLANNING PROGRAM

The Administration / Planning Program authorizes Measure "C" Extension funding for the Authority and Fresno COG to:

- Prepare Expenditure Plan updates
- Develop allocation program requirements
- Administer and conduct specified activities identified in the other five (5) programs described above

Approximately .5% of Measure "C" Extension funds are allocated to Fresno COG to address Measure "C" Extension requirements.

Fresno COG Subprogram

◆ **Step 1 – Understanding the Funding Subprogram**

Approximately .5% of Measure "C" is provided to Fresno COG to address the specific steps referenced in Step 3 below.

◆ **Step 2 – Available Subprogram Funds**

- The estimated Measure "C" Extension funding available to Fresno COG under this Subprogram during FY 2007/08 is provided in Table 2.

◆ **Step 3 – Identifying Eligible Projects**

- Prepare and adopt the 2007 and future updates of the Measure "C" Extension Local Agency Handbook – Local Pass-Through Revenue Programs
- Develop and adopt the 2009 and future updates of the Regional Transportation Mitigation Fee (RTMF) Program
- Prepare and adopt future biennial updates of the Measure "C" Extension Expenditure Plan:
 - Fresno COG staff working with member agencies and affected stakeholders develops the Draft Expenditure Plan, and will update it every two years
 - The Fresno COG Policy Board receives the Draft Expenditure Plan and its updates and schedules public hearings to review the Plan
 - The Fresno COG Policy Board adopts the Expenditure Plan
 - The Expenditure Plan is transmitted to the Authority
- Preliminary planning and general transportation planning activities related to all projects and programs
- Coordination efforts, and direct and indirect costs associated with each of the projects listed above

◆ **Step 4 – Other Requirements**

At this time, no other Subprogram requirements or details appear necessary. If reporting and audits appear otherwise, additional requirements or details may be defined by the Authority in the future.

◆ **Step 5 – How to Claim the Subprogram Funds**

- By February or March of each year, the Authority will provide an estimate of the amount of Fresno COG Subprogram funds available to Fresno COG (reference Table 2) and forward a claim form to Fresno COG (reference Appendix A). The final allocation estimate will be provided in June of each year.
- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 2.
- Fresno COG shall submit its claim to the Authority once the claim form is approved by its Policy Board.
- The Authority will consider and approve Fresno COG claims as they are received.
- Any annual reporting required at the time of the claim must be included in Fresno COG's claims package when it is submitted to the Authority before the claim is processed by the Authority.

◆ **Step 6 – How to Monitor Subprogram Projects and Report Accomplishments**

- Fresno COG will complete an annual report form by January 1 for the prior Fiscal Year (reference Appendix B), which will consist of the following items:
 - Expenditure of funds for each project included in the agency's approved Overall Work Program (OWP)
 - Other funding sources applied to fully fund a project
 - Compliance with requirements referenced in Step 4The completed annual report form will be transmitted to the Authority. The Authority will evaluate the information and report compliance.
- The Authority must identify and account for Measure "C" expenditures and other funds for Measure-related transportation projects and programs.
- Funds determined by an audit not to have been expended as provided for in Fresno COG's claim for Measure "C" Subprogram funds, shall be repaid in full plus interest that would have been accrued.

◆ **Step 7 – The Annual Audit Process**

Funds under this Subprogram are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

APPENDICES

FINAL
APPENDIX A
LOCAL TRANSPORTATION PURPOSES
CERTIFICATIONS AND CLAIM

TO: Fresno County Transportation Authority

FROM:

Local Agency Name

Address: _____
City: _____ Zip Code: _____
Contact: _____
Telephone: _____ FAX: _____
Email Address: _____

1. The _____ ("claimant") is an eligible claimant of funds for
Local Agency Name
local transportation purposes pursuant to California Public Utilities Code Section 142257.
2. The Fresno County Transportation Authority has adopted a Resolution of Apportionment for Fiscal Year 20__-20__ setting __. __ % of the amount for _____
Subprogram or Category Name
available to the claimant. On behalf of claimant, I hereby request release of the funds to claimant in accordance with:
 - (a) Monthly payments consistent with adopted percentage, based on actual receipts
 - (b) Compliance with Steps 5 and 6 of the Local Agency Handbook – Local Agency Pass-Through Funding programs
3. On behalf of claimant, I hereby certify as follows:
 - (a) That _____ Funds are not being
Subprogram or Category Name
used to substitute for property tax funds which claimant had previously used for local transportation purposes. Such substitution of property tax funds is prohibited by California Public Utilities Code Section 142257.
 - (b) That claimant has segregated property tax revenues from claimant's other general fund revenues used to support _____
Subprogram or Category Name
purposes so that verification of non-substitution can be proved through audit or that the non-substitution of funds shall apply to claimant's entire general fund.
 - (c) That claimant shall account for _____
Subprogram or Category Name
Purpose Funds received pursuant to Public Utilities Code Section 142257. Claimant shall maintain current records in accordance with generally accepted accounting principles, and shall separately record expenditures for each type of eligible purpose. Claimant shall make such records available to the Authority for inspection or audit at any time.
4. Claimant understands that should financial or compliance audit exceptions be found, the Fresno County Transportation Authority will take immediate steps to resolve the exceptions in accordance with its adopted procedures.

Claimant's Authorized Signature: _____

Title: _____

Date: _____

FINAL
APPENDIX B
LOCAL TRANSPORTATION PURPOSES
REPORTING REQUIREMENTS

TO: Fresno County Transportation Authority

FROM: _____

Local Agency Name

Address: _____

City: _____ Zip Code: _____

Contact: _____

Telephone: _____ FAX: _____

Email Address: _____

1. Project or Program of Projects Name or Location:

(If applicable, identify segments by jurisdiction)

2. Project or Program of Projects Limits

Net Length: _____ miles (if applicable)

3. Cost Estimate Breakdown

Cost

Environmental Studies and Permits

Plans, Specifications, and Estimate

Right Of Way

Construction

_____% Contingency

Other

TOTAL COST

4. Other Agencies Involved: (Permits/Approvals from California Department of Fish & Game, US Army Corps of Engineers, etc.)

5. Proposed Funding By Fund Source

Planned funds are funds for which you intend to apply. Committed funds are funds from sources that have been awarded.

	Fund Source	Amount
Planned Committed Total	_____	_____
Local Commitment	_____	_____
Measure "C"	_____	_____
Other _____	_____	_____
Other _____	_____	_____
Total	_____	_____

6. Report Preparation

Prepared by _____ Date _____

This Claim has been prepared under the direction of the Public Works Director, City Engineer, or Other Authorized Official of the _____

