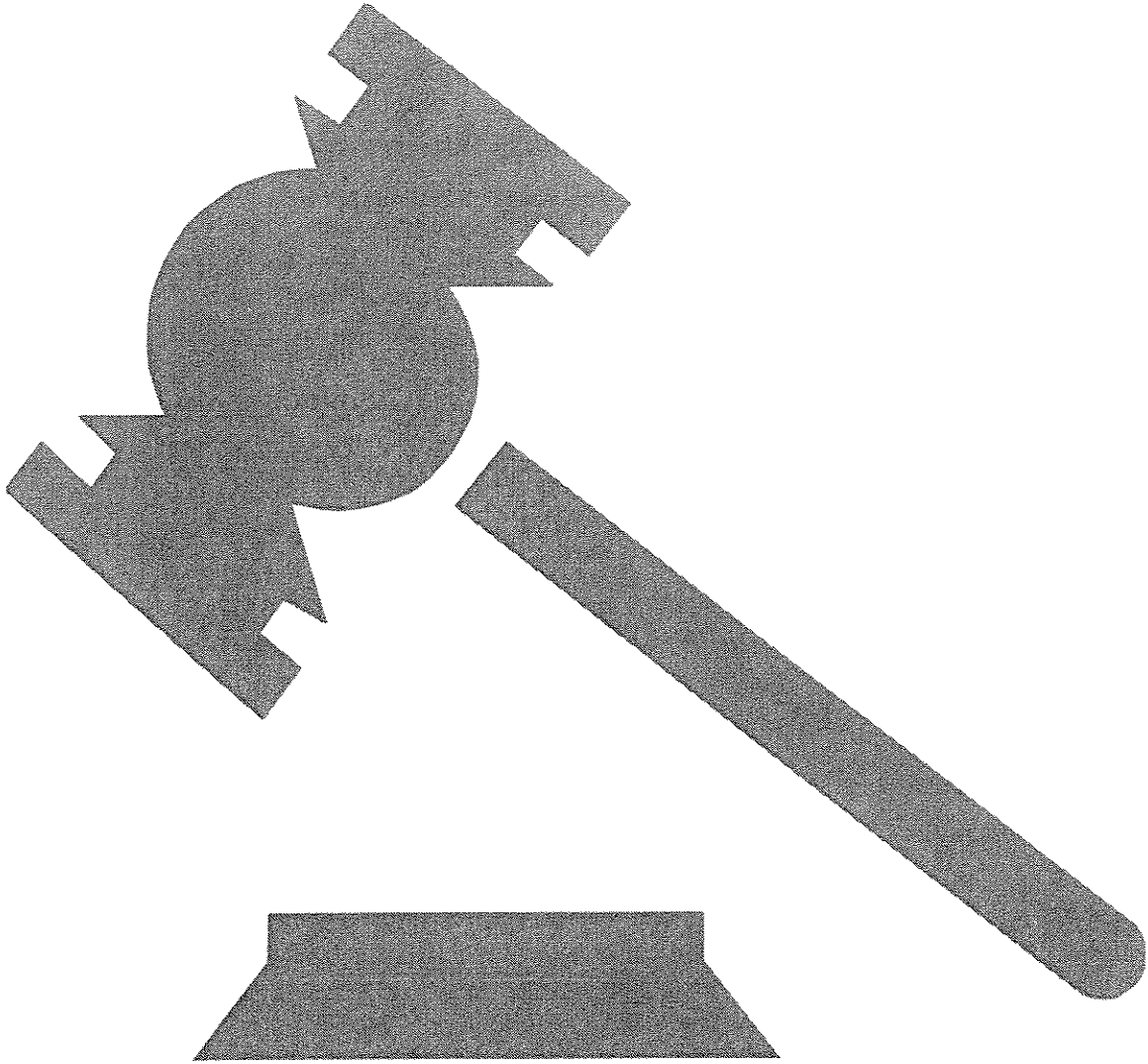




*TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM IV. C.*

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:

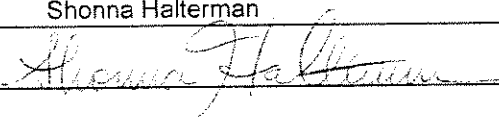
I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 24th day of April, 2008.

