

***TRANSPORTATION TECHNICAL
COMMITTEE***

***ACTION / DISCUSSION ITEMS
AGENDA ITEM III. C.***



County of Fresno

CHAIRMAN
BOARD OF SUPERVISORS
SUPERVISOR HENRY PEREA – DISTRICT THREE

March 27, 2008

Trinidad M. Rodriguez, Chair
Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Dear Mr. Rodriguez:

Subject: Request the Council of Fresno County Governments to Consider Accepting Administration of Airport Land Use Commission

On March 25, 2008 the Fresno County Board of Supervisors unanimously endorsed requesting the Council of Fresno County Governments (COG) to accept administrative support of the Fresno County Airport Land Use Commission (ALUC). The ALUC is a statutorily defined body that advises the cities and the County on compatible land uses in the vicinity of the nine public airports in Fresno County.

Given the public use airports are predominantly within the jurisdictions of the various cities in Fresno County, we believe that the COG, as the Regional Transportation Planning Agency, is the most appropriate organization to manage the activities of the ALUC. Our request is for the COG to consider accepting the staffing and administrative support functions for the Commission. This shift would not affect either the function of the Commission or alter the manner in which the Commission members are selected.

We ask that you place this request on your April COG Advisory Committee and Policy Board's April agendas. Our staff has had preliminary discussions with COG staff who concur that administration of the ALUC fits within the scope of the COG's regional transportation planning and inter-governmental coordination responsibilities. If your Board concurs, our staff will work with your staff to craft a Memorandum of Understanding to facilitate the transfer of responsibilities, to be returned to our respective Boards for execution.

The County believes this effort to be a beneficial and forward thinking action for Fresno County and its incorporated cities. If your Board agrees, Fresno County staff looks forward to working with COG to achieve a smooth transition and to assure longer term assistance related to successful training of COG staff and transitioning of ALUC duties.

Should you have any questions or thoughts regarding this action prior to presentation to your COG Board, please contact Bernard Jimenez, Manager, Department of Public Works and Planning, at (559) 262-4497.

Sincerely,

Henry Perea, Chairman
Fresno County Board of Supervisors

cc: Board of Supervisors
Alan Weaver, Director, Public Works and Planning

Barbara Goodwin, Executive Director, COG
Lynn Gorman, Deputy Director of Planning

***TRANSPORTATION TECHNICAL
COMMITTEE***

***ACTION / DISCUSSION ITEMS
AGENDA ITEM III. D.***

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2008-11

In the Matter of:)
)
CITY OF CLOVIS & FRESNO)
COUNTY RURAL TRANSIT)
AGENCY PTMISEA)
APPLICATIONS)

RESOLUTION AUTHORIZING CLOVIS
& FCRTA PTMISEA APPLICATIONS
FOR ROLLING STOCK AND CNG
PUMP PROCUREMENTS

WHEREAS, the Council of Fresno County Governments (Fresno COG) has been designated the Regional Transportation Planning Agency (RTPA) for Fresno County by the Secretary of the Business and Transportation Agency pursuant to Section 29532 of the California Code of Regulations (as amended by AB 402, 1977); and acting as the Metropolitan Planning Agency (MPO) (Federal Highway Act of 1974 and the Urban Mass Transportation Administration Act of 1964 as amended pursuant to the joint regulations - Code of Federal Regulations, Title 23, Part 450; Title 49, Part 613); and

WHEREAS, the Highway, Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, as enacted by SB99 Statutes of 2007 includes a program of funding to be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account to be made available to Contributing Project Sponsors in California for allocation to eligible public transportation projects, and

WHEREAS, the Council of Fresno County Governments is the Contributing Project Sponsor for Fresno County, for Public Transportation Modernization, Improvement, and Service Enhancement funds and has allocated funding to eligible Transit Operators pursuant to PUC Sections 8879.55(a)(2) and 8879.55(a)(3).

WHEREAS, the City of Clovis has submitted an application for \$735,257 for procurement of Clovis Transit rolling stock.

WHEREAS, the Fresno County Rural Transit Agency has submitted two (2) applications for \$420,690 for procurement of rolling stock and CNG pump procurements.

NOW THEREFORE BE IT RESOLVED, the Council of Fresno County Governments hereby approves the award authorizes the application to be forwarded to Caltrans for payment.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 24th day of April, 2008.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: _____
Trinidad M. Rodriguez, Chairman

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 24th day of April, 2008.

Signed: _____
Barbara Goodwin, Executive Director

**Public Transportation Modernization, Improvement and
Service Enhancement Program (PTMISEA)
PROJECT DESCRIPTION AND ALLOCATION REQUEST**

	Regional Entity:
Project Sponsor*: City of Clovis	County: Fresno
Project Title: Clovis Transit Rolling Stock	

I certify the scope, cost, schedule, and benefits as identified in the attached Project Description and Allocation Request (Request) and attachments are true and accurate and demonstrate a fully funded operable project. I understand the Request is subject to any additional restrictions, limitations or conditions that may be enacted by the State Legislature, including the State's budgetary process, which may effect the amount of bond proceeds received by the project sponsor now and in the future. Project sponsors may need to consider alternative funding sources if bond proceeds are not available. In the event the project cannot be completed as originally scoped, scheduled and estimated, or the project is terminated prior to completion, project sponsor shall, at its own expense, ensure that the project is in a safe and operable condition for the public. I understand this project will be monitored by the California Department of Transportation -- Division of Mass Transportation.

Name: Shonna Halterman

Signature: *Shonna Halterman*

Title: General Services Manager

Agency: City of Clovis

Date: 31-Mar-08

*If this project includes funding from more than one project sponsor, the project sponsor above becomes the "recipient agency" and the additional contributing project sponsor(s) must also sign and state the amount and type of PTMISEA funds (GC Section 8879.55(a)(2) and/or Section 8879.55(a)(3)) contribution. Sign below or **attach a separate officially signed letter providing that information.**

Name: Barbara Goodwin

Signature: *Barbara Goodwin*

Title: Executive Director
 Council of Fresno County
Agency: Governments

Date: 31-Mar-08

Amount: 735,257

PTMISEA 2007- 08 PROJECT DESCRIPTION AND ALLOCATION REQUEST

Date:

Project Allocation Amount per GC 8879.55(a)(2)/PUC 99313: \$9,142
 Project Allocation Amount per GC 8879.55(a)(3)/PUC 99314: \$726,115
 Total Project Allocation Request: \$735,257

Project Title: Clovis Transit Rolling Stock
 Project Location: City of Clovis, Fresno County

Table 1: Project Sponsor/Recipient Agency Information

Project Sponsor/ Recipient Agency:	City of Clovis	<i>Legislative District Numbers</i>	
Contact:	Shonna Halterman		
Contact Phone #:	559-324-2767	Senate:	14th
Email Address:	shonnah@cityofclovis.com	Assembly:	29th
Address:	155 N. Sunnyside Ave	Amount:	\$ 735,257
	Clovis, CA 93611	Type:	

Table 2: Contributing PTMISEA-Eligible Project Sponsor Information

PTMISEA Contributors:	Council of Fresno County Governments	Amount :	Type:
Contact:	Barbara Goodwin, Executive Director	\$9,142	8879.55(a)(2)
Contact Phone #:	559-233-4148	\$726,115	8879.55(a)(3)
Email Address:	bgoodwin@fresnocog.org		
Address:	2035 Tulare Street, Suite 201		
	Fresno, CA 93721		

MISEA Contributing Sponsors: Sponsors (Attach sheet with contact info)	Amount:	Type:
	\$	
TOTAL	\$735,257	

(*Contributing project sponsors attach signed letters of verification as to amount and eligibility or sign cover page)

Table 3: Project Category

Check **only 1** box that best fits the description of the project being funded.

☐ Rehabilitation, Safety or Modernization Improvement

☐ Capital Service Enhancement or Expansion

☐ New Capital Project

☐ Bus Rapid Transit

☒ Rolling Stock Procurement:

☒ Expansion
☐ Rehabilitation
☐ Replacement

Table 4: Project Summary

a) Describe the project (or minimum operable segment) for which you are applying for funds, **including the useful life for all projects**. Attach additional sheets if necessary.
 Service expansion to serve currently unserved area with fixed-route and; to meet increased requests for paratransit.

b) If the application is for the purchase of vehicles or rolling stock, please include information on size, passenger count, accessibility, **expected useful life** and fuel type:

Fleet expansion: Quantity of four 27 foot 22-passenger buses for Roundup paratransit service and quantity of three 32 foot 29-passenger buses for Stageline fixed-route service. All vehicles are ADA accessible, have an expected life of 10 years and would be diesel engines with post 2007 clean-burning diesel requirements.

Table 5: Description of Major Benefits/Outcomes (Also complete and submit Attachment A.1)

Write brief summary here: *Fleet expansion to provide service to areas not currently served and to increase service frequency on the fixed-route service. For paratransit, fleet vehicles are needed to meet increased requests for service and to maintain ADA compliance for the service demand.*

Table 6: Project Schedule and Milestones (Also complete and submit Attachment A.2)

	Date
Project Study Report Approved	N/A
Begin Project Approval & Environmental Document Phase	N/A
Circulate Draft Environmental Document	N/A
Draft Project Report	N/A
End Project Approval & Environmental Document Phase Milestone	N/A
Begin Plans, Specifications & Estimates Phase Milestone	N/A
End Design Phase (Ready to list for Advertisement Milestone)	N/A
Begin Right of Way Phase	N/A
End Right of Way Phase (Right of Way Certification Milestone)	N/A
Begin Construction Phase (includes vehicle/equipment order) (Contract Award Milestone)	15-Aug-08
End Construction Phase (includes vehicle/equipment acceptance) (Contract Acceptance Milestone)	1-Apr-09
Begin Closeout Phase	1-May-09
End Closeout Phase	1-Jun-09

Table 7: Tax Compliance Information

Is it reasonably anticipated that any money will be derived at any point in the future as a result of the project that will be paid to the State?