Local Agency Name

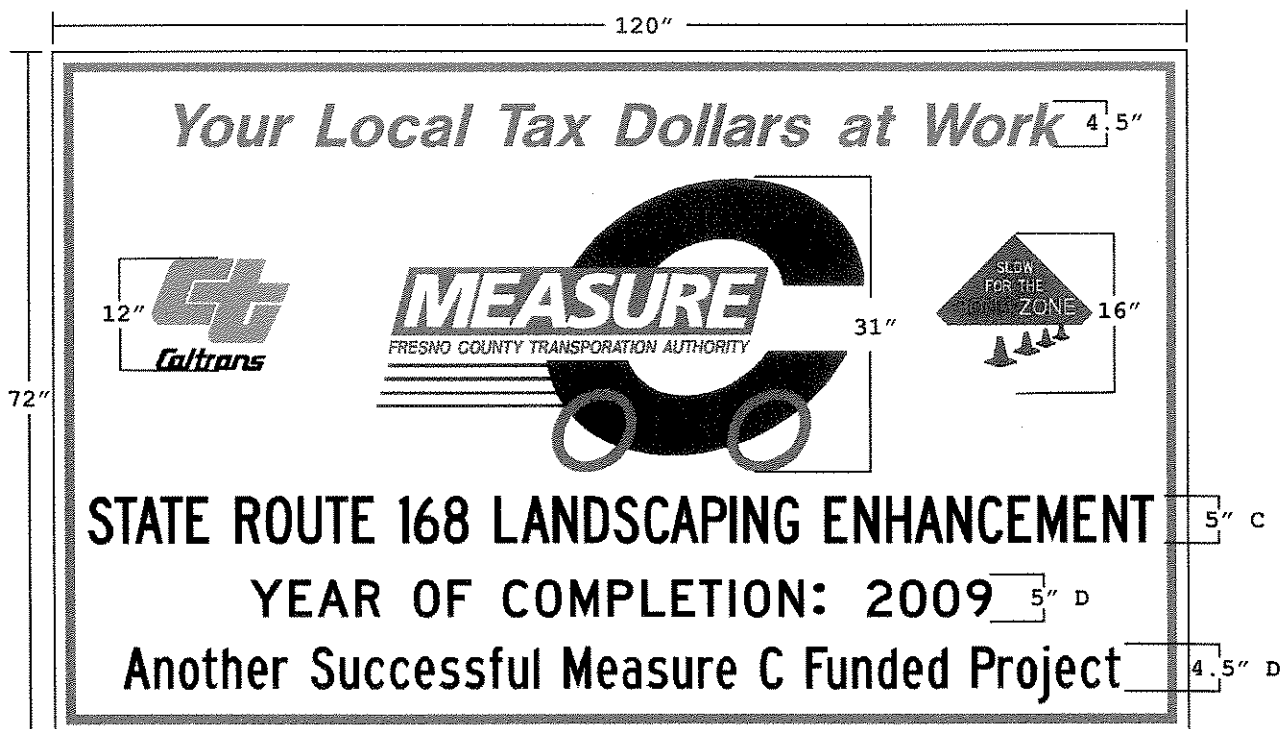
ATTACHMENT: Evidence of Formal Action for Approval and Submittal (Please Specify)

Approved by: Fresno County Transportation Authority

Date: _____

Chairman: _____

FINAL
APPENDIX C
MEASURE "C" EXAMPLE PROJECT SIGNAGE SPECIFICATIONS



****Drawing is for layout purposes only; sign substrate and framing shall be per CalTrans Standard Plans.**

Prepared By: Leonard R. Contreras
Safety Network, Inc.
Monday, May 21, 2007

This template can be applied to a 3' X 4' size sign as well. It is understood that each local agency has its own sign standards or they can apply Caltrans standards, incorporated above. The Authority can design the template for a local agency and can incorporate local agency logos into the template, if desired. The fabrication would be the responsibility of the local agency. The cost for design and fabrication is an eligible expense of Measure "C" funding.

**FINAL
APPENDIX D
MEASURE "C" ENABLING LEGISLATION**

**A compilation of Senate Bill 878 (Chapter 301, Statutes of 1986), Senate Bill 685 (Chapter 474, Statutes of 2001)
and Senate Bill 110 (Pending, in enrollment, 2005)**

**Public Utilities Code, Division 15, Section 142000 to 142277
Revenue and Taxation Code Sections 6, 8, 9, 10, 22, and 23**

LEGISLATIVE COUNSEL'S DIGEST

SB 110, Florez. Fresno County Transportation Authority:

(1) The Fresno Transportation Improvement Act establishes the Fresno County Transportation Authority, which is authorized to impose a sales tax in Fresno County for up to 30 years for transportation purposes, subject to voter approval. Existing law specifies the wording of the proposition to be presented by the board of supervisors to voters in that regard.

This bill would delete the specific language for the proposition, and instead would require the language presented to the voters to include the nature of the tax to be imposed, the tax rate of maximum tax rate, the period during which the tax will be imposed, and the purposes for which the revenue from the tax will be used. The bill would authorize the board of supervisors to designate and agency to place the matter before the voters of Fresno County.

(2) Existing law provides that the authority shall consist of 7 members and authorizes the authority to amend the expenditure plan for the sales tax revenues by a majority vote.

This bill would expand the authority to 9 members and revise the composition of the authority. The bill would require the authority to establish a citizens oversight committee. The bill would modify the process for amending the expenditure plan to require approval of amendments by the board of supervisors and a majority of the cities in Fresno County constituting a majority of the county's incorporated population. The bill would thereby impose a state-mandated local program.

(3) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

**DIVISION 15. FRESNO COUNTY TRANSPORTATION AUTHORITY
Chapter 1. General Provisions**

142000. This division shall be known and may be cited as the Fresno County Transportation Improvement Act.

142001. The Legislature hereby finds and declares all of the following:

(a) In Fresno County, regional transportation improvements and local transportation improvements and services are an immediate high priority needed to resolve the county's transportation problems that threaten the economic viability and development potential of the county and adversely impact the quality of life therein.

(b) In order to deal in an expeditious manner with current and future transportation problems, the county needs to develop and implement a local funding program that goes significantly beyond current federal and state funding which is inadequate to resolve these problems.

(c) It is in the public interest to allow the voters of Fresno County to continue the Fresno County Transportation Authority so that local transportation decisions can be implemented in a timely manner to provide regional transportation improvements and to meet local transportation needs.

142002. It is the intent of the Legislature that funds generated pursuant to this division not replace property tax revenues which would otherwise be expended for roads and transportation purposes.

142003. This division shall be liberally construed in order to effectuate its purposes. No inadvertent error, irregularity, informality, or the inadvertent neglect or omission of any officer, in any procedure taken under this division, other than fraud, shall void or invalidate that proceeding or any levy imposed to finance highway improvements or local transportation needs.

142004. "Authority" means the Fresno County Transportation Authority created pursuant to this division in the County of Fresno.

142005. "Board of supervisors" means the Fresno County Board of Supervisors.

142006. "County" means the County of Fresno.

142007. "Fresno-Clovis Metropolitan Area" means that area within the adopted spheres of influence of the Cities of Fresno and Clovis, as approved and amended by the local agency formation commission.

142008. "Transportation planning agency" means the Council of Fresno County Governments or any other agency which may be designated by the Governor as responsible for regional transportation planning within the county to comply with federal and state requirements.

142009. If the electors do not approve the imposition of the one-half of 1 percent retail transactions and use tax this division is repealed as of the date that the county certifies the election results to the Secretary of State.

142010. The authority is terminated two years from the last day on which the transactions and use tax authorized by this division is collected and as of that date this division is repealed.

Chapter 2. Creation of the Authority

142050. The Fresno County Transportation Authority is hereby continued in the county, as originally created by this section.

142051. The authority shall consist of nine members selected as follows:

(a) Two members of the board of supervisors appointed by the board, consisting of one member from rural district 1, 4, or 5 and one member from urban district 2 or 3.

(b) Two members representing the City of Fresno, consisting of the mayor thereof and a member of the city council of that city appointed by the city council.

(c) One member representing the City of Clovis appointed by the city council of that city.

(d) Two members representing the other cities within the county, consisting of one Westside member appointed by a committee comprised of the mayor or each of those cities west of State Highway Route 99, and one eastside member appointed by a committee comprised of the mayors of each of those cities east of State Highway Route 99.

(e) Two members of the public at large, consisting of one member appointed by the board of supervisors with the appointee residing outside of the incorporated areas of Fresno and Clovis, and one member appointed jointly by the city councils of Fresno and Clovis with the appointee residing within the incorporated area of Fresno or Clovis.

142052. (a) Except for the Mayor of the City of Fresno, the members of the authority shall serve for a term of two years.

(b) If any member other than the public member ceases to be an elected official, that member shall cease to be a member of the authority, and another member shall be appointed for the remainder of the term pursuant to Section 142051.

Chapter 3. Administration

142100. The authority, at its first meeting, and thereafter annually at the first meeting in January, shall elect a chairperson who shall preside at all meetings, and a vice chairperson who shall preside in his or her absence. In the event of their absence or inability to act, the members present, by an order entered into the minutes, shall select one of their members to act as chairperson pro tempore, who, while so acting, shall have all the authority of the chairperson.