Signed: _____
Barbara Goodwin, Executive Director

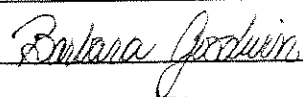
**Public Transportation Modernization, Improvement and
Service Enhancement Program (PTMISEA)
PROJECT DESCRIPTION AND ALLOCATION REQUEST**

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

Table 2: Contributing PTMISEA-Eligible Project Sponsor Information

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

MISEA Contributing Sponsors: Sponsors (Attach sheet with contact info)	Amount:	Type:
_____	_____	_____
_____	_____	_____
_____	<u>\$</u>	_____
TOTAL	<u>\$735,257</u>	_____

(*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

☒ Expansion
☐ Rehabilitation
☐ Replacement

Table 4: Project Summary

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 <u>number</u> of vehicles to be rehabilitated/refurbished Total <u>number</u> 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 <u>number</u> AFC to be installed, Total <u>number</u> 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 <u>number</u> 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 <u>number</u> of BRT miles or access ramps to be built Total <u>number</u> 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 <u>number</u> 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					0
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

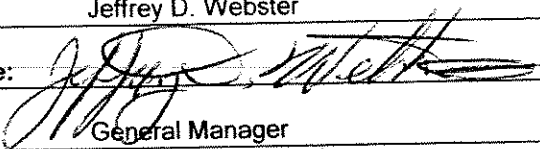
Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Vehicle Purchase								0
Other								0
TOTAL	0	0	0	0	0	0	0	0

**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

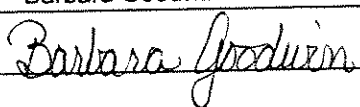
Fresno County Rural

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: \$377,542

PTMISEA 2007- 08 PROJECT DESCRIPTION AND ALLOCATION REQUEST

Date: _____

Allocation Amount per GC 8879.55(a)(2)/PUC 99313: \$0Allocation Amount per GC 8879.55(a)(3)/PUC 99314: \$377,542Total Allocation Request: \$377,542Project 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> Contact: <u>Barbara Goodwin, Executive Director</u> Contact Phone #: <u>559-233-4148</u> Email Address: <u>bgoodwin@fresnocog.org</u> Address: <u>2035 Tulare Street, Suite 201</u> <u>Fresno, CA 93721</u>	<i>Legislative District Numbers</i> Senate: <u>14th & 16th</u> Assembly: <u>29th, 30th, & 31st</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 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) BRT: 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: Expansion Or ☒ 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	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		0	0	0	0	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		0	0	0	0	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	0	0	0	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	0	0	0	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

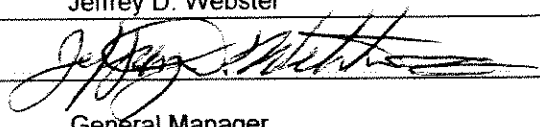
Shaded fields are automatically calculated. Please do not fill these fields.

**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: 

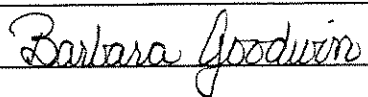
Title: General Manager
Fresno County Rural

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

Table 1: Project Sponsor/Recipient Agency Information

Project Sponsor/ Recipient Agency: <u>Council of Fresno County Governments</u> Contact: <u>Barbara Goodwin, Executive Director</u> Contact Phone #: <u>559-233-4148</u> Email Address: <u>bgoodwin@fresnocog.org</u> Address: <u>2035 Tulare Street, Suite 201</u> <u>Fresno, CA 93721</u>	<i>Legislative District Numbers</i> Senate: <u>14th & 16th</u> Assembly: <u>29th, 30th, & 31st</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>	2-Enhancement
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

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: ☒ Enhancement or ☐ Expansion	State your project here: <u>Purchase CNG Pumps</u> Examples: Install Equipment Add commuter rail lines or bus lines	State your output here: <u>Install 4 CNG Pumps</u> Examples: Total number AFC to be installed. Total number new commuter lines or bus routes to be installed	State your expected benefit here: <u>Continue to Clean the Air</u> 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: Expansion Or <u>X</u> 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 number 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 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 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.