☐
☒

YES

NO

If yes, please describe the source of the money and provide an estimate of the amount:

Estimate: \$ _____

☒ A completed Attachment A.1

☒ A completed Attachment A.2

☒ The most recently adopted short-range transit plan, or other publicly adopted plan that programs or prioritizes the expenditure of funds for transit capital improvements which indicates this project is consistent with it.

Description of Major Benefits and Outcomes
Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA)

PROJECT SPONSORS: Please check the appropriate bond category the funding will be used for and complete the corresponding information for project type, outputs and benefits/outcomes. If you are funding more than one project, complete a separate sheet for each project. Examples are provided. Project Sponsors will use this table to report progress to the Department semi-annually and for annual audits. The information will be reported to the Legislature and the Department of Finance and will be available on the Governor's Bond Accountability Website for the public.

Prop 1B Bond Category (Check Only 1)	Project Description Example shown)	Outputs Provide the number of items to be obtained)	Benefits/Outcomes Expected (Provide the expected result of project.) Greening Effect %
1) Improvements: ☐ Rehabilitation, or ☐ Safety, or ☐ Modernization	Examples: Transit Fleet Rehabilitation or Transit Information Systems	Examples: Total number of vehicles to be rehabilitated/refurbished Total number of AVL or next bus signs to be installed	Examples: Extend bus life by 10 years Increase safety 10% Improve on-time performance 10% Reduce pollution by 15%
	State your project here:	State your output here:	State your expected benefits here:
2) Capital Service: ☐ Enhancement or ☐ Expansion	Examples: Install Equipment Add commuter rail lines or bus lines	Examples: Total number AFC to be installed. Total number new commuter lines or bus routes to be installed	Examples: Improve on-time performance 10% # of riders increased by 100 Increase commuter lines 10%
	State your project here:	State your output here:	State your expected benefits here:
3) Capital Projects: ☐ New	Examples: Commuter lines Buy buses	Examples: Total number of miles or lines or buses	Examples: # of riders increased by 200 Increase lines or routes by 10%
	State your project here:	State your output here:	State your expected benefits here:
4) BRT: ☐ Improvements	Examples: Commuter lines or miles Buy buses	Examples: Total number of BRT miles or access ramps to be built Total number of priority signalization equipment to install	Example: # of riders increased by 200
	State your project here:	State your output here:	State your expected benefits here:
5) Rolling Stock Procurement for: ☒ Expansion Or ☐ Replacement Or ☐ Rehabilitation	Example: Purchase new vehicles	Example: Total number of new vehicles purchased and type	Examples: # of riders increased by 200 Increase life of fleet by ____% Reduce service costs by ____%
	Purchase three new 32' fixed-route vehicles and four new 27' paratransit vehicles.	Expansion of transit services to new service areas for fixed-route. Availability for vehicles to provide paratransit services for senior and disabled residents. Clovis has experienced a 13% increase in paratransit trips from calendar year 2006 to 2007 and additional equipment is needed to meet the need. Fixed-route service has increased 10% during the same time.	State your expected benefits here: With the continuing trend, Clovis Transit expects an annual increase in paratransit ridership of at least 10%. Vehicle expansion is needed to meet the needs of the aging population. Expansion of the fixed-route service into new, unserved areas allows for the continuing trend of 10% increase in fixed-route ridership. Also, Seniors age 65 and over ride for free on fixed-route which gives them another option instead of the more costly to operate paratransit service.

**Public Transportation Modernization, Improvement, and Service Enhancement Account
Total Project Cost and Funding Plan**

Shaded fields are automatically calculated. Please do not fill these fields.

Proposed Total Project Cost								Project Total
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	
PA&ED	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0
Vehicle Purchase	0	0	775,257	0	0	0	0	775,257
Other	0	0	0	0	0	0	0	0
TOTAL	0	0	775,257	0	0	0	0	775,257

Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Vehicle Purchase			735,257					0
Other								0
TOTAL	0	0	735,257	0	0	0	0	0

Funding Source: State Transit Assistance								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Vehicle Purchase			40,000					40,000
Other								0
TOTAL	0	0	40,000	0	0	0	0	40,000

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Vehicle Purchase								0
Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Vehicle Purchase								0
Other								0
TOTAL	0	0	0	0	0	0	0	0

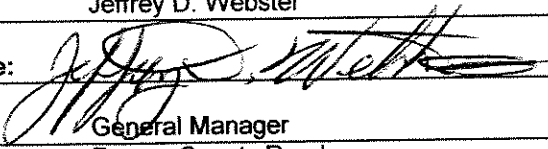
Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Vehicle Purchase								0
Other								0
TOTAL	0	0	0	0	0	0	0	0

**Public Transportation Modernization, Improvement and
Service Enhancement Program (PTMISEA)
PROJECT DESCRIPTION AND ALLOCATION REQUEST**

Project Sponsor*: Fresno Co. Rural Transit Agency	County: Fresno
Project Title: FCRTA's 5 - Rolling Stock Replacement Cut-Away Vans	

I certify the scope, cost, schedule, and benefits as identified in the attached Project Description and Allocation Request (Request) and attachments are true and accurate and demonstrate a fully funded operable project. I understand the Request is subject to any additional restrictions, limitations or conditions that may be enacted by the State Legislature, including the State's budgetary process, which may effect the amount of bond proceeds received by the project sponsor now and in the future. Project sponsors may need to consider alternative funding sources if bond proceeds are not available. In the event the project cannot be completed as originally scoped, scheduled and estimated, or the project is terminated prior to completion, project sponsor shall, at its own expense, ensure that the project is in a safe and operable condition for the public. I understand this project will be monitored by the California Department of Transportation – Division of Mass Transportation.

Name: Jeffrey D. Webster

Signature: 

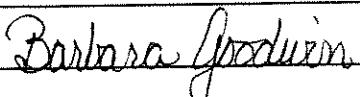
Title: General Manager

Fresno County Rural
Transit Agency

Date: 21-Dec-07

*If this project includes funding from more than one project sponsor, the project sponsor above becomes the "recipient agency" and the additional contributing project sponsor(s) must also sign and state the amount and type of PTMISEA funds (GC Section 8879.55(a)(2) and/or Section 8879.55(a)(3)) contribution, or attach a separate officially signed letter providing that information. Attach additional pages if necessary.

Name: Barbara Goodwin

Signature: 

Title: Executive Director

Council of Fresno County
Governments

Date: 21-Dec-07

Amount: \$377,542

PTMISEA 2007- 08 PROJECT DESCRIPTION AND ALLOCATION REQUEST

Date: _____

Allocation Amount per GC 8879.55(a)(2)/PUC 99313: \$0

Allocation Amount per GC 8879.55(a)(3)/PUC 99314: \$377,542

Total Allocation Request: \$377,542

Project Title: FCRTA's 5 - Rolling Stock Replacement Cut-Away VansProject Location: Fresno County

Table 1: Project Sponsor/Recipient Agency Information

Project Sponsor/ Recipient Agency: <u>Council of Fresno County Governments</u>	<i>Legislative District Numbers</i>
Contact: <u>Barbara Goodwin, Executive Director</u>	
Contact Phone #: <u>559-233-4148</u>	Senate: <u>14th & 16th</u>
Email Address: <u>bgoodwin@fresnocog.org</u>	Assembly: <u>29th, 30th, & 31st</u>
Address: <u>2035 Tulare Street, Suite 201</u>	
<u>Fresno, CA 93721</u>	

Table 2: Contributing PTMISEA-Eligible Project Sponsor Information

PTMISEA Contributors: <u>Fresno County Rural Transit Agency</u>	Amount :	Type:
Contact: <u>Jeffrey D. Webster, General Manager</u>	\$ <u>377,542</u>	5-Replacement
Contact Phone #: <u>559-233-6789</u>		
Email Address: <u>jwebster_ruraltransit@fresnocog.org</u>		
Address: <u>2035 Tulare Street, Suite 201</u>		
<u>Fresno, CA 93721</u>		
Other Contributing Sponsors: Sponsors (Attach sheet with contact info)	Amount:	Type:
_____	\$ _____	_____
_____	\$ _____	_____
_____	\$ _____	_____
Total:	\$ _____	_____

(*Contributing project sponsors attach signed letters of verification as to amount and eligibility or sign cover page)

Table 3: Project Category

Check only 1 box that best fits the description of the project being funded.

☐ Rehabilitation, Safety or Modernization Improvement☐ Bus Rapid Transit☐ Capital Service Enhancement or Expansion☒ Rolling Stock Procurement:☐ New Capital Project
Rehabilitation or
☒ Replacement

Table 4: Project Summary

a) Describe the project (or minimum operable segment) for which you are applying for funds, including the useful life of the project. Attach additional sheets if necessary.

Write here: FCRTA's 5 - Rolling Stock Replacement Cut-Away Vans

b) If the application is for the purchase of vehicles or rolling stock, please include information on size, passenger count, accessibility, **expected useful life** and fuel type:

Write here: Purchase 5 - 22 passenger, wheelchair accessible, Cut-Away Vans, powered by CNG, 10 year useful life.

Table 5: Description of Major Benefits/Outcomes (Also complete and submit Attachment A.1)

Write brief summary here: Rolling Stock Procurement - Replacement, larger capacity, alternatively fueled for cleaner air.

Table 6: Project Schedule and Milestones (Also complete and submit Attachment A.2)

	Date
Project Study Report Approved	N/A
Begin Environmental (PA&ED) Phase	N/A
Circulate Draft Environmental Document	N/A
Draft Project Report	N/A
End Environmental Phase (PA&ED Milestone)	N/A
Begin Design Phase (PS&E Milestone)	N/A
End Design Phase (Ready to list for Advertisement Milestone)	N/A
Begin Right of Way Phase	N/A
End Right of Way Phase (Right of Way Certification Milestone)	N/A
Begin Construction Phase (includes vehicle/equipment order) (Contract Award Milestone)	3/1/2008
End Construction Phase (includes vehicle/equipment acceptance) (Contract Acceptance Milestone)	8/30/2008
Begin Closeout Phase	9/30/2008
End Closeout Phase	10/30/2008

Table 7: Tax Compliance Information

Is it reasonably anticipated that any money will be derived at any point in the future as a result of the project that will be paid to the State?