142101. The authority shall adopt rules for its proceedings consistent with the law of the state.

142102. A majority of the members of the authority constitutes a quorum for the transaction of business, and all official acts of the authority require the affirmative vote of the majority of the members of the authority.

142103. The acts of the authority shall be expressed by motion, resolution, or ordinance.

142104. All meetings of the authority shall be conducted pursuant to Chapter 9 (commencing with Section 54950) of Part 1 of Division 2 of Title 5 of the Government Code.

142105. The authority shall do all the following:

(a) Adopt an annual budget.

(b) Adopt an administrative code, by ordinance, which prescribes the powers and duties of the authority officers, the method of appointment of the authority employees, and methods, procedures, and systems of operations and management of the authority.

(c) Cause a post audit of the financial transactions and records of the authority to be made at least annually by a certified public accountant.

(d) Appoint a policy advisory committee composed of one representative of each city in the county and one representative of the county. Each representative on the committee shall be an elected official. If a representative ceases to be an elected official, that representative shall cease to be a member of the committee, and another representative from that city or county, as the case may be, shall be appointed. No person shall serve on the authority and on the committee at the same time.

(e) Establish a citizens oversight committee with membership, method of appointment, roles, and responsibilities in accordance with and as defined in the initial expenditure plan prepared for the purposes of the extension of the retail transactions and use tax.

(f) Do any and all things necessary to carry out the purposes of this division.

142106. The authority may hire an independent staff of its own or contract with any department or agency of the United States or with any public agency to implement this division.

142107. The authority shall fix the compensation of its officers and employees.

- 142108.** (a) Notice of the time and place of a public hearing on the adoption of the annual budget shall be published pursuant to Section 6061 of the Government Code not later than the 15th day prior to the day of the hearing.
(b) The proposed annual budget shall be available for public inspection at least 15 days prior to the hearing.
- 142109.** (a) The authority shall rely, to the extent possible, on existing state, regional, and local transportation planning and programming data and expertise, rather than on a large duplicative staff and set of plans.
(b) The authority shall not expend more than 1 percent of the funds generated pursuant to this division in any year for salary and benefits of its staff.

Chapter 4. Powers and Functions

- 142150.** The authority may adopt a seal and alter it at its pleasure.
- 142151.** The authority may sue and be sued, except as otherwise provided by law, in all actions and proceedings, in all courts and tribunals of competent jurisdiction.
- 142152.** All claims for money or damages against the authority are governed by Division 3.6 (commencing with Section 810) of Title 1 of the Government Code, except as provided therein, or by other statutes or regulations expressly applicable thereto.
- 142153.** The authority may make contracts and enter into stipulations of any nature whatsoever, either in connection with eminent domain proceedings or otherwise, including, but not limited to, contracts and stipulations to indemnify and hold harmless, to employ labor, and to do all acts necessary and convenient for the full exercise of the powers granted in this division.
- 142154.** The authority may contract with any department or agency of the United States, with any public agency, including, but not limited to, the Department of Transportation, the Council of Fresno County Governments, or any county, city, or district, or with any person upon any terms and conditions that the authority finds in its best interest.
- 142155.** (a) Contracts for the purchase of services, supplies, equipment, and materials in excess of ten thousand dollars (\$10,000) shall be awarded to the lowest responsible bidder after competitive bidding, except in an emergency declared by the authority or by an executive committee to which the authority has delegated responsibility to make that declaration.
(b) If, after rejecting bids received under subdivision (a), the authority determines and declares that, in its opinion, the services, supplies, equipment, or materials may be purchased at a lower price on the open market, the authority may proceed to purchase these services, supplies, equipment, or materials in the open market without further observance of the provisions regarding contracts, bids, or advertisements.

Chapter 5. Transportation Coordination

- 142200.** The authority shall consult with, and coordinate its actions to secure funding for the completion and improvement of the priority regional transportation improvements with the cities in the county, the board of supervisors, the Council of Fresno County Governments, and the Department of Transportation for the purpose of integrating its planned improvements with the other transportation improvement plans and operations of other transportation agencies impacting the county.
- 142201.** The authority shall prepare and adopt an annual report each year on progress made to achieve the objective of improving transportation conditions related to priority regional transportation improvements and other local transportation needs.

Chapter 6. Transactions and Use Taxes

- 142250.** (a) A retail transactions and use tax ordinance, applicable in the incorporated and unincorporated territory of the county may be imposed by the authority in accordance with Section 142262 of this code and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code, if two-thirds of the electors voting on the measure vote to approve the imposition of the tax at an election which shall be called for that purpose by resolution of the board of supervisors.
(b) The election shall be held in the November 2002 or a subsequent general election.
(c) The tax ordinance shall become operative as set forth in Section 142253. The tax ordinance shall specify the period, not to exceed 30 years, during which the tax is to be imposed. The tax may be terminated earlier if the conditions of Sections 142255, 142256, 142257, and 142260 have been met.
- 142251.** The authority, in the retail transactions and use tax ordinance, shall state the nature of the tax to be imposed, shall provide the tax rate or rates or the maximum tax rate or rates, shall specify the purposes for which the revenue derived from the tax will be used, and may set a term, not to exceed 30 years, during which the tax may be imposed.
- 142252.** (a) The county shall conduct an election called by the board of supervisors to implement this chapter pursuant to Section 142250, and the authority shall reimburse the county for the county's costs in conducting the election.
(b) The election shall be called and conducted in the same manner as provided by law for the conduct of elections by a county.

142253. Any retail transactions and use tax ordinance adopted pursuant to this chapter shall be operative on the first day of the first calendar quarter commencing more than 120 days after adoption of the ordinance.

142254. The revenues from the retail transactions and use taxes imposed pursuant to this chapter may be allocated by the authority for the administration of this division and for transportation improvement purposes, including administration of this division, legal actions related thereto, planning, environmental reviews, design, construction, and repair.

142255. A county transportation expenditure plan shall be prepared by the transportation planning agency for the expenditure of the revenues expected to be derived from the tax imposed pursuant to this chapter, together with other federal, state, and local funds expected to be available for transportation improvements, for the period during which the tax is to be imposed.

142256. (a) A county transportation expenditure plan shall not be adopted by the authority until it has received the approval of the board of supervisors and of the city councils representing both a majority of the cities in the county and a majority of the population residing in the incorporated areas of the county.

(b) The plan shall be adopted prior to the call of the election provided for in Section 142250.

142257. (a) The expenditure plan shall specify the amount and the formula by which the retail transactions and use tax shall be allocated to each city and the county for local transportation purposes determined to be priority projects by local governments to which funds are allocated.

For purposes of this subdivision, the population of the county is the population of the unincorporated area of the county.

(b) Prior to the authority allocating funds, each local government shall certify to the authority that the funds will not be substituted for property tax funds which are currently utilized to fund existing local transportation programs. If the local government is unable to segregate property tax revenues from other general fund revenues which cannot be so distinguished, substitution of funds from the authority for general funds is also prohibited.

(c) The authority shall require that local governments to which funds are allocated to separately account for those funds and maintain records of expenditures in accordance with administrative code requirements adopted by the authority.

142258. (a) Except as otherwise provided by Section 142260, the transportation planning agency may amend the expenditure plan. The transportation planning agency, at a minimum, shall review biennially and assess the needs for transportation improvements contained in the expenditure plan as specified in Section 142255. As part of this review and assessment, the transportation planning agency may solicit proposals for transportation improvements from the Department of Transportation and the cities and the county. The transportation planning agency shall adopt a procedure for evaluating these proposals in consultation with the Department of Transportation and the cities and the county.

(b) Based on the evaluation, the transportation planning agency shall prepare an updated plan for the expenditure of the revenues expected to be derived from the retail transactions and use tax imposed pursuant to this chapter, together with other federal, state, and local improvements, for the period during which the tax is imposed. The first five years of the plan shall be incorporated into the transportation planning agency's annual submission to the California Transportation Commission for the state transportation improvement program pursuant to Chapter 2.5 (commencing with Section 65080) of Division 1 of Title 7 of the Government Code.