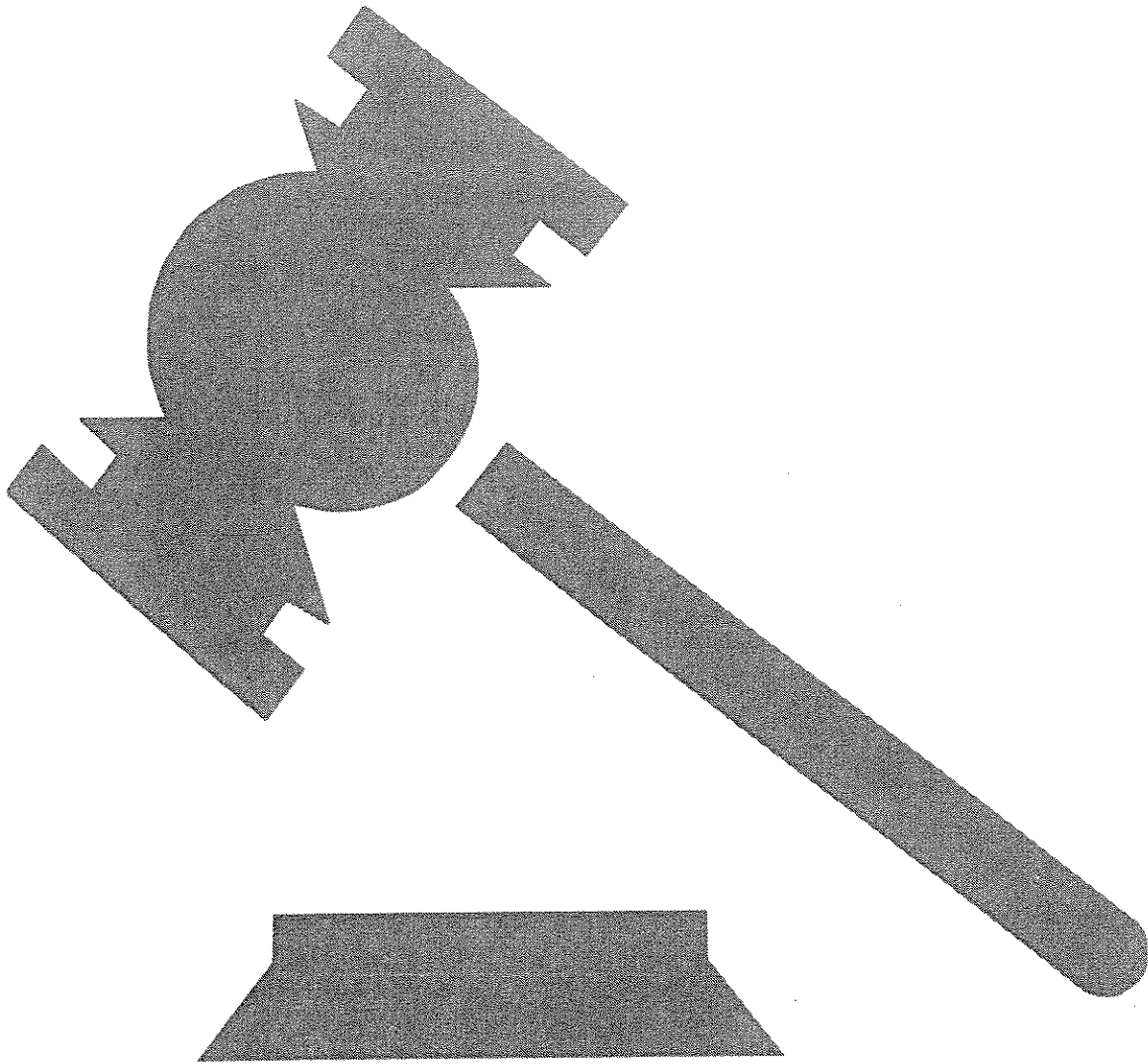
Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Vehicle Purchase								0
TOTAL	0	0	0	0	0	0	0	0