☐
☒

YES
NO

If yes, please describe the source of the money and provide an estimate of the amount:

Estimate: \$ 0

☒ A completed Attachment A.1

☒ A completed Attachment A.2

☒ The most recently adopted short-range transit plan, or other publicly adopted plan that programs or prioritizes the expenditure of funds for transit capital improvements which indicates this project is consistent with it.

Description of Major Benefits and Outcomes
Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA)

PROJECT SPONSORS: Please check the appropriate bond category the funding will be used for and complete the corresponding information for project type, outputs and benefits/outcomes. If you are funding more than one project, complete a separate sheet for each project. Examples are provided. Project Sponsors will use this table to report progress to the Department semi-annually and for annual audits. The information will be reported to the Legislature and the Department of Finance and will be available on the Governor's Bond Accountability Website for the public.

Prop 1B Bond Category (Check Only 1)	Project Type (Example shown)	Outputs (Provide the number of items to be obtained)	Benefits/Outcomes Expected (Provide the expected result of project.)	Outcome Progress Report (Due 6 & 12 months after allocation)	Financial Progress Report (Due 6 & 12 months after allocation)
1) Improvements: Rehabilitation, or Safety, or Modernization	State your project here: Examples: Transit Fleet Rehabilitation or Transit Information Systems	State your project here: Examples: Total number of vehicles to be rehabilitated/refurbished Total number of AVL or next bus signs to be installed	State expected benefit/outcome here: Examples: Extend bus life by 10 years Increase safety 10% Improve on-time performance 10%		
2) Capital Service: Enhancement or	State your project here: Examples: Install Equipment Add commuter rail lines or bus lines	State your output here: Examples: Total number AFC to be installed. Total number new commuter lines or bus routes to be installed	State your expected benefit here: Examples: Improve on-time performance 10% # of riders increased by 100 Increase commuter lines 10%		
3) Capital Projects: New	State your project here: Examples: Commuter lines Buy buses	State your output here: Examples: Total number of miles or lines or buses	State your expected benefit here: Examples: # of riders increased by 200 Increase lines or routes by 10%		

Description of Major Benefits and Outcomes
Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA)

PROJECT SPONSORS: Please check the appropriate bond category the funding will be used for and complete the corresponding information for project type, outputs and benefits/outcomes. If you are funding more than one project, complete a separate sheet for each project. Examples are provided. Project Sponsors will use this table to report progress to the Department semi-annually and for annual audits. The information will be reported to the Legislature and the Department of Finance and will be available on the Governor's Bond Accountability Website for the public.

Prop 1B Bond Category (Check Only 1)	Project Type (Example shown)	Outputs (Provide the <u>number</u> of items to be obtained)	Benefits/Outcomes Expected (Provide the expected result of project.)	Outcome Progress Report (Due 6 & 12 months after allocation)	Financial Progress Report (Due 6 & 12 months after allocation)
4) BRT: Improvements	State your project here: Examples: Commuter lines or miles Buy buses	State your output here: Examples: Total <u>number</u> of BRT miles or access ramps to be built Total <u>number</u> of priority signalization equipment to install	State your expected benefit here: Example: # of riders increased by 200		
5) Rolling Stock Procurement for: Expansion Or ☒ Replacement Or Rehabilitation	State your project here: <u>Purchase Replacement Vans</u> Example: Purchase new vehicles	State your output here: <u>5-22 passenger ADA CNG Vans</u> Example: Total <u>number</u> of new vehicles purchased and type	State your expected benefit here: <u>Increase life of fleet by 20%</u> Examples: # of riders increased by 200 Increase life of fleet by ____% Reduce service costs by ____%		

**Public Transportation Modernization, Improvement, and Service Enhancement Account
Total Project Cost and Funding Plan**

Shaded fields are automatically calculated. Please do not fill these fields.

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
PA&ED	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0
Vehicle Fareboxes	0	649,250	0	0	0	0	0	649,250
TOTAL	0	649,250	0	0	0	0	0	649,250

Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Vehicle Fareboxes		377,542						377,542
TOTAL	0	377,542	0	0	0	0	0	377,542

Funding Source: Measure-C Local 1/2 Cent Sales Tax								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Vehicle Fareboxes		271,708						271,708
TOTAL	0	271,708	0	0	0	0	0	271,708

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Vehicle Purchases								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Vehicle Purchase								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

**Public Transportation Modernization, Improvement, and Service Enhancement Account
Total Project Cost and Funding Plan**

Shaded fields are automatically calculated. Please do not fill these fields.

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Vehicle Purchase								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Vehicle Purchase								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Vehicle Purchase								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Vehicle Purchase								0
TOTAL	0	0	0	0	0	0	0	0

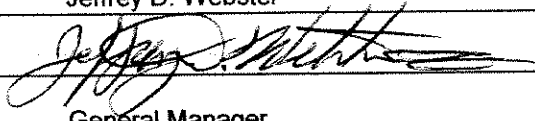
Shaded fields are automatically calculated. Please do not fill these fields.

**Public Transportation Modernization, Improvement and
Service Enhancement Program (PTMISEA)
PROJECT DESCRIPTION AND ALLOCATION REQUEST**

Project Sponsor*: Fresno Co. Rural Transit Agency	County: Fresno
Project Title: FCRTA's 4 - CNG Pumps	

I certify the scope, cost, schedule, and benefits as identified in the attached Project Description and Allocation Request (Request) and attachments are true and accurate and demonstrate a fully funded operable project. I understand the Request is subject to any additional restrictions, limitations or conditions that may be enacted by the State Legislature, including the State's budgetary process, which may effect the amount of bond proceeds received by the project sponsor now and in the future. Project sponsors may need to consider alternative funding sources if bond proceeds are not available. In the event the project cannot be completed as originally scoped, scheduled and estimated, or the project is terminated prior to completion, project sponsor shall, at its own expense, ensure that the project is in a safe and operable condition for the public. I understand this project will be monitored by the California Department of Transportation -- Division of Mass Transportation.

Name: Jeffrey D. Webster

Signature: 

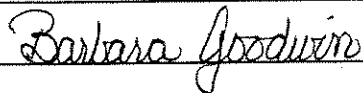
Title: General Manager

Fresno County Rural
Agency: Transit Agency

Date: 21-Dec-07

*If this project includes funding from more than one project sponsor, the project sponsor above becomes the "recipient agency" and the additional contributing project sponsor(s) must also sign and state the amount and type of PTMISEA funds (GC Section 8879.55(a)(2) and/or Section 8879.55(a)(3)) contribution, or attach a separate officially signed letter providing that information. Attach additional pages if necessary.

Name: Barbara Goodwin

Signature: 

Title: Executive Director

Council of Fresno County
Agency: Governments

Date: 21-Dec-07

Amount: \$43,148

PTMISEA 2007- 08 PROJECT DESCRIPTION AND ALLOCATION REQUEST

Date: _____

Allocation Amount per GC 8879.55(a)(2)/PUC 99313: \$43,148
 Allocation Amount per GC 8879.55(a)(3)/PUC 99314: \$0
 Total Allocation Request: \$43,148
 Project Title: FCRTA's 4 - CNG Pumps
 Project Location: Fresno County

Table 1: Project Sponsor/Recipient Agency Information

Project Sponsor/ Recipient Agency:	<u>Council of Fresno County Governments</u>	<i>Legislative District Numbers</i>
Contact:	<u>Barbara Goodwin, Executive Director</u>	
Contact Phone #:	<u>559-233-4148</u>	Senate: <u>14th & 16th</u>
Email Address:	<u>bgoodwin@fresnocog.org</u>	Assembly: <u>29th, 30th, & 31st</u>
Address:	<u>2035 Tulare Street, Suite 201</u> <u>Fresno, CA 93721</u>	

Table 2: Contributing PTMISEA-Eligible Project Sponsor Information

PTMISEA Contributors:	<u>Fresno County Rural Transit Agency</u>	Amount :	Type:
Contact:	<u>Jeffrey D. Webster, General Manager</u>	<u>\$ 43,148</u>	<u>2-Enhancement</u>
Contact Phone #:	<u>559-233-6789</u>		
Email Address:	<u>jwebster_ruraltransit@fresnocog.org</u>		
Address:	<u>2035 Tulare Street, Suite 201</u> <u>Fresno, CA 93721</u>		
Other Contributing Sponsors:	Sponsors (Attach sheet with contact info)	Amount:	Type:
	_____	\$ _____	_____
	_____	\$ _____	_____
	_____	\$ _____	_____
Total:		\$ _____	_____

(*Contributing project sponsors attach signed letters of verification as to amount and eligibility or sign cover page)

Table 3: Project Category

Check **only 1** box that best fits the description of the project being funded.

- | | |
|--|---|
| ☐ Rehabilitation, Safety or Modernization Improvement | ☐ Bus Rapid Transit |
| ☒ Capital Service Enhancement or Expansion | ☐ Rolling Stock Procurement: |
| ☐ New Capital Project | <u> </u> Rehabilitation or |

Table 4: Project Summary

a) Describe the project (or minimum operable segment) for which you are applying for funds, including the useful life of the project. Attach additional sheets if necessary.
Write here: FCRTA's 4 - CNG Pumps

b) If the application is for the purchase of vehicles or rolling stock, please include information on size, passenger count, accessibility, **expected useful life** and fuel type:

Write here: Purchase 4 - Compressed Natural Gas Pumps to refill vehicles on a slow-fill overnight basis, 5 year useful life.

Table 5: Description of Major Benefits/Outcomes (Also complete and submit Attachment A.1)

Write brief summary here: Utilize Compressed Natural Gas to fuel vehicles for cleaner air.