(c) The expenditure plan shall also include projections of revenues likely to be available from other federal, state, and local funds expected to be available for expenditure plan transportation improvements for the period during which the tax is imposed.

(d) Before adoption of an expenditure plan, the transportation planning agency shall conduct public hearings on the plan.

142259. Amendments to the expenditure plan adopted pursuant to Section 142255 are to provide for the use of additional federal, state, and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances. The transportation planning agency shall take all appropriate actions to give highest priority to the projects in the initial expenditure plan, and any amendments shall not delay or delete any project in the initial plan without the transportation planning agency holding a public hearing and documenting within the plan the reason why the amendments are being recommended to the authority and are necessary relative to conditions beyond control of the authority.

142260. (a) The authority may, by the affirmative vote of a majority of the members, approve the updated expenditure plan adopted pursuant to Section 142258.

(b) The authority may amend the expenditure plan adopted pursuant to Section 142258, if required, subject to all of the following conditions:

(1) The authority shall take all appropriate actions to give highest priority to the projects in the initial expenditure plan, and if any amendments delay or delete any project in the initial plan, the authority shall hold a public hearing and adopt a resolution initiating the amendments that specifically detail the reason why the amendments are necessary relative to conditions beyond the control of the authority.

(2) The authority shall notify the transportation planning agency, the board of supervisors, and the city council of each city in the county and provide them with a copy of the proposed amendments.

(3) The amendment is approved by the board of supervisors.

(4) The amendment is approved by a majority of the cities constituting a majority of the population residing in the incorporated areas of the county.

(c) The proposed amendments shall become effective immediately upon completion of the approval process in subdivision (b).

142261. If a retail transactions and use tax is adopted pursuant to this chapter, the authority shall prepare and submit a report to the Department of Transportation, to the board of supervisors, to the city council of each city in the county, and to the transportation planning agency, on or before each January 1 after taxes are imposed pursuant to this chapter. The report shall evaluate and report the progress made in implementing the expenditure plan during the preceding fiscal year.

142262. The authority, subject to the approval of the voters, may impose the retail transactions and use tax at a maximum rate of one-half of 1 percent under this chapter and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code, and may state the maximum tax rate in terms of not to exceed one-half of 1 percent.

142263. (a) The board of supervisors, or its designee, as part of the ballot proposition to approve the imposition of a retail transactions and use tax, shall seek authorization from the electors to issue bonds payable solely from the proceeds of the tax.

(b) The maximum bonded indebtedness which may be authorized shall be an amount equal to the sum of the principal and interest on the bonds, not to exceed the estimated proceeds of the tax, for a period of not more than 30 years. The actual wording of the proposition on any short form of ballot card, label, or other device, regardless of the system of voting used, shall include all of the following:

- (1) The nature of the tax to be imposed.
- (2) The tax rate or the maximum tax rate.
- (3) The period during which the tax will be imposed.
- (4) The purposes for which the revenue derived from the tax will be used.

(c) The sample ballot to be mailed to the voters, pursuant to Section 13303 of the Elections Code, shall include the full proposition, and the voter information handbook shall include the entire expenditure plan adopted by the authority.

142264. (a) The bonds authorized by the voters concurrently with the approval of the retail transactions and use tax may be issued by the authority at any time, and from time to time, payable solely from the proceeds of the tax. The bonds shall be referred to as "limited tax bonds."

(b) The pledge of the tax to the limited tax bonds authorized under this chapter has priority over the use of any of the tax for pay-as-you-go financing, except to the extent that priority is expressly restricted in the resolution authorizing the issuance of the bonds.

142265. Limited tax bonds shall be issued pursuant to a resolution adopted at any time by an affirmative vote of a majority of the members of the authority. Each resolution shall provide for the issuance of bonds in the amounts as may be necessary, until the full amount of the bonds authorized have been issued. The full amount of bonds may be divided into two or more series and different dates of payment fixed for the bonds of each series. A bond need not mature on its anniversary date.

142266. (a) A resolution authorizing the issuance of limited tax bonds shall state all of the following:

(1) The purpose for which the proposed debt is to be incurred, which may include all costs and estimated costs incidental to or connected with the accomplishment of those purposes, including, without limitation, engineering, inspection, legal, fiscal agents, financial consultant and other fees, bond and other reserve funds, working capital, bond interest estimated to accrue during the construction period and for a period not to exceed three years thereafter, and expenses of all proceedings for the authorization, issuance, and sale of the bonds.

(2) The estimated costs of accomplishing those purposes.

(3) The amount of the principal of the indebtedness.

(4) The maximum term that the bonds proposed to be issued shall run before maturity, which shall not be beyond the date of termination of the imposition of the retail transactions and use tax.

(5) The maximum rate of interest to be paid, which shall not exceed the maximum allowable by law.

(6) The denomination or denominations of the bonds, which shall not be less than five thousand dollars (\$5,000).

(7) The form of the bonds, including, without limitation, registered bonds and coupon bonds, to the extent permitted by federal law, and the form of any coupons to be attached thereto, the registration, conversion, and exchange privileges, if any, pertaining thereto, and the time when all of, or any part of, the principal becomes due and payable.

(b) The resolution may also contain any other matters authorized by this chapter or any other provision of law.

142267. The bonds shall bear interest at a rate or rates not exceeding the maximum allowable by law, payable semiannually, except that the first interest payable on the bonds, or any series thereof, may be for any period not exceeding one year, as determined by the authority.

142268. In the resolution authorizing the issuance of the bonds, the authority may also provide for call and redemption of the bonds prior to maturity at the times and prices and upon other terms as specified. However, no bond is subject to call or redemption prior to maturity unless it contains a recital to that effect or unless a statement to that effect is printed thereon.

142269. The principal of, and interest on, the bonds shall be payable in lawful money of the United States at the office of the auditor-controller-treasurer of the county and other places as may be designated by the authority.

142270. (a) The bonds, or each series thereof, shall be dated and numbered consecutively and shall be signed by the chairperson or vice chairperson of the authority and the auditor-controller-treasurer of the county, and the official seal of the authority shall be attached.

(b) The interest coupons of the bonds, if any, shall be signed by the auditor-controller-treasurer of the county.

(c) All signatures and the seal may be printed, lithographed, or mechanically reproduced, except that one of the signatures on the bonds shall be manually affixed.

(d) If any officer whose signature appears on the bonds or coupons ceases to be that officer before the delivery of the bonds, the officer's signature is as effective as if the officer had remained in office.

142271. The bonds may be sold as the authority determines by resolution. The authority may sell the bonds at a price below par, whether by negotiated or public sale.

142272. Delivery of any bonds may be made at any place either inside or outside the state, and the purchase price may be received in cash or bank credits.

142273. All accrued interest and premiums received on the sale of the bonds shall be placed in the fund to be used for the payment of principal of, and interest on, the bonds, and the remainder of the proceeds of the bonds shall be placed in the treasury of the authority and applied to secure the bonds or for the purposes for which the debt was incurred. However, when the purposes have been accomplished, any money remaining shall be either (a) transferred to the fund to be used for the payment of principal of, and interest on, the bonds or (b) placed in a fund to be used for the purchase of outstanding bonds of the authority from time to time in the open market at prices and in the manner, either at public or private sale or otherwise, as determined by the authority. Bonds so purchased shall be canceled immediately.

142274. (a) The authority may provide for the issuance, sale, or exchange or refunding bonds to redeem or retire any bonds issued by the authority upon the terms, at the times, and in the manner which it determines.

(b) Refunding bonds may be issued in a principal amount sufficient to pay all, or any part of, the principal of the outstanding bonds, the premium, if any, due upon call and redemption thereof prior to maturity, all expenses of the funding, and either of the following:

(1) The interest upon the refunding bonds from the date of sale thereof to the date of payment of the bonds to be refunded out of the proceeds of the sale of the refunding bonds or to the date upon which the bonds to be refunded will be paid pursuant to call or agreement with the holders of the bonds.