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

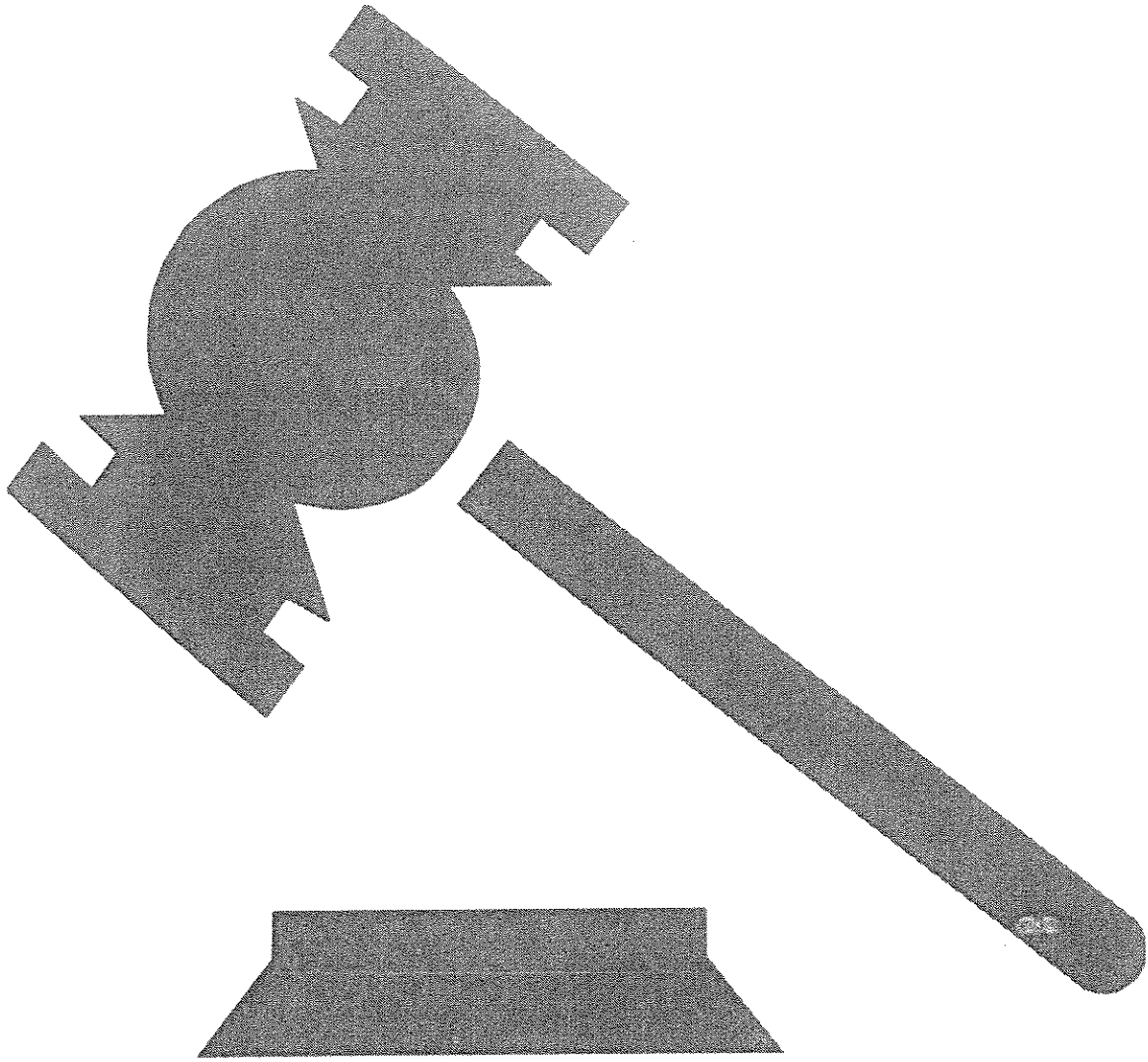
Shaded fields are automatically calculated. Please do not fill these fields.



*TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM IV. D.*

2008 JARC/NEW FREEDOM PROJECT SCORING SHEET

Category/Applicant	Project Description	Total Project Costs	Grant Funds Requested	Local Match Required	Rank
JARC					
Fresno - FAX	Provide integrated & coordinated trip planning and ridesharing services on the internet and via voice recognition telephone services	\$636,000	\$508,800	\$127,200	1
FCRTA	Purchase (4) vehicles to expand inter-city service to the FCMA for access to jobs	\$549,710	\$439,768	\$109,422	2
	Total JARC	\$1,185,710	\$948,568	\$236,622	
	Available		\$439,768		
	Difference		\$508,800		
New Freedom					
Fresno - FAX	Travel Training would consist of working one-on-one or when appropriate, with small groups of individuals with the same disabilities. (CIL/FAX)	\$40,000	\$20,000	\$20,000	1
FCRTA	Purchase (4) mini-vans to provide accessible "taxi services" to the FCMA of Fresno County	\$210,000	\$164,804	\$45,196	2
Fresno - FAX	Purchase (13) high tech radio/MDT's to enhance service and better manage mobility activities	\$130,000	\$104,000	\$26,000	3
	Total New Freedom	\$380,000	\$288,804	\$91,196	
	Available		\$164,804		
	Difference		\$124,000		



*TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM IV. E.*

SECTION 5316 / 5317 – Job Access Reverse Commute(JARC) / New Freedom (NF) FACT SHEET Federal Fiscal Year 2007/08

PROGRAM PURPOSE:

The JARC program provides funding to support projects designed to transport welfare recipients and eligible low income individuals to and from employment activities and employment related activities, particularly to suburban and rural job locations.

The New Freedom program provides funding to assist transit operators and public agencies to provide new transportation services for individuals with disabilities, above and beyond the minimum required by the American with Disabilities Act of 1990.

COORDINATED PLANNING

All projects selected for funding must be derived from a coordinated public transit human services transportation plan as required by federal guidance.

ELIGIBLE APPLICANTS

- Private non-profit organizations
- State or local governmental authority
- Operators of public transportation services, including private operators of public transportation services.
- Tribal governments

ELIGIBLE ACTIVITIES

Expenses that support development and maintenance of transportation services include: Capital; Planning; Operating and Mobility Management.

LOCAL MATCHING REQUIREMENTS

Federal share of eligible capital and planning costs may not exceed 80 percent of the net cost Activity.

The federal Share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity.