Table 6: Project Schedule and Milestones (Also complete and submit Attachment A.2)

	Date
Project Study Report Approved	N/A
Begin Environmental (PA&ED) Phase	N/A
Circulate Draft Environmental Document	N/A
Draft Project Report	N/A
End Environmental Phase (PA&ED Milestone)	N/A
Begin Design Phase (PS&E Milestone)	N/A
End Design Phase (Ready to list for Advertisement Milestone)	N/A
Begin Right of Way Phase	N/A
End Right of Way Phase (Right of Way Certification Milestone)	N/A
Begin Construction Phase (includes vehicle/equipment order) (Contract Award Milestone)	3/1/2008
End Construction Phase (includes vehicle/equipment acceptance) (Contract Acceptance Milestone)	8/30/2008
Begin Closeout Phase	9/30/2008
End Closeout Phase	10/30/2008

Table 7: Tax Compliance Information

Is it reasonably anticipated that any money will be derived at any point in the future as a result of the project that will be paid to the State?

☐
☒

YES
NO

If yes, please describe the source of the money and provide an estimate of the amount:

Estimate: \$ 0

☒ A completed Attachment A.1

☒ A completed Attachment A.2

☒ The most recently adopted short-range transit plan, or other publicly adopted plan that programs or prioritizes the expenditure of funds for transit capital improvements which indicates this project is consistent with it.

Description of Major Benefits and Outcomes
Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA)

PROJECT SPONSORS: Please check the appropriate bond category the funding will be used for and complete the corresponding information for project type, outputs and benefits/outcomes. If you are funding more than one project, complete a separate sheet for each project. Examples are provided. Project Sponsors will use this table to report progress to the Department semi-annually and for annual audits. The information will be reported to the Legislature and the Department of Finance and will be available on the Governor's Bond Accountability Website for the public.

Prop 1B Bond Category (Check Only 1)	Project Type (Example shown)	Outputs (Provide the number of items to be obtained)	Benefits/Outcomes Expected (Provide the expected result of project.)	Outcome Progress Report (Due 6 & 12 months after allocation)	Financial Progress Report (Due 6 & 12 months after allocation)
1) Improvements: Rehabilitation, or Safety, or Modernization	State your project here: Examples: Transit Fleet Rehabilitation or Transit Information Systems	State your project here: Examples: Total number of vehicles to be rehabilitated/refurbished Total number of AVL or next bus signs to be installed	State expected benefit/outcome here: Examples: Extend bus life by 10 years Increase safety 10% Improve on-time performance 10%		
2) Capital Service: X Enhancement or Expansion	State your project here: Purchase CNG Pumps Examples: Install Equipment Add commuter rail lines or bus lines	State your output here: Install 4 CNG Pumps Examples: Total number AFC to be installed. Total number new commuter lines or bus routes to be installed	State your expected benefit here: Continue to Clean the Air Examples: Improve on-time performance 10% # of riders increased by 100 Increase commuter lines 10%		
3) Capital Projects: New	State your project here: Examples: Commuter lines Buy buses	State your output here: Examples: Total number of miles or lines or buses	State your expected benefit here: Examples: # of riders increased by 200 Increase lines or routes by 10%		

Description of Major Benefits and Outcomes
Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA)

PROJECT SPONSORS: Please check the appropriate bond category the funding will be used for and complete the corresponding information for project type, outputs and benefits/outcomes. If you are funding more than one project, complete a separate sheet for each project. Examples are provided. Project Sponsors will use this table to report progress to the Department semi-annually and for annual audits. The information will be reported to the Legislature and the Department of Finance and will be available on the Governor's Bond Accountability Website for the public.

Prop 1B Bond Category (Check Only 1)	Project Type (Example shown)	Outputs (Provide the number of items to be obtained)	Benefits/Outcomes Expected (Provide the expected result of project.)	Outcome Progress Report (Due 6 & 12 months after allocation)	Financial Progress Report (Due 6 & 12 months after allocation)
4) <u>BRT</u> : Improvements	State your project here: Examples: Commuter lines or miles Buy buses	State your output here: Examples: Total number of BRT miles or access ramps to be built Total number of priority signalization equipment to install	State your expected benefit here: Example: # of riders increased by 200		
5) Rolling Stock Procurement for: Or Expansion X Replacement Or Rehabilitation	State your project here: Purchase Replacement Vans Example: Purchase new vehicles	State your output here: 5-22 passenger ADA, CNG Vans Example: Total number of new vehicles purchased and type	State your expected benefit here: Increase life of fleet by 20% Examples: # of riders increased by 200 Increase life of fleet by ____% Reduce service costs by ____%		

Public Transportation Modernization, Improvement, and Service Enhancement Account
Total Project Cost and Funding Plan

Shaded fields are automatically calculated. Please do not fill these fields.

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
PA&ED	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0
Vehicle Fareboxes	0	43,148	0	0	0	0	0	43,148
TOTAL	0	43,148	0	0	0	0	0	43,148

Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Fareboxes Pumps		43,148						43,148
TOTAL	0	43,148	0	0	0	0	0	43,148

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Fareboxes Pumps								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Vehicle Purchases								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Vehicle Purchase								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

**Public Transportation Modernization, Improvement, and Service Enhancement Account
Total Project Cost and Funding Plan**

Shaded fields are automatically calculated. Please do not fill these fields.

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Vehicle Purchase								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Vehicle Purchase								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Vehicle Purchase								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Vehicle Purchase								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

***TRANSPORTATION TECHNICAL
COMMITTEE***

***ACTION / DISCUSSION ITEMS
AGENDA ITEM III. E.***

CALIFORNIA HIGH-SPEED TRAIN

Fresno-Palmdale Region

FRESNO HST / FREIGHT RAIL CONSOLIDATION STUDY

DRAFT SCOPE OF SERVICES (Ver4)

March 24, 2008

Proposal to:

California High-Speed Rail Authority



Proposed by:

URS Corporation
Hatch Mott MacDonald
Arup



TASK 3000 PROJECT DEFINITION

Study of Freight Rail and HST Consolidation Opportunities in Fresno

The URS/HMM/Arup Team proposes to support the California High-Speed Rail Authority (the Authority) in a study of alternatives for consolidating freight railroad alignments through Fresno, California, commensurate with the planning, design and construction of the California High-Speed Train (HST) System.

The objectives of this study are to:

- a) Define conceptual horizontal and vertical alignments (or alternative alignments) for HST and freight RR through Fresno (precise project limits to be determined)
- b) Define a right-of-way envelope sufficient to provide for HST and freight needs.

The area encompassed by the Authority's freight consolidation study spans two HST study regions, those defined between Sacramento and Fresno, and between Fresno and Palmdale. This work will therefore entail coordination with the Sacramento-Fresno HST segment team to establish common definitions of issues, technical conventions, evaluation criteria, and understandings regarding the freight railroads. The work will also require coordination and communication with the Burlington Northern and Santa Fe Railway Company (BNSF) and the Union Pacific Railroad (UPRR), either directly or via the Authority's authorized liaison(s).

This work is proposed as a complement to our contracted scope of engineering and environmental services directed toward developing project-specific CEQA and NEPA documentation for the Fresno-Palmdale region of the HST system. Within Task 3000 ("Project Definition") of that scope of work, the URS/HMM/Arup Team has completed Task 3100, an evaluation of HST alignment and station location alternatives to serve the communities of Visalia, Tulare and Hanford. We therefore propose this study as Task 3200, encompassing the following sequence of work activities:

- 3200 Fresno Area HST/Freight Rail Consolidation Study
- 3210 Establish/Implement Study Management Structure(s)
- 3220 Develop Alignment Alternatives
- 3230 Define ROW Limits and Estimate Acquisition Needs
- 3240 Identify/Estimate Potentially Significant Environmental and Socioeconomic Impacts
- 3250 Evaluate Operational Impacts (HST and Freight RRs)
- 3260 Estimate Costs and Benefits
- 3270 Define Unresolved Issues
- 3275 Identify Next Steps Necessary to Advance Freight Railroad Consolidation
- 3280 Prepare Summary for the Authority and Local Policy-Makers
- 3290 Conduct Public/Stakeholder Outreach

3210 Establish and Implement Study Management Structure

The work will be coordinated with that being performed by the study team for the Sacramento-Fresno Region of the HST project. To facilitate that process, the study area will be subdivided as listed below (from south to north). Basic route consolidation options associated with each subarea also are listed. (Note that all transitions are described proceeding from south to north.)

- A. Vicinity of Golden State Blvd and East North Avenue ("South Transition") (F-P Team)
 - 1. Combined HST/freight transition from BNSF to UPRR
 - 2. Separate HST and freight transitions from BNSF to UPRR
 - 3. Freight-Only transition from BNSF to UPRR (if HST is already using UPRR from the south)
- B. Combined HST/Freight Cross-Section through Fresno Station Area (F-P Team)
 - 1. HST and freight at same grade, above freight, below freight
 - 2. Elements (HST and/or freight) above and/or below grade
- C. Vicinity of Madera/Fresno County Line ("North Transition") (F-P Team)
 - 1. Combined HST/freight transition from UPRR to BNSF
 - 2. Freight-only transition from UPRR to BNSF (HST remains on UPRR going north)
(Both options consider Fresno only, Madera only, and cross-boundary locations.)
- D. Fresno County Line to Merced (Sacramento-Fresno Team)
 - 1. UPRR
 - 2. BNSF

(Both options consider various transition options to/from Pacheco segment)

Work will be performed concurrently by the two teams. The sequence of work for the Fresno-Palmdale Team will be first "A", then followed by "B", and then "C". Preliminary options for "C" will be defined while work on "D" by the Sacramento-Fresno Team is underway. These will be developed and refined as the Sacramento-Fresno Team begins to reach conclusions on the choice of corridor between Fresno and Merced.

The URS/HMM/Arup Team will work with the Authority and with the Sacramento-Fresno Team to establish common definitions of issues, technical conventions, evaluation criteria, and understanding of freight railroad issues. The two Teams will develop and maintain a coordinated schedule, which will include joint meetings regarding Subarea "C" as required and discussions with the freight railroads when necessary to assure common understanding and consistency in behalf of the Authority. The Teams will also coordinate on (1) dividing data collection responsibilities in Madera County and sharing the result, and (2) coordinating on how to interpret and apply the PM's design standards.