(2) The interest upon the bonds to be refunded from the date of sale of the refunding bonds to the date of payment of the bonds to be refunded or to the date upon which the bonds to be refunded will be paid pursuant to call or agreement with the holders of the bonds.

(c) The provisions of this chapter for the issuance and sale of bonds apply to the issuance and sale of refunding bonds.

142275. (a) The authority may borrow money in anticipation of the sale of bonds which have been authorized pursuant to this chapter, but which have not been sold and delivered, and may issue negotiable bond anticipation notes therefore and may renew the bond anticipation notes from time to time. However, the maximum maturity of any bond anticipation notes, including the renewals thereof, shall not exceed five years from the date of delivery of the original bond anticipation notes.

(b) The bond anticipation notes, and the interest thereon, may be paid from any money of the authority available therefore, including the revenues from the retail transactions and use taxes imposed pursuant to this chapter. If not previously otherwise paid, the bond anticipation notes, or any portion thereof, or the interest thereon, shall be paid from the proceeds of the next sale of the bonds of the authority in anticipation of which the notes were issued.

(c) The bond anticipation notes shall not be issued in any amount in excess of the aggregate amount of bonds which the authority has been authorized to issue less the amount of any bonds of the authorized issue previously sold, and also less the amount of other bond anticipation notes therefore issued and then outstanding. The bond anticipation notes shall be issued and sold in the same manner as the bonds.

(d) The bond anticipation notes and the resolutions authorizing them may contain any provisions, conditions, or limitations which a resolution of the authority authorizing the issuance of bonds may contain.

142276. Any bonds issued under this chapter are legal investments for all trust funds; for the funds of insurance companies, commercial and savings banks, and trust companies; and for state school funds; and whenever any money or funds may, by any law now or hereafter enacted, be invested in bonds of cities, counties, school districts, or other districts within the state, that money or funds may be invested in the bonds issued under this chapter; and whenever bonds of cities, counties, school district, or other districts within the state may, by any law now or thereafter enacted, be used as security for the performance of any act or the deposit of any public money, the bonds issued under this chapter may be so used. The provisions of this chapter are in addition to all other laws relating to legal investments and shall be controlling as the latest expression of the Legislature with respect thereto.

142277. Any action or proceeding wherein the validity of the adoption of the retail transactions and use tax ordinance provided for in this chapter, or the issuance of any bonds there under, or any of the proceedings in relation thereto, is contested, questioned, or denied, shall be commenced within six months from the date of the election at which the ordinance is approved; otherwise, the bonds and all proceedings in relation thereto, including the adoption and approval of the ordinance, shall be held to be valid and in every respect legal and incontestable.

SEC. 5. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district are the result of a program for which

legislative authority was requested by that local agency or school district, within the meaning of Section 17556 of the Government Code and Section 6 of Article XIII B of the California Constitution. *[note: repeats Section 23]*

7252.8. "Districts," as used in this part, also means a county transportation authority or the Metropolitan Transportation Commission if authorized to impose transactions and use taxes pursuant to this part.

SEC. 6.

7252.10. "District," as used in this part, also means the Fresno County Transportation Authority, if authorized to impose transactions and use taxes pursuant to this part. This section shall remain in effect as long as Division 15 (commencing with Section 142000) of the Public Utilities Code remains in effect, but shall be repealed upon the repeal of that division.

SEC. 7. - Deleted

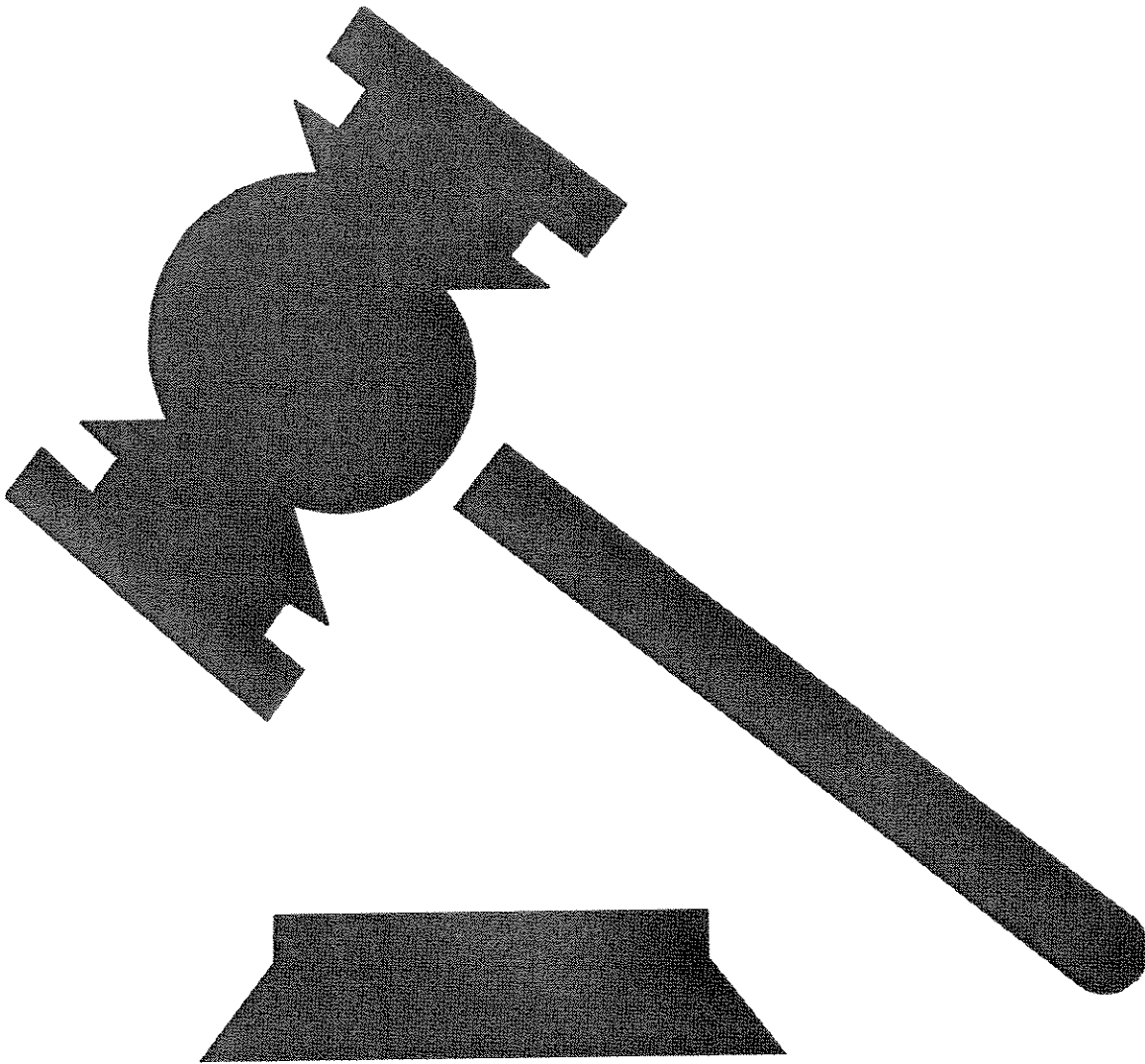
SEC. 8. If any provision of this act or the application thereof to any circumstances is held unconstitutional, that decision shall not affect other provisions or applications of the act which can be given effect without the invalid provision or application and to this end, the provisions of this act are severable. The Legislature hereby declares that it would have passed this act, and each portion thereof, irrespective of the fact that any other portion be declared unconstitutional.

SEC. 9. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act and because this act is in accordance with the request of a local agency or school district which desired legislative authority to carry out the program specified in this act.

SEC. 10. This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the Constitution and shall go into immediate effect. The facts constituting the necessity are: In order to assure the development of traffic and transportation projects and to clarify what fees a court may order persons to pay who are ordered to attend schools for traffic violators or driving schools, it is necessary that the act take effect immediately.