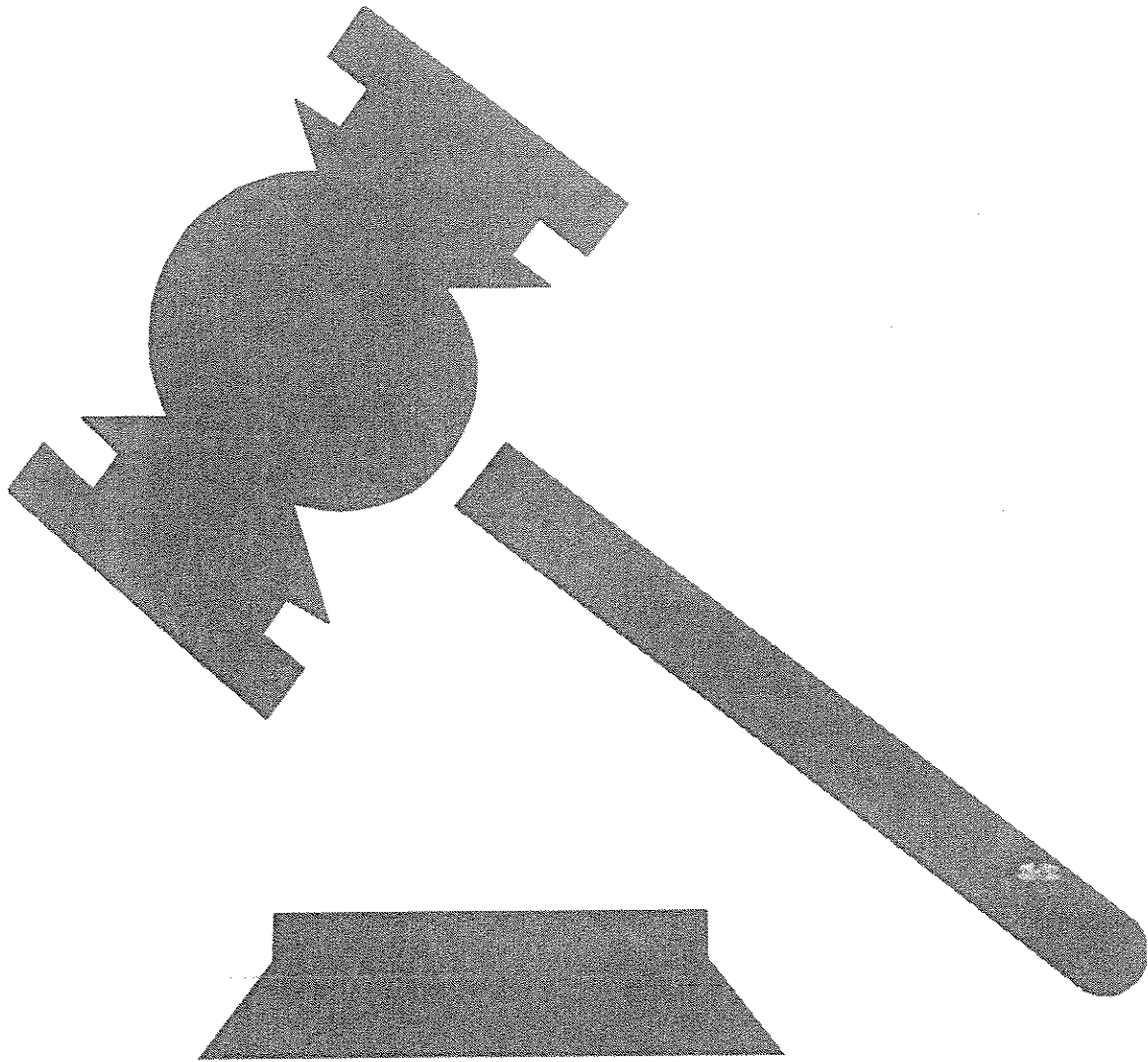
PROJECT SELECTION PROCESS

Projects will be awarded through a competitive selection process. The COG will evaluate all JARC project applications through the SSTAC review committee to determine the extent to which the proposed projects meet the overall program goals and objectives to the programs.

PLANNING REQUIREMENTS

To be eligible for funding, JARC projects in urbanized areas much be included in the Metropolitan Transportation Plan prepared and approved by the metropolitan planning organization (MPO), the Transportation Improvement Program (TIP) approved jointly by the MPO and the Governor, and the Statewide Transportation Improvement Program (STIP) developed by a State and jointly approved by the FTA and the Federal Highway Administration (FHWA).

Applications for FY 2007/08 Projects are due to Fresno COG by June 2, 2008. Please contact Todd Sobrado at todds@fresnocog.org or (559) 233-4148.



*TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM IV. F.*

RESOLUTION ADOPTING AMENDMENT 13
(FORMAL) TO THE 2007 FTIP.

2007
Federal Transportation
Improvement Program

WHEREAS, the 2007 Federal Transportation Improvement Program Amendment 13 is consistent with metropolitan transportation planning regulations from 23 Code of Federal Regulations Part 450; and

WHEREAS, this Amendment (see attachment) (1) Revises schedules, phases and funding amounts of projects currently programmed in the 2007 FTIP in order to achieve financial constraint and to accommodate local agency requests (2) Revises project descriptions and makes other minor changes as warranted (3) Revises the schedule and funding amounts of currently programmed projects (4) Revises Appendixes.

WHEREAS, the Federal Transportation Improvement Program contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the COFCG process for TIP project selection is currently serving as the MPO's formal Project Selection Process as required under SAFETEA-LU and is consistent with the outlined guidance; and

WHEREAS, the amendment does not interfere with the timely implementation of the Transportation Control Measures contained in the State Implementation Plan (SIP); and

WHEREAS, a public comment period consistent with Fresno COG's PPP was held and to consider Amendment 13 to the Federal Transportation Improvement Program.

BE IT FURTHER RESOLVED, that the approval of this resolution constitutes a recommendation for funding approval by the Council of Fresno County Governments this 24th day of April, 2008.

ABSENT:

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.