3220 Develop Alignment Alternatives

The URS/HMM/Arup team shall develop definitions of consolidated freight railroad alignment alternatives for the study region from the vicinity of the Madera/Fresno County line at the

northern extremity to the vicinity of the intersection of Golden State Blvd and East North Avenue at the southern extremity.

Alignments shall be developed using aerial photo based digital mapping and topographic files prepared for the most recent work in the study area for the Authority, with additional coverage as necessary to encompass potential alignments identified below.

All alternatives shall include co-location of the freight railroad alignments on the UPRR right-of-way between the Calwa Yard (on the south) and a point north of Fresno (to be determined after identification of a preferred HST corridor between Fresno and Merced), with potential co-location options for the HST alignment as defined in the latest work in the respective regions. Alternatives shall include combinations of freight and passenger alignments at, below or above grade. Alignment plans shall indicate HST right of way limits, alignment configuration limits, station platforms, and other pertinent information to identify the alignment footprint. Alignment geometrics shall be developed in accordance with the Authority's design criteria and operating requirements. Alternatives shall address the means by which local freight railroad customers will be served, HST configuration to serve the Fresno station, connections to each freight railroad's yard and service facilities and branch lines, highway and arterial crossings, and the general application of security enclosures, sound walls, and other physical separations.

Alignments shall be depicted in plan and profile, with typical cross sections for each different alignment configuration encompassed by that segment. Plans shall include identification of highway and water crossings, major utilities (overhead power), freight rail crossings, and land use along the corridor.

Deliverables:

- Plan drawings for HST/freight rail consolidation alternatives between the vicinity of the Fresno/Madera county line and the vicinity of Golden State Blvd and East North Avenue at a scale of 1" = 400' (on 11" X 17" sheets).
- Typical cross sections for at-grade, aerial, below grade, and station alignment configurations.
- Summary memorandum defining alternatives with documentation of supporting data review and findings of site investigations

3230 Define ROW Limits and Estimate Acquisition Needs

The study team will evaluate the right-of-way limit requirements for both the consolidated freight railroad and HST alignments, in light of the railroads' own requirements and the Authority's design criteria, including the property requirements for the Fresno station. This assessment will consider the improvements and relocations of highways and arterials, as well as new over- and underpasses necessitated by the HST and consolidated freight alignments. For each alternative, the study team will define the basic footprint of the alignment. On the basis of the defined ROW requirements, the study team will identify places where property acquisition will be necessary, and estimate the extent and cost of those acquisitions.

Within existing freight RR corridors: The study team will coordinate with the Sacramento-Fresno Region study team, and jointly with the Authority and the freight railroads to define the

criteria for collocating both railroad alignments on the UPRR alignment between , with or without collocated HST alignment.

New corridors: The study team will evaluate opportunities for consolidation of the two freight railroad alignments with new HST alignment, particularly where HST geometric requirements dictate the definition of new corridors. For such new alignment opportunities, the study team will apply the railroads' and the Authority's design criteria to estimate the location, extent and cost of property acquisitions to reserve the requisite right of way.

Deliverables:

- Tables of estimated property acquisitions and relinquishments and other reservations necessary to secure right of way for each alignment consolidation alternative
- Maps of alignment consolidation alternatives, indicating the locations and extents of estimated property acquisitions and relinquishments.

3240 Identify and Estimate Potentially Significant Environmental and Socioeconomic Impacts

This task will reference the findings of the programmatic EIR/EIS for the Fresno-Palmdale HST region, and of the Visalia-Tulare-Hanford Station Feasibility Study. The environmental analysis will be identify fatal flaws and inform the evaluation of alignment alternatives. The study team will coordinate with the Sacramento-Fresno Region study team to develop consistent environmental evaluation criteria, metrics and assumptions.

Define Criteria

The study team will identify a range of evaluation or screening criteria that will be used to help eliminate alternatives that have no reasonable chance for implementation based on initial findings, and to enable comparison of the remaining, plausible alternatives.

A summary memorandum will detail the evaluation criteria that should be used in the fatal flaw screening, explain why individual criteria have been selected and the assumptions on which they are based, and describe how the selected criteria will be used.

Among the criteria that may be used to evaluate alternatives are:

- Consistency with local and regional goals, plans, policies, and issues
- Potential environmental impacts as determined through GIS mapping (traffic, acquisition/relocation, Section 4(f)/6(f), visual, ecosystems, noise and vibration issues, Environmental Justice population impacts and benefits)
- Mobility improvement (travel time, peak period headway, no. of impacted intersections, ridership forecasts)
- Capital Cost

It is anticipated that criteria will be limited to information that will be readily available or information already available from local agencies, through Authority reference documents, mapping or other studies.

Develop Screening Process and Data

The study team will summarize the evaluation of alternative consolidation alignments. Route evaluation and screening will be limited to a comparative ranking matrix and a brief written summary for each scoring.

The screening will be supported by general data derived via windshield surveys, GIS data collection and previous reports. Alternative consolidation alignments will be evaluated in a workshop including key Authority staff and members of both the Sacramento-Fresno and Fresno-Palmdale study teams. Preliminary results from the route screening will be compiled and formatted to share with stakeholders and regulatory agencies.

After reviewing the alternatives and their characteristics with stakeholders, the study team will screen the remaining alignment alternatives using a 'worst case' footprint for the horizontal and vertical alignments, rights of way, wayside features, structures and interfaces with other built and natural uses and features. The format for final screening will be similar as the initial route narrowing exercise, except the design will be better defined, and thus the analysis can be more refined.

Environmental data will be collected using windshield surveys with some target investigations as needed, GIS collected data, and other easily accessible data sources, such as US Census data.

Civil input will be collected as part of this task. Systems data will be based on general geometrics such as assumptions on alignment length, curvature, grade, and number and location of sidings and spurs.

Basic traffic analysis will include criteria based on assumed operating conditions based on general alignment geometrics, railroad operating forecasts and qualitative assessment of traffic conditions.

Deliverables:

- Technical memorandum on alignment screening criteria
- Plan, facilitate, and participate in route screening analysis workshop.
- Gather, digitize and measure criteria.
- Screening memorandum including draft comparative ranking matrix

3250 Evaluate Operational Impacts (HST and Freight)

In this task, the study team will evaluate the operational impacts and benefits associated with each of the consolidation alternatives. Opportunities for consolidation of HST and freight railroad alignment may impose geometric constraints that limit the operating speeds of high-speed passenger trains. Conversely, HST design criteria may enable freight train operations to be accelerated or simplified. The study team will review each alignment alternative in the

context of both HST and freight operations, and will identify operational benefits and impacts, including services to local freight customers, switching operations, inspection and maintenance operations, and changes in the number and locations of grade crossings.

Deliverables:

- Technical memorandum comparing operational impacts and benefits of alignment consolidation alternatives

3260 Estimate Costs and Benefits

The study team will estimate the economic costs and benefits to Fresno and Madera Counties associated with each consolidation alignment alternative, using assumptions and unit cost factors for major capital and operating categories developed in conjunction with the Sacramento-Fresno study team, the Authority, and the freight railroads. Estimates will be developed for both the capital costs and operating and maintenance costs for each alternative, for both the HST system and freight railroads. To the extent practicable, cost and benefit calculations will be stratified by county and major local subdivision. Local agencies will provide currently-available traffic counts with which to calculate traffic and air quality benefits associated with freight rail relocation.

Deliverables:

- Tabular estimates of capital and operating costs for consolidation alignment alternatives

3270 Define Unresolved Issues

The study team will review each of the alignment consolidation alternatives with regard to uncertainties, risks and opportunities not otherwise addressed in the environmental review, including such considerations as:

- Constructability
- Potential regulatory changes
- Potential development plans and land use constraints
- Expandability of freight and HST facilities

These additional qualitative attributes, including any that are defined in conjunction with the freight railroads or other stakeholders, will be addressed in the narrative summary of the alternative analysis.

3275 Identify Next Steps Necessary to Advance Freight Railroad Consolidation

The study team will work with local staff and elected officials to define a strategic plan ("road map") for implementation of freight railroad consolidation in Fresno, both with and without the High-Speed Train Project. The plan will list and describe institutional, funding, and technical issues at a conceptual level, and provide recommendations and suggestions for each to guide future analysts and decision-makers.

3280 Prepare Summary for HST and Local Policy-Makers

The study team will prepare a summary report for general public review summarizing the process and findings of the evaluation of HST and freight railroad consolidation alternatives. The report will document the common assumptions, understandings and approaches underlying this work and that performed in the Sacramento-Fresno region, as well as the public information and outreach process. The study team will submit the draft report for review by the Program Manager and Authority staff, document comments from the responsible reviewers, and incorporate changes in the final report.

Deliverables:

- Draft and final report on freight railroad and HST consolidation alternatives

3290 Conduct Public/Stakeholder Outreach

Use the existing list of contacts and interested parties for the Fresno HST study region to identify potential stakeholders in freight rail and HST consolidation. Complement this list with additional interested parties as identified locally. All communications with stakeholders and the public will be coordinated with the Sacramento-Fresno HST region team, and with the Authority. Services within this task will include but not be limited to:

- Preparation of meeting details
- Notifications
- Agendas
- Presentations
- Supporting information materials
- Provide meeting facilitation and note taking
- Coordinate and execute all meeting follow-up

Deliverables:

- Periodic agency, elected official and community stakeholder briefings and minutes of meetings.
- Meeting attendance and corrections to minutes maintained by others.
- Project fact sheets/white papers (two pages each);
- Meeting presentations;
- Press releases (one page each).