SEC. 22. If any provision of this act or the application thereof to any circumstances is held unconstitutional, that decision shall not affect other provisions or applications of the act which can be given effect without the invalid provision or application and to this end, the provisions of this act are severable. The Legislature hereby declares that it would have passed this act, and each portion thereof, irrespective of the fact that any other portion be declared unconstitutional.

SEC. 23. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district are the result of a program for which legislative authority was requested by that local agency or school district, within the meaning of Section 17556 of the Government Code and Section 6 of Article XIII B of the California Constitution.



***TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM III. B.***

CALIFORNIA HIGH-SPEED TRAIN PROJECT

Fresno–Palmdale Region

Progress Report on Visalia-Tulare-Hanford Station Feasibility Study

June 21, 2007



*Without ever leaving the ground.
California High-Speed Train*

Prepared for:
Fresno, Tulare and Kings County Technical Assistance Groups

Prepared by:
URS/HMM/Arup Joint Venture

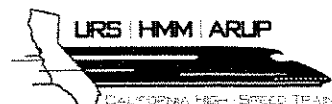


TABLE OF CONTENTS

1.0	Introduction	2
2.0	Project History	2
3.0	Methodology	2
4.0	Initial Alternatives	2
5.0	Preliminary Screening Process	3
6.0	Revised Alternatives	3
7.0	Assessment of Alternatives	6
8.0	Result of Assessment	7
9.0	Next Steps	7

FIGURES

Figure 1 - Revised Alternatives	4
Figure 2 - Revised Station Locations	5

TABLES

Table 1 - Matrix of Assessment Measures	Error! Bookmark not defined.
Table 2 - Strengths and Weaknesses - Alignments	10

1.0 Introduction

This Progress Report summarizes the process to date in considering the potential for a station on the California High Speed Train (HST) system that would serve the Visalia-Tulare-Hanford area, and defining alternatives for potential alignments and station locations. The alternatives considered are defined for screening and study in the next phase of the project, a project-level environmental review under the National Environmental Protection Act (NEPA) and the California Environmental Quality Act (CEQA). The California High Speed Rail Authority (CHSRA) will select the alternatives to take forward into the environmental review.

2.0 Project History

The purpose of the California HST Program is to develop a 700-mile-long, electrically powered high-speed train system capable of operation in excess of 200 miles per hour on a dedicated, fully grade-separated track with state-of-the-art safety, signaling, and automated train control systems. The system would serve the major metropolitan centers of California, extending from Sacramento and the San Francisco Bay Area, through the Central Valley, to Los Angeles and San Diego. The high-speed train system is projected to carry 86 to 117 million passengers annually by the year 2030.

In 2005, the California High-Speed Rail Authority (CHSRA or Authority) and the Federal Railroad Administration (FRA) completed a Final Program EIR/EIS (PEIR/EIS) for the California HST System as the first-phase of a tiered environmental review process. The CHSRA certified the Final PEIR under CEQA, approved the proposed HST System Alternative One (the No Project and Modal Alternatives) and made several corridor decisions. FRA issued a Record of Decision under NEPA on the Final PEIS. This statewide PEIR/EIS established the purpose and need for the HST system, analyzed an HST alternative, compared it with a No Project/No Action Alternative and a Modal Alternative and evaluated several corridor options.

The CHSRA is now undertaking a second-tier, project-level environmental evaluation of the statewide system in five regions. The project-level Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the California HST system will satisfy the environmental review process required by federal and state laws, enable public agencies to participate in the selection of alternatives, and define mitigation measures to minimize and mitigate adverse impacts. The preparation of environmental documents will be used to grant approvals and provide financial assistance necessary to preserve rights-of-way and implement initial segments of the system.

3.0 Methodology

The methodology for this station feasibility project has entailed the creation of an initial set of a range of alignment and station alternatives, which were screened based on stakeholder input and qualitative factors, and through an initial engineering assessment. These initial alternatives were subsequently refined, and the remaining alignments were characterized with more quantitative information developed through engineering and the application of Geographic Information Systems (GIS) data. The goal of this process was to provide enough information so that CHSRA can select one or more feasible alternative for more detailed study in later phases of the project.

4.0 Initial Alternatives

Thirteen draft alternative alignments were initially identified for this study. The first step in the creation of these initial alignment alternatives was to review the work done in the PEIR/EIS and preceding documents to identify all of the alignments and station locations that were considered and either carried forward or rejected. From those documents, the team identified two major types of alternatives – those in the existing railroad corridors and those largely outside of the existing railroad corridors. Based on

assessments developed during the PEIR/EIS process, the team decided to not consider alignments that were located entirely or mostly outside of the existing railroad corridors. The team then developed thirteen initial alignments that would serve the overall corridor and also serve a station in the Visalia-Tulare-Hanford area.

For the initial 13 alternatives, two zones were identified within which stations could be located. Each of the alternatives passed through at least one of these zones. The zones correspond to the highway routes (CA-198 and CA-99) that would provide the principal access routes to the station sites.

The first potential station zone corresponds to the CA-99 highway corridor, with a north-south orientation generally parallel to the UPRR right-of-way. This station zone extends from north of Goshen near Traver to the south side of Tulare. Seven of the initial alternative alignments could serve a station located in this zone.

The second potential station zone is an area oriented east-west, roughly parallel to CA-198 and the Cross-Valley Rail Line between Armona (west of Hanford) and Goshen. Seven of the initial alternative alignments could serve a station located in this zone. The CA-198 highway connects Hanford and Visalia and would be the principal arterial serving a station in this zone.

Some of the alternatives that would be aligned with the UPRR through the cities of Fowler, Selma, and Kingsburg would employ a below-grade configuration to minimize impacts on those communities.

5.0 Preliminary Screening Process

The next step was to perform a preliminary screening to reduce the number of alternatives. The project team conducted a series of field reviews of the original 13 alignment segments in the corridor and met with Technical Assistance Groups (TAGs) representing Fresno, Kings, and Tulare Counties. The team also met with agricultural commissioners and other interested stakeholders.

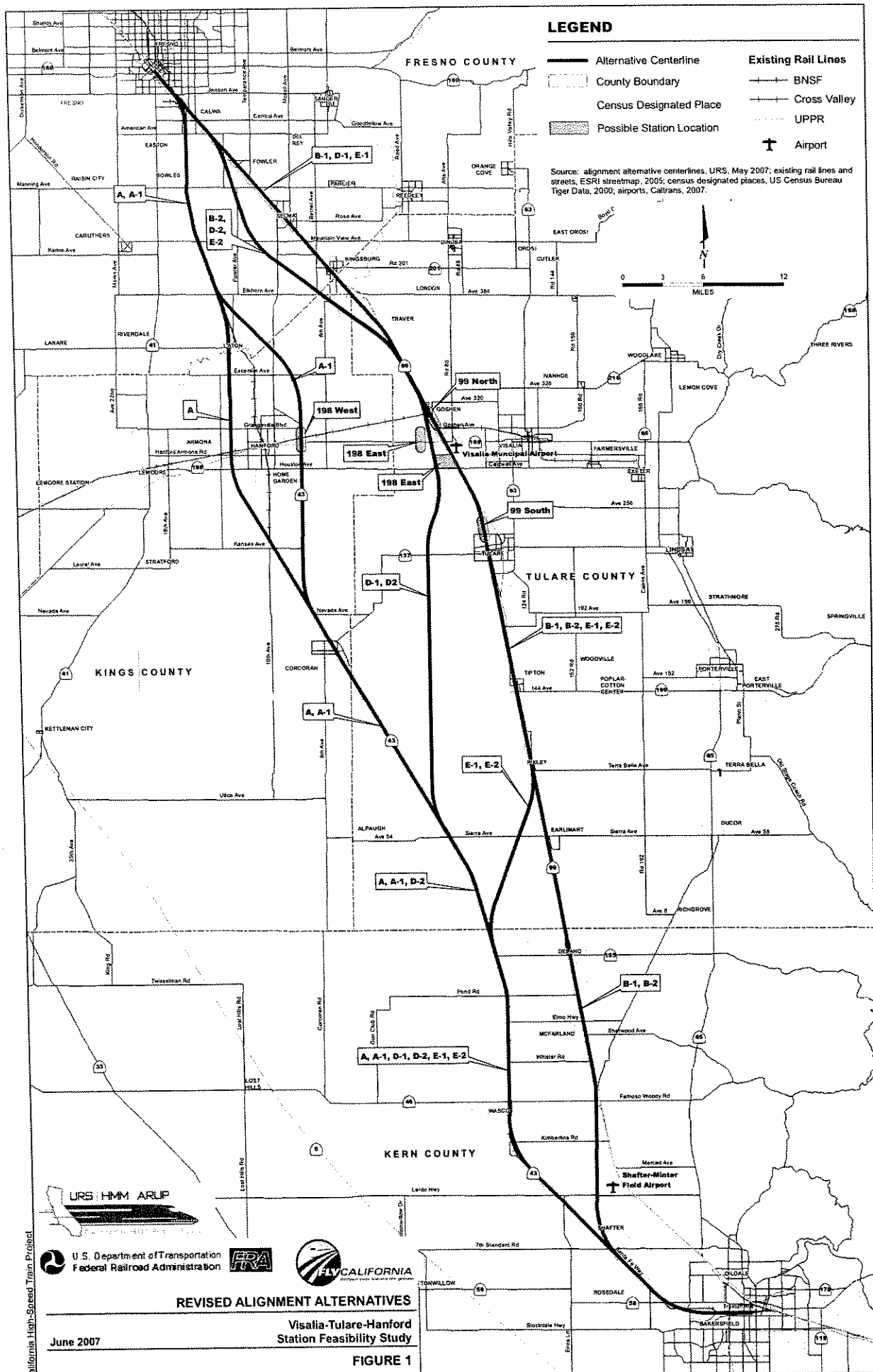
Using information from the TAG and stakeholder meetings, field work, and technical investigations, the team defined some constraints based on geographic, cultural, or economic factors. The team also applied the CHSRA's engineering criteria to the proposed initial alignments, which further constrained the alternatives with regard to curvature, station locations, junction locations, etc. In light of these constraints, a number of the original alignments appeared less feasible or desirable than the others and were eliminated, leaving eight feasible alternatives.