Trinidad M. Rodriguez, Chairman

Signed:

Barbara Goodwin, Executive Director

Financial Summary Form 2007 FSTIP MPO: FRESNO COG

(Dollars x \$1,000)

Programmed Amendment 13	2006/07	2007/08	2008/09	2009/10	TOTAL
State Highway Account Funds (State & State FHWA Funds)					
SHOPP (State Cash)	\$3,871	\$1,668	\$13,833	\$13,569	\$32,941
SHOPP (AC)	\$29,876	\$12,861	\$1,792	\$36,712	\$81,241
SHOPP Prior	\$566	\$0	\$0	\$0	\$566
STIP Int (state Cash)	\$0	\$0	\$368	\$9,561	\$9,929
STIP Int	\$0	\$30	\$123	\$1,380	\$1,533
STIP Regional	\$8,860	\$60,670	\$216	\$216	\$69,962
STIP Prior	\$1,500	\$0	\$0		\$1,500
STIP TE	\$1,657	\$1,050	\$720	\$1,228	\$4,655
AB 3090	\$0	\$135	\$0	\$0	\$135
Local Assistance					
Congestion Mitigation and Air Quality	\$10,639	\$9,319	\$9,415	\$5,872	\$35,245
Congestion Mitigation and Air Quality AC	\$0	\$1,870	\$1,871	\$1,871	\$5,612
Regional Surface Transportation Program	\$9,476	\$10,512	\$10,697	\$10,698	\$41,383
Highway Bridge Program	\$1,241	\$0	\$89	\$0	\$1,330
Highway Safety Improvement Program (HES)	\$4,199	\$0	\$0	\$0	\$4,199
Safe Routes to School Program	\$823	\$0	\$0	\$0	\$823
Railway - Highway Crossings	\$1,000	\$2,000	\$0	\$0	\$3,000
Other Federal Highway Programs					
Federal Lands Highway Program ¹	\$0	\$0	\$0	\$0	\$0
High Priority Projects Program	\$6,045	\$1,827	\$500	\$0	\$8,372
High Priority Projects Program Adv. Con. Conversion	\$240	\$1,760	\$1,808	\$0	\$3,808
Demonstration - TEA21	\$26,123	\$8,800	\$0	\$0	\$34,923
Coordinated Border Infrastructure Program	\$0	\$0	\$0	\$0	\$0
Recreational Trails Program	\$905	\$0	\$0	\$0	\$905
National Corridor Infrastructure Improvement Program	\$0	\$0	\$0	\$0	\$0
Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0
National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0
Projects of National and Regional Significance	\$0	\$0	\$0	\$0	\$0
Emergency Relief Program	\$50	\$50	\$50	\$0	\$150
HRRR	\$0	\$503	\$0	\$0	\$503
Federal Transit Administration Funds					
5303 - Metropolitan Planning Program	\$0	\$0	\$0	\$0	\$0
5307 - Urbanized Area Formula Program	\$10,009	\$19,348	\$11,506	\$11,745	\$52,608
5308 - Clean Fuel Formula Program	\$0	\$0	\$0	\$0	\$0
5309 - Bus and Bus Facility Grants	\$2,172	\$1,360	\$960	\$960	\$5,452
5309 - Capital Investment Grants "New Starts"	\$0	\$0	\$0	\$0	\$0
5310 - Formula Program for Elderly & Persons with Disabilities	\$545	\$0	\$0	\$0	\$545
5311 - Other Than Urbanized Area Formula Program	\$1,426	\$1,039	\$1,099	\$0	\$3,564
5311 © - Public Transportation on Indian Reservations	\$0	\$0	\$0	\$0	\$0
5316 - Job Access and Reverse Commute Program	\$0	\$986	\$0	\$0	\$986
5317 - New Freedom Program	\$0	\$348	\$0	\$0	\$348
5320 - Transit in the Parks	\$0	\$0	\$0	\$0	\$0
Non-Title 23/Federal Transit Funds (Describe)					
Other State Funds					
Traffic Congestion Relief Program	\$0	\$0	\$0	\$7,439	\$7,439
Other (Describe)	\$0	\$0	\$0	\$0	\$0
Local Funds					
High Priority Projects Program/ Advanced Construction	\$8,652	\$48	\$0	\$0	\$8,700
State bond		\$2,300		\$8,100	\$10,400
Local city/county/agency	\$11,771	\$14,367	\$10,546	\$5,742	\$42,427
Measure C	\$46,531	\$12,650	\$0	\$0	\$59,181
Total programmed	\$188,177	\$166,501	\$66,593	\$115,093	\$534,364