***TRANSPORTATION TECHNICAL
COMMITTEE***

***ACTION / DISCUSSION ITEMS
AGENDA ITEM III. G.***

Preliminary Estimate

Transit System Safety, Security, and Disaster Response

California Transit Assistance Fund (CTAF)

APPORTIONMENT TO TRANSIT AGENCIES

04/02/08

PUC 8879.55(a)(2) POPULATION 723,461
PUC 8879.55 (a)(3) OPERATOR 98,478

2007/08 Fund Estimate Per State Controller

821,939

MEMBER	CENSUS POPULATION 01/01/07	PERCENT	GROSS AMOUNT AVAILABLE	NET FOR 8879.55(a)(3) OPERATOR	NET FOR 8879.55(a)(2) POPULATION	Clovis Transit	FAX	FCRTA
Clovis	92,269	10.04%	73,542	914	72,628	73,542		14,217
Coalinga	18,061	1.97%	14,217		14,217			5,268
Firebaugh	6,692	0.73%	5,268		5,268			4,166
Fowler	5,293	0.58%	4,166		4,166			
Fresno City	481,035	52.34%	471,887	93,248	378,639		471,887	
Huron	7,493	0.82%	5,898		5,898			5,898
Kerman	13,591	1.48%	10,698		10,698			10,698
Kingsburg	11,234	1.22%	8,843		8,843			8,843
Mendota	9,426	1.03%	7,420		7,420			7,420
Orange Cove	10,544	1.15%	8,300		8,300			8,300
Parlier	13,080	1.42%	10,296		10,296			10,296
Reedley	24,909	2.71%	19,607		19,607			19,607
Sanger	24,877	2.71%	19,582		19,582			19,582
San Joaquin	3,870	0.42%	3,046		3,046			3,046
Selma	23,194	2.52%	18,257		18,257			18,257
Fresno Co.	173,535	18.86%	136,596		136,596 *	1,076	105,737	29,783
FCRTA			4,316	4,316				4,316

TOTALS	919,103	100.0%	821,939	98,478	723,461	74,618	577,624	169,697
--------	---------	--------	---------	--------	---------	--------	---------	---------

821,939

*Basis - County contribution to Transit 2007/08

	LTF/STA	TSSDRA
Clovis	22,271	1,076
FAX	2,187,710	105,737
FCRTA	616,207	29,783
Total	2,826,188	136,596

***TRANSPORTATION TECHNICAL
COMMITTEE***

***ACTION / DISCUSSION ITEMS
AGENDA ITEM III. H.***

Local Assistance Obligation Plan
Obligation Authority Needs for Remainder of FFY 2008
and AB 1012 Requirements
Due: April 1, 2008
(Include projects that will be obligated on April 1, 2008 or later)

District	MPO/RTPA	Local Agency	Project Number (enter as: STIP 72345677; if not known please provide the project FIP or PPNO number)	Project Location (provide location of project/street name, highway, cross street, etc.)	Project Scope / Description (Provide a brief description and scope of project)	Planned Date of Obligation (please enter as MM/DD/YYYY)	Federal Fund Type		CMAQ \$	HBP \$ (currently HBP)	HSIP \$ (currently HSIP)	HRRR \$	SRTSS \$	Fed. STIP \$	Federal \$ Total Obligation	on Date (dd/mm/yyyy)
					Lease to purchase and/or purchase to replace eight diesel school buses with eight compressed natural gas school buses.											
6	Fresno COG	Central Unified	FRE070101	Central Unified	LUMP SUM TRAFFIC SIG. SYNC	5/1/2008			347,000						\$347,000	01/17/08
6	Fresno COG	Clovis	FRE020106	Various	16 CNG REFUSE TRUCKS	01/11/08			80,400						\$80,400	01/16/08
6	Fresno COG	Clovis	FRE070102	Clovis	CLOVIS AVE SIG. SYNC	01/16/08			920,100						\$920,100	01/16/08
6	Fresno COG	Clovis	FRE070103	east side of Clovis Ave. to from Gettysburg Ave. to Dayton Ave.	Widen from two lanes to three lanes of travel in each direction, construct curb & gutter & bicycle lanes, install street lights.	06/01/08			331,900						\$331,900	
6	Fresno COG	Clovis	FRE040601	Herndon Ave. between Willow Ave. and Clovis	Peach/Alluvial Crosswalk Lights	06/01/08									\$1,380,600	
6	Fresno COG	Clovis	FRE070601	Peach and Alluvial	Peach Reconstruction	06/01/08			83,700						\$83,700	
6	Fresno COG	Clovis	FRE070603	Avenues crossing between Alluvial and Teague Avenues.	Peach Reconstruction	04/30/08			21,300						\$21,300	
6	Fresno COG	Clovis	FRE070604	between Peach and Minnewawa Avenues.	Shaw Reconstruction	03/03/08			44,500						\$44,500	
6	Fresno COG	Clovis Unified	FRE070105	Clovis Unified	Lease to purchase and/or purchase 10 CNG powered school buses to replace existing diesel school buses.	5/1/2008			430,000						\$430,000	
6	Fresno COG	COALINGA	FRE020650	Coalinga	SR198/33 BEAUTIFICATION	06/01/08			404,600						\$404,600	
6	Fresno COG	COUNTY	FRE020648	Various	A/C Overlays on Various Eligible Routes	03/20/08			520,500						\$520,500	
6	Fresno COG	COUNTY	FRE071901	Clinton and Sierra Vista	Clinton/Sierra Vista Traffic Signal	04/24/08							365,000		\$365,000	
6	Fresno COG	COUNTY	FRE040401	Intersection Annadate 800 w/o McDonough	Headwall Relocation	06/12/08				200,000					\$200,000	
6	Fresno COG	COUNTY	FRE040402	High Risk Rural Roads	Pavement Markings and Delineation	06/12/08						476,771			\$476,771	
6	Fresno COG	COUNTY	FRE040501	Basin Ave over Outside Canal	Bridge Replacement	07/01/08			1,628,000						\$1,628,000	
6	Fresno COG	COUNTY	FRE040401	Intersection Auberry & Millerlton	Left Turn Channelization	07/01/08				400,000					\$400,000	
6	Fresno COG	FAX	FRE070120	Fresno	15 CNG Buses	05/16/08			2,640,200						\$2,640,200	
6	Fresno COG	FAX	FRE070122	Fresno	Increase Rt. Freq.	05/16/08			2,236,900						\$2,236,900	
6	Fresno COG	FIREBAUGH	FRE020608	SR 38 to "M" Street East Side of Fannon Rd at the northeast corner of Maldonado Park	12th Street Reconstruction	2/21/2008			252,600						\$252,600	
6	Fresno COG	FIREBAUGH	FRE040105		Reconstruct an existing parking lot	2/21/2008			60,500						\$60,500	

(Please do not change, alter or modify this template)

Due: April 1, 2008

(Include projects that will be obligated on April 1, 2008 or later)

[illegible]

***TRANSPORTATION TECHNICAL
COMMITTEE***

***ACTION / DISCUSSION ITEMS
AGENDA ITEM III. I.***

Tulare County Association of Governments

AGENDA ITEM IV-B

March 17, 2008

Prepared by Benjamin Giuliani, TCAG Staff

SUBJECT:

Action: Adopt resolution opposing the abandonment of San Joaquin Valley Railroad feeder line between Exeter and Kern County line.

BACKGROUND:

On June 19, 2007 the Surface Transportation Board (STB) filed a decision to reject an application by Tulare Valley Railroad (TVR) to acquire a 39.77 mile segment of rail line from the San Joaquin Valley Railroad (SJVR) between Exeter and the Kern County line (Jovista) [map attached] pending additional information to be submitted by TVR. At the October 15, 2007 TCAG Board meeting, the Board adopted a resolution opposing the acquisition of the feeder line by TVR unless information was provided by TVR concerning their plan of operations and proof of financial responsibility.

On February 19 and 28, 2007 the SJVR submitted two Petitions for Exemption for the abandonment of the same segment of rail line to the STB. The February 19th Petition [attached] includes the rail line from Strathmore to Jovista (Kern County line) and the February 28th Petition [attached] includes the rail line from Exeter to Strathmore.

DISCUSSION:

The February 19th Petition includes a 30.57 mile segment (Strathmore to the Kern County line) of the Exeter Branch railroad feeder line that was not utilized in 2007. The Petition lists the decreased usage of this segment of rail line from 2004 through 2007. SJVR is seeking to abandon the line because, "the traffic does not justify the costs of operating and maintaining the line". The Petition notes a letter from the City of Visalia opposing the abandonment of the line. While this section of line was not used in 2007, the abandonment of the line would preclude future use of the line by historical users which include Tri K Truss, Sierra Forest Products and Britz Fertilizer. In addition, the abandonment of the line would leave the City of Porterville and the communities Terra Bella, Ducor and Richgrove without any rail service.

The February 28th Petition includes a 9.20 mile segment (Exeter to Strathmore) of the Exeter Branch railroad feeder line. The Petition notes that there is only one active user (Tulare Frozen Foods/Lindsay Foods International) utilizing this portion of the line. The Petition also lists the increased usage by Tulare Frozen Foods from 39 carloads in 2005 to 79 carloads in 2007. However, the Petition claims that Tulare Frozen Foods would need to ship 203 carloads per year to cover SJVR's operating and constant maintenance costs and 715 carloads per year to cover SJVR's opportunity costs. SJVR is seeking to abandon the line because, "the traffic does not justify the costs of operating and maintaining the line". The Petition notes a letter from the City of Lindsay opposing the abandonment of the line and expects opposition from Tulare Frozen

Foods. While this section of line may not have been used to the extent to cover SJVR's costs, the abandonment of the line would preclude increased usage (150 carloads per year) planned by Tulare Frozen Foods and future use by any new users. In addition, the abandonment of the line would leave the City of Lindsay and the community of Strathmore without any rail service.

The abandonment of the combined 39.77 mile Exeter Branch railroad feeder line between Exeter and the Kern County line (Jovista) would leave the southern portion of Tulare County (the SR-65 corridor south of Exeter representing over 80,000 people) without any rail service, would adversely affect current industry and air quality by requiring shipment by truck, would make the southern Tulare County region less attractive for the development of future industry and would preclude any future potential uses of the rail line such as commuter rail service.