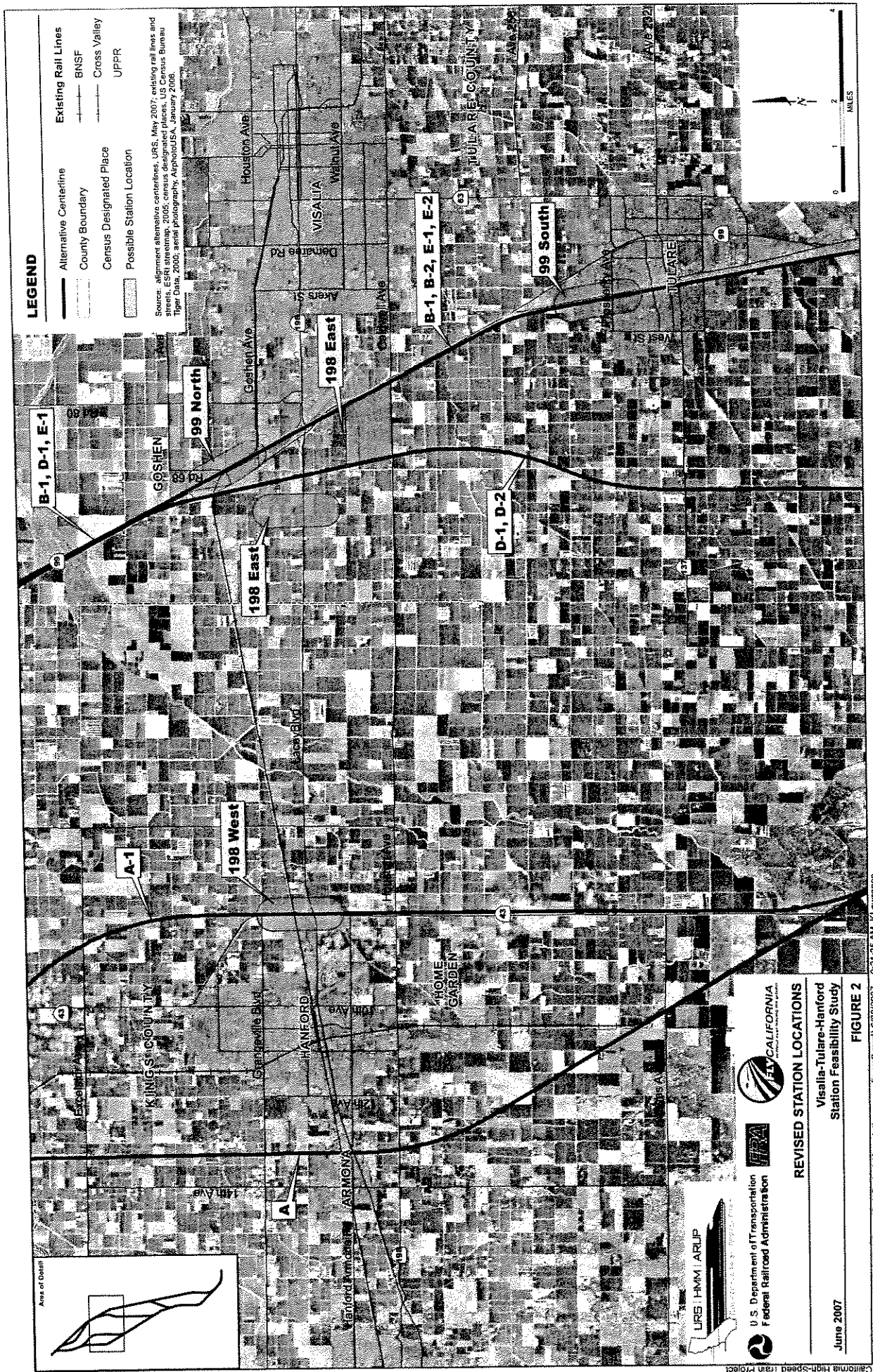
6.0 Revised Alternatives

After the preliminary screening process, the eight remaining alignment alternatives were refined using a variety of tools, including GIS. This process created a base of information to enable comparison of the alternatives as to their affect on geographic, cultural, or economic features of the region, and to enable the Authority to decide if any of the alternatives should be advanced to the project-level EIR/EIS.

The eight revised alignment alternatives are shown in **Figure 1**. They fall into three categories:

- 1) **Alternatives A and A-1** are based on the existing BNSF alignment for most of the distance from Fresno to Bakersfield. Alternative A is essentially the alignment selected in the PEIR/EIS as the preferred alternative and is differentiated from the other alternatives in this study by having no station stop in the Visalia-Tulare-Hanford area.





- 2) **Alternatives B-1 and B-2** are alignments that are largely in the UPRR corridor between Fresno and Bakersfield, with the exception of the northern approach to Bakersfield, which is in the BNSF corridor.
- 3) **Alternatives D-1, D-2, E-1, and E-2** all start out on the UPRR corridor traveling south from Fresno, and cross over to the BNSF corridor in the mid-valley between Goshen Junction and Delano for the remainder of the distance to Bakersfield.
- 4) **Alternatives B-1, D-1, and E-1** all use a below-grade configuration through the cities of Fowler, Selma and Kingsburg to minimize impacts on those three cities.

No alternatives were retained that start out traveling south from Fresno on the BNSF corridor then crossing over to the UPRR corridor. All of those alternatives were eliminated in the preliminary screening, largely because of impacts to prime farmland and the location of potential stations in floodplains.

Potential station locations have been identified within the two original general station zones, corresponding with the CA-198 and CA-99 corridors. These potential locations are shown in **Figure 2**. Potential station locations are identified for each revised alignment alternative (with the exception of Alternative A); in some cases there are two potential station locations. Alternatives A-1, D-1, and D-2 have station location sites along the CA-198 corridor, though D-1 and D-2 could also potentially use the station site on the CA-99/UPRR corridor at Goshen Junction. For the other alternatives, which are largely in the UPRR corridor through the Goshen Junction/Visalia Airport/Tulare area, two CA-99 corridor station area sites have been identified – one at Goshen Junction (99-North), and one on the north side of Tulare (99-South).

7.0 Assessment of Alternatives

After the alignments were refined, the project team assessed the eight remaining alternatives to enable their comparison at a planning level of analysis. The alternatives were characterized according to the following criteria and measures (see **Table 1**):

- **Project performance**
 - Travel time
 - Length of alignment
 - Population and employment catchment
 - Operational issues
 - Constructability
 - Grade separation opportunities for freight railroads
- **Project capital cost** relative to that estimated in the PEIR/EIS for the preferred alignment
- **Built environment impacts and benefits**
 - Sensitive land uses
 - Farmland impacts
 - Cultural resource impacts
 - Community and neighborhood impacts
 - General plan consistency
- **Natural environment impacts and benefits**
 - Water resources
 - Floodplain impacts
 - Wetlands
 - Sensitive species and critical habitats
 - 4-F impacts

8.0 Result of Assessment

The assessment was based on a planning level of analysis, supported by a minimum of engineering. This assessment yielded relative measures of each alternative for consideration in a subsequent screening process. Because of the very similar length of the alternatives, several of the measures, such as travel time and track miles, did not reveal significant differences.

Several measures did provide a good level of differentiation between alternatives. Capital cost is one such measure; the three alternatives using the below-grade section through Fowler, Selma and Kingsburg (B-1, D-1, and E-1) show a capital cost approximately 25-30% higher than the other at-grade alternatives.

The alternatives that use the UPRR corridor south of Fresno (B-1, B-2, D-1, D-2, E-1, E-2) generally have higher levels of impact on existing land uses and sensitive land uses. They would be more complex to build, due to the proximity to both the UPRR corridor and CA-99, a limited access highway with frequent interchanges and overcrossings. The alternatives that use the BNSF corridor south of Fresno (A and A-1) generally cross more farmland of statewide importance, but are subject to less interference with adjacent highway and rail infrastructure. The station location for alternative A-1 (CA-198 West) captures the greatest population and employment, both current and projected, within a radius of 20 miles.

The comparative strengths and weaknesses of each alignment alternative and each station location are summarized in **Table 2**.

9.0 Next Steps

The results of the assessment summarized in this report will be provided to the CHSRA. The CHSRA will use this information to determine:

- **If** any of the alternatives should be taken forward into the project-level EIR/EIS process for study along with the current preferred alternative and with the no-project alternative, and
- **If** a station should be located on the HST system to serve the Visalia-Tulare-Hanford area.

No.	Criteria	Measurement	Alt A	Alt A-1	Alt B-1	Alt B-2	Alt D-1	Alt D-2	Alt E-1	Alt E-2
1. Project Performance										
1a	Travel time	Minutes	30	30	30	30	31	31	31	31
1b	Length of alignment (1)	Linear distance	111	111	110	111	112.6 (2)	113.3 (2)	113	114
1c	Operational Issues	Qualitative	None noted at this time	None noted at this time	None noted at this time	None noted at this time	None noted at this time	None noted at this time	None noted at this time	None noted at this time
1d	Construction Issues	Qualitative	See Section 8.1.1.5 - Least complex	See Section 8.1.1.5 - Least complex	See Section 8.1.1.5 - Most complex	See Section 8.1.1.5 - Moderately complex	See Section 8.1.1.5 - Most complex	See Section 8.1.1.5 - Moderately complex	See Section 8.1.1.5 - Most complex	See Section 8.1.1.5 - Moderately complex
1e	Opportunity for grade separating freight RRs	Number of grade crossings	No data available at this time	No data available at this time	No data available at this time	No data available at this time	No data available at this time	No data available at this time	No data available at this time	No data available at this time
2. Project Capital Cost										
2a	Capital cost differential	Cost differential	Baseline	1%	27%	1%	29%	3%	30%	3%
3. Built Environment Impacts and Benefits										
3a	Land Use Compatibility and Conflicts	Linear footage of alignment with conflicting land uses and number of sensitive receptors	No data available at this time	No data available at this time	No data available at this time	No data available at this time	No data available at this time	No data available at this time	No data available at this time	No data available at this time
		Number of sensitive land uses within buffer	48	49	57	46	47	36	59	48
3b	Farmland Impacts	Acreage	12,635	12,580	9,960	11,379	12,144	13,561	10,232	11,650
3c	Cultural Resource Impacts	Number of resources and identify each	7	7	2	2	8	8	7	7
3d	Community and Neighborhood Impacts	Qualitative	20	19	16	14	12	10	20	18

(1) Total alignment length measured from Truxton Station (Bakersfield) to Fresno Station (Fresno).
(2) Length for alternative alignment serving SR 198 Station location nearest to SR 99. For optional SH 198 Station location, total alignment length would be reduced by 0.2 miles.

4. Natural Environment Impacts and Benefits											
		Number of stream crossings	22	19	37	39	34	36	40	42	
4a	Water resources										
4b	Floodplain impacts	Acreage	4,548	4,744	4,575	4,292	4,896	4,529	4,488	4,205	
4c	Wetlands	Number of crossings	97	93	79	75	91	87	95	91	
		Acreage	229	308	144	130	175	161	188	174	
	Vernal pools	Number of crossings	9	9	3	3	8	8	7	7	
		Acreage	623	793	171	171	660	640	973	973	
4d	Threatened and endangered species and habitats	Number of crossings within critical habitats	2	2	3	3	5	5	5	5	
		Acreage of crossings within critical habitats	4,496	4,943	3,677	3,639	6,543	6,466	5,626	5,589	
		Number of sightings, per CND0	10	9	2	2	6	6	5	5	
4e	4-F Impacts (Public parks, wildlife refuges, historic properties on National Register of Historic Places	Number of resources and acres, and proximity	7	7	2	2	8	8	7	7	

Table 1 – Comparative Strengths and Weaknesses - Alignments

Alignment Alternative		Comparative Strengths	Comparative Weaknesses
A	Baseline BNSF - Hanford West Bypass	- Simplicity of construction	- No station serving Visalia-Tulare-Hanford area - Impacts on farmland of statewide importance, unique farmland, and grazing lands
A-1	BNSF - Hanford East Bypass	- Central station location - Potential future regional rail connection - Simplicity of construction - Adheres closely to preferred alternative	- Impacts on farmland of statewide importance, unique farmland, and grazing lands
B-1	UPRR – Fresno-South Below Grade	- 3 potential station locations - Could serve station site owned by City of Visalia - Potential future regional rail connection	- Most complex construction - Below-grade segment – impact on cities and additional cost - Affects areas with dense residential development - Highest impacts on industrial and commercial uses - Impacts on farmland of local importance - High community and neighborhood impacts
B-2	UPRR – Fresno-South Bypass	- 3 potential station locations - Could serve station site owned by City of Visalia - Potential future regional rail connection	- Affects areas with dense residential development - Relatively complex construction - Impacts on prime farmland
D-1	UPRR to BNSF (198 Station) - Fresno-South Below Grade	- 2 potential station locations - Could serve station site owned by City of Visalia	- Below-grade segment – impact on cities and additional cost - Affects areas with dense residential development - High complexity construction - High community and neighborhood impacts
D-2	UPRR to BNSF (198 Station) - Fresno-South Bypass	- 2 potential station locations - Could serve station site owned by City of Visalia	- Affects areas with dense residential development - Impacts on prime farmland
E-1	UPRR to BNSF (99 Station) – Fresno-South Below Grade	- 3 potential station locations - Could serve station site owned by City of Visalia - Potential future regional rail connection	- High complexity construction - Below-grade segment – impact on cities and additional cost
E-2	UPRR to BNSF (99 Station)– Fresno-South Bypass	- 3 potential station locations - Could serve station site owned by City of Visalia - Potential future regional rail connection	- Impacts on prime farmland