RECOMMENDATIONS:

Approve the attached resolution opposing the abandonment of the entire 39.77 mile Exeter Branch railroad feeder line between Exeter (milepost 259.40) and the Kern County line (Jovista – milepost 299.17).

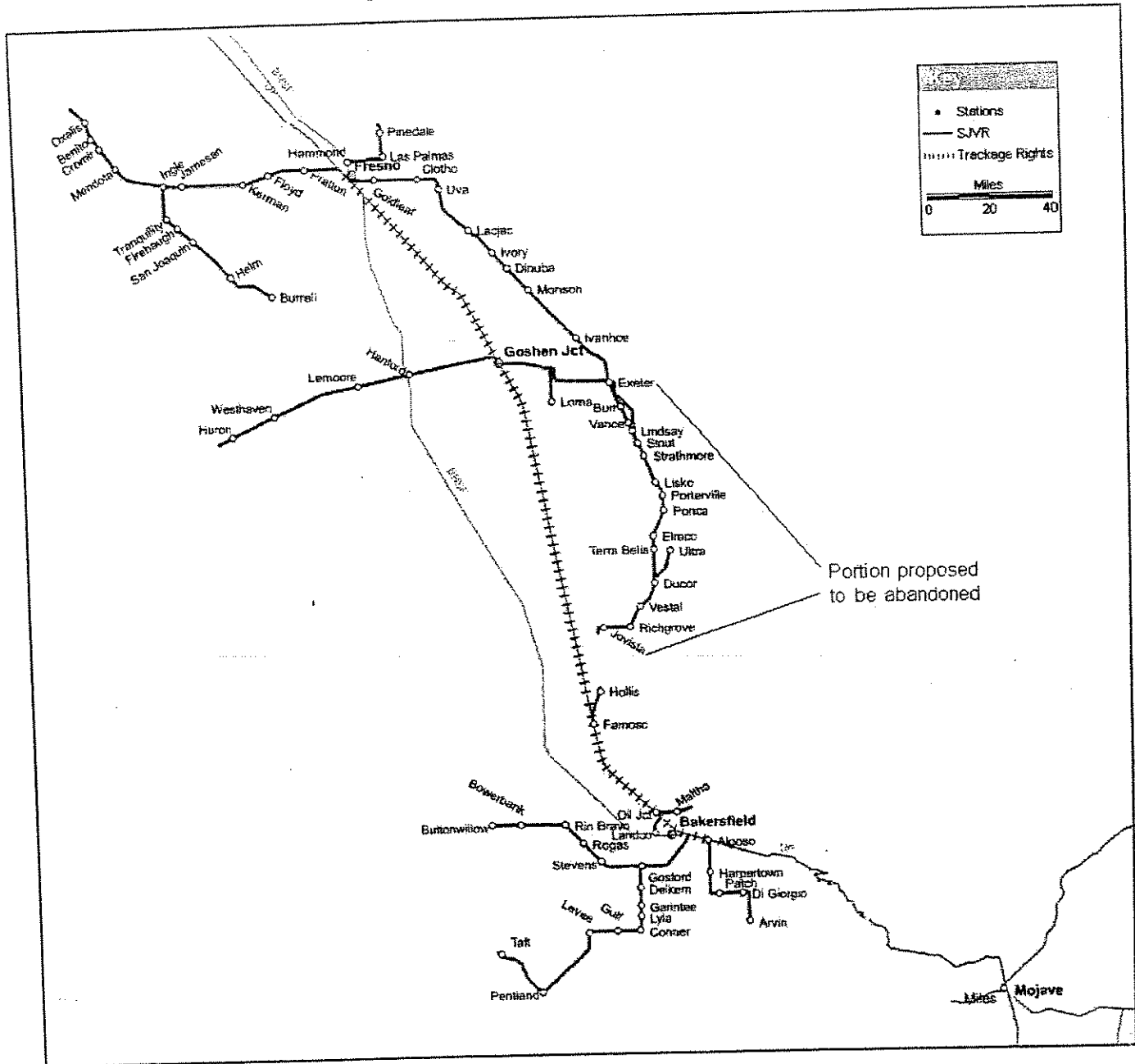
FISCAL IMPACT:

There would be no direct fiscal impact to TCAG.

ATTACHMENTS:

1. Map of the San Joaquin Valley Railroad (SJVR) and proposed abandonment
2. Resolution of Opposition to the abandonment of the rail line between Exeter and Jovista
3. SJVR Petition for Exemption to abandon the rail line between Strathmore and Jovista
4. SJVR Petition for Exemption to abandon the rail line between Exeter and Strathmore

San Joaquin Valley Railroad (SJVR)



BEFORE THE
TULARE COUNTY ASSOCIATION OF GOVERNMENTS
COUNTY OF TULARE, STATE OF CALIFORNIA

In the matter of:

OPPOSING ABANDONMENT	)	
OF A RAILROAD FEEDER LINE	)	
BETWEEN EXETER AND THE	)	Resolution No. 08-020
KERN COUNTY LINE BY THE	)	
SAN JOAQUIN VALLEY RAILROAD	)	

WHEREAS, the San Joaquin Valley Railroad, a subsidiary of RailAmerica, Inc., provides freight rail service between Exeter and the Kern County line (Jovista) on the Exeter Branch feeder line in southern Tulare County; and

WHEREAS, on February 19, 2008, the San Joaquin Valley Railroad submitted an application (Surface Board of Transportation Docket No. AB-398 (Sub-No. 7X)) to abandon a 30.57 mile rail line between Strathmore, milepost 268.60 and Jovista, milepost 299.17; and

WHEREAS, on February 28, 2008, the San Joaquin Valley Railroad submitted an application (Surface Board of Transportation Docket No. AB-398 (Sub-No. 8X)) to abandon a 9.20 mile rail line between Exeter, milepost 259.40 and Strathmore, milepost 268.60; and

WHEREAS, Tulare Frozen Foods, successor in interest to Lindsay Foods International, has successively increased its use of the northern portion of the feeder line located at milepost 264.1 from 39 carloads in 2005 to 67 carloads in 2006 to 79 carloads in 2007 and plans to ultimately ship 150 carloads per year; and

WHEREAS, while the feeder line south of milepost 264.1 was not used in 2007, the abandonment of the line would preclude future use by historical users which include Tri K Truss, Sierra Forest Products and Britz Fertilizer; and

WHEREAS, the abandonment of the Exeter Branch feeder line would leave the Cities of Lindsay and Porterville and the communities of Strathmore, Terra Bella, Ducor, Richgrove and others in southern Tulare County (comprising a population of over 80,000 people) without any rail service; and

WHEREAS, the absence of rail service will adversely affect current industry and air quality, requiring shipment by truck and will make the southern Tulare County region less attractive for the development of future industry; and

WHEREAS, the abandonment of the Exeter Branch feeder line would preclude any future potential uses of the rail line such as commuter rail service; and

WHEREAS, the TCAG Board is opposed to the loss of any freight rail service in Tulare County on the grounds that such rail service is a vital link in transporting goods from farm to market.

NOW, THEREFORE, BE IT RESOLVED THAT:

- 1) The Board hereby opposes the abandonment and abandonment exemptions of the entire 39.77 mile Exeter Branch feeder line between Exeter, milepost 259.40 and Joveista, milepost 299.17 by the San Joaquin Valley Railroad.

The foregoing Resolution was adopted upon the motion of Member McKinley, seconded by Member Martinez, at a regular meeting on the 17th day of March, 2008, by the following vote:

AYES: Ishida, Conway, Cox, Worthley, Ennis, McKittrick, Allwardt, Santana, Kimball, Martinez, Ortega, Link, Ritchie, McKinley, Jaramillo.

NOES:

ABSTAIN: Zimmerman.

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS



Allen Ishida
Chair, TCAG



Ted Smalley
Executive Director, TCAG

***TRANSPORTATION TECHNICAL
COMMITTEE***

***ACTION / DISCUSSION ITEMS
AGENDA ITEM III. J.***

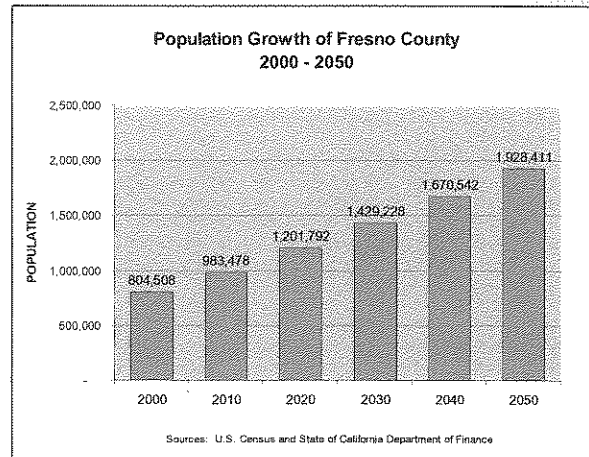
Why Blueprint?

Existing and Projected Population Growth

Population Growth

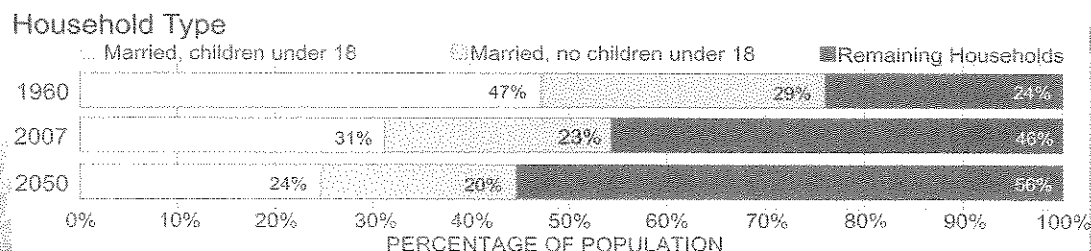
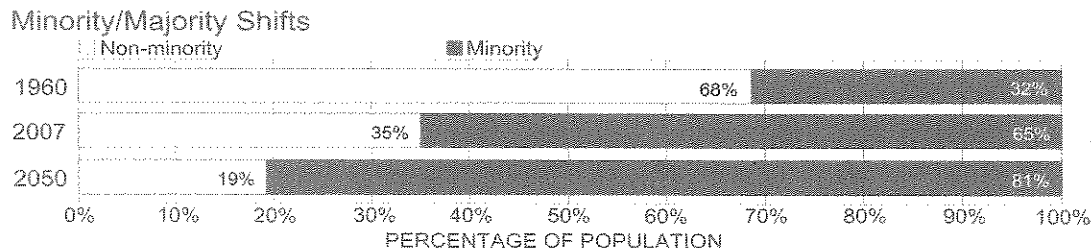
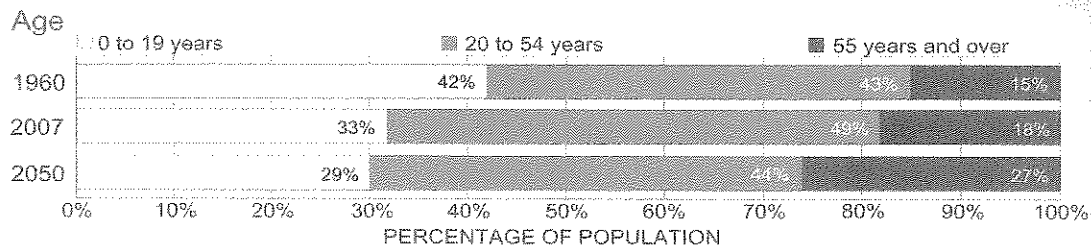
Year	Fresno County	San Joaquin Valley	California	Fresno County Share of California Population
1970	413,329 ¹	1,626,009 ¹	19,971,069 ¹	2.1%
1980	514,621 ¹	2,047,322 ¹	23,667,957 ¹	2.2%
1990	667,490 ¹	2,742,000 ¹	29,760,021 ¹	2.2%
2000	804,508 ²	3,326,552 ²	34,105,437 ²	2.4%
2010	983,478 ²	4,223,808 ²	39,135,676 ²	2.5%
2020	1,201,792 ²	5,318,531 ²	44,135,923 ²	2.7%
2030	1,429,228 ²	6,551,792 ²	49,240,891 ²	2.9%
2040	1,670,542 ²	7,934,485 ²	54,226,115 ²	3.1%
2050	1,928,411 ²	9,455,181 ²	59,507,876 ²	3.2%

Sources
¹ U.S. Census
² State of California Department of Finance, July 2007



- **2007 to 2050, Fresno County's population will more than double!**
- **Valleywide, population will grow from 3.9 million to 9.5 million**
- **That means almost 10 additional Fresno-Clovis Metropolitan Areas will result in the Valley by the Year 2050**

Changes are taking place...



Scenario A: Current Trends

- Fresno County grows following past land use and development practices
- Cities' boundaries and areas of expected growth expand
- Current agricultural and environmental land protection rules continue
- Average employees per acre: 41
- Average housing density: 3.8 units/acre
- Housing Mix:
 - Single Family 67%
 - Multiple Family 33%



Scenario B: Countywide Growth

- County growth is directed to cities and surrounding areas
- Development in established urban areas is emphasized over development in cities' outskirts
- Industrial growth occurs along Interstate 5
- Some development of previously unused land occurs
- Future residential lot sizes are reduced by 10%
- Growth discouraged from valued agriculture and resource conservation land
- Average employees per acre: 41
- Average housing density: 4.3 units/acre
- Housing Mix:
 - Single Family 65%
 - Multiple Family 35%



Scenario C: Metro-Focused

- About 80% of county growth is directed to cities; remaining growth is in unincorporated county areas
- Development in established urban areas is emphasized over development in cities' outskirts
- Significant development of previously unused land
- Cities expand their spheres of influence
- Future residential lot sizes are reduced by 25%
- Development in protected land is discouraged
- Average employees per acre: 41
- Average housing density: 5.2 units/acre
- Housing Mix:
 - Single Family 62%
 - Multiple Family 38%



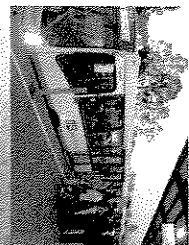
Scenario D: Maintaining Boundaries

- Growth is distributed across all cities within their spheres of influence and to Millerton New Town
- Future residential lot sizes are reduced by 50%
- Growth prohibited from valued agriculture and resource conservation land
- Average employees per acre: 42
- Average housing density: 7.7 units/acre
- Housing Mix:
 - Single Family 58%
 - Multiple Family 42%

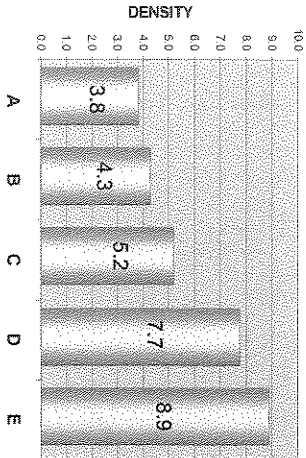


Scenario E: Metro Rural Loop

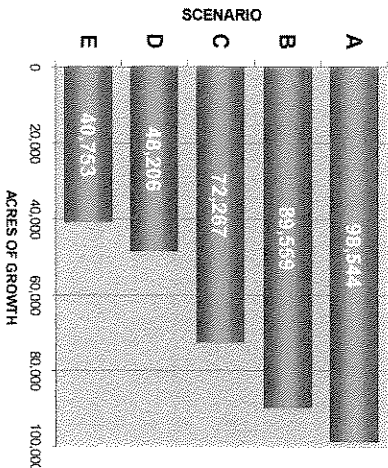
- Growth focused around diverse transportation and transit network
- Industrial and other employment areas include mix of uses to support transportation choice
- Utilizes City of Fresno's designated Activity Centers and similar new areas in other communities to create mixed use places
- Growth directed away from valued agriculture and resource conservation lands
- Growth focused on Fresno, Clovis, Sanger, Selma, and other communities with best transportation access
- Average Employees Per Acre: 47
- Average housing density: 8.9 units/acre
- Housing Mix:
 - Single Family 58%
 - Multi-Family 42%



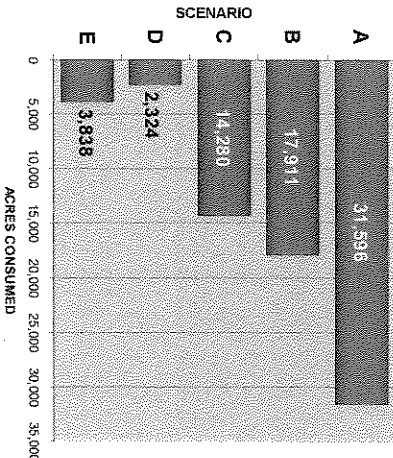
AVERAGE HOUSING UNITS PER ACRE OF NEW DEVELOPMENT



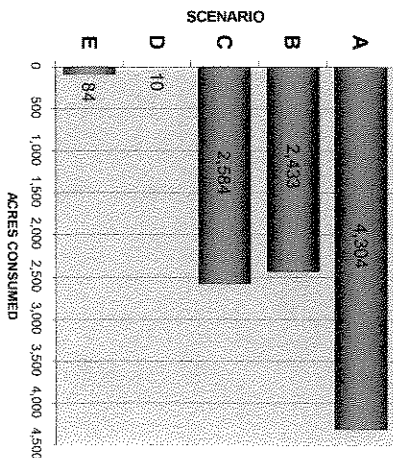
GROWTH OF URBAN AREA



STRATEGIC FARMLAND CONSUMED BY NEW GROWTH



CRITICAL NATURAL RESOURCES LAND CONSUMED BY NEW GROWTH



DRAFT Blueprint Outreach Schedule ~ April 2008

Community Workshops and City Council/Board Meetings—Rev. 4/2/2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	Community workshops scheduled in Council chambers immediately before each city council meeting (except for Cities of Coalinga, Fresno, Selma and County Board of Supervisors).	1 5:30 p.m. Fowler Workshop 7:00 p.m. — Fowler City Council	2 5:00 p.m. — Kerman Workshop 6:30 p.m. — Kerman City Council 5:30 Kingsburg Workshop 7:00 p.m. — Kingsburg City Council	3	4	5
6	7 6:00 p.m. — Selma City Council Workshop (30 minutes)	8 4:30 p.m. Mendota Workshop 6:00 p.m. — Mendota City Council 6:30 — Coalinga PC	9 4:30 p.m. — San Joaquin Workshop 6:00 p.m. — San Joaquin City Council	10 6:00 p.m. Fowler Workshop ~ Joint Meeting of City Council/PC/Community	11	12
13	14 5:30 p.m. Clovis Workshop 7:00 p.m. — Clovis City Council	15 10:15 a.m. — (30 min) Fresno City Council	16 4:30 p.m. Huron Workshop 6:00 p.m. — Huron City Council 5:30 p.m. Parlier Workshop 7:00 p.m. — Parlier City Council	17 6:00 p.m. — Coalinga Workshop 7:00 p.m. — Coalinga City Council 5:00 Sanger Workshop 6:30 p.m. — Sanger City Council	18	19
20	21 6:00 p.m. Firebaugh Workshop 7:30 p.m. — Firebaugh City Council 7:00 p.m. — Selma City Council Consent Calendar	22 9:00 a.m. — (30 min) Board of Supervisors 5:30 p.m. Reedley Workshop 7:00 p.m. — Reedley City Council	23 6:00 p.m. — Orange Cove Workshop 7:30 p.m. — Orange Cove City Council	24 COG BOARD	25	26
27	28	29	30 BLUEPRINT ROUNDTABLE	Create Spanish/English web-cast with capacity to provide input on preferred scenarios. Available also in all County Libraries.	Goodwin Boren Steck	