1. Federal Lands Highway Program includes
Indian Reservation Roads
NPS Parkway and Park Roads
F&WS Refuge Roads
Public Lands Program
Forest Highways
Public Land Highways Discretionary

Financial Summary Form

2007 FSTIP

MPO:

(Dollars x \$1,000)

Revenue Amendment 13	2006/07	2007/08	2008/09	2009/10	TOTAL
State Highway Account Funds (State & State FHWA Funds)					
SHOPP (State Cash)	\$3,871	\$1,668	\$13,833	\$13,569	\$32,941
SHOPP (AC)	\$29,876	\$12,861	\$1,792	\$36,712	\$81,241
SHOPP Prior	\$566	\$0	\$0	\$0	\$566
STIP Int (state Cash)	\$0	\$0	\$368	\$9,561	\$9,929
STIP Int	\$0	\$30	\$123	\$1,380	\$1,533
STIP Regional	\$8,860	\$60,670	\$216	\$216	\$69,962
STIP Prior	\$1,500	\$0	\$0	\$0	\$1,500
STIP TE	\$1,657	\$1,050	\$720	\$1,228	\$4,655
AB 3090	\$0	\$135	\$0	\$0	\$135
Local Assistance					
Congestion Mitigation and Air Quality	\$10,709	\$11,283	\$11,449	\$11,450	\$44,890
Congestion Mitigation and Air Quality AC	\$0	\$1,870	\$1,871	\$1,871	\$5,612
Regional Surface Transportation Program	\$9,476	\$10,512	\$10,697	\$10,698	\$41,383
Highway Bridge Program	\$1,241	\$0	\$89	\$0	\$1,330
Highway Safety Improvement Program (HES)	\$4,199	\$0	\$0	\$0	\$4,199
Safe Routes to School Program	\$823	\$0	\$0	\$0	\$823
Railway - Highway Crossings	\$1,000	\$2,000	\$0	\$0	\$3,000
Other Federal Highway Programs					
Federal Lands Highway Program ¹	\$0	\$0	\$0	\$0	\$0
High Priority Projects Program	\$6,045	\$1,827	\$500	\$0	\$8,372
High Priority Projects Program Adv. Con. Conversion	\$240	\$1,760	\$1,808	\$0	\$3,808
Demonstration - TEA21	\$26,123	\$8,800	\$0	\$0	\$34,923
Coordinated Border Infrastructure Program	\$0	\$0	\$0	\$0	\$0
Recreational Trails Program	\$905	\$0	\$0	\$0	\$905
National Corridor Infrastructure Improvement Program	\$0	\$0	\$0	\$0	\$0
Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0
National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0
Projects of National and Regional Significance	\$0	\$0	\$0	\$0	\$0
Emergency Relief Program	\$50	\$50	\$50	\$0	\$150
HRRR	\$0	\$503	\$0	\$0	\$503
Federal Transit Administration Funds					
5303 - Metropolitan Planning Program	\$0	\$0	\$0	\$0	\$0
5307 - Urbanized Area Formula Program	\$10,009	\$19,348	\$11,506	\$11,745	\$52,608
5308 - Clean Fuel Formula Program	\$0	\$0	\$0	\$0	\$0
5309 - Bus and Bus Facility Grants	\$2,172	\$1,360	\$960	\$960	\$5,452
5309 - Capital Investment Grants "New Starts"	\$0	\$0	\$0	\$0	\$0
5310 - Formula Program for Elderly & Persons with Disabilities	\$545	\$0	\$0	\$0	\$545
5311 - Other Than Urbanized Area Formula Program	\$1,426	\$1,039	\$1,099	\$0	\$3,564
5311 © - Public Transportation on Indian Reservations	\$0	\$0	\$0	\$0	\$0
5316 - Job Access and Reverse Commute Program	\$0	\$986	\$0	\$0	\$986
5317 - New Freedom Program	\$0	\$348	\$0	\$0	\$348
5320 - Transit in the Parks	\$0	\$0	\$0	\$0	\$0
Non-Title 23/Federal Transit Funds (Describe)					
Other State Funds					
Traffic Congestion Relief Program	\$0	\$0	\$0	\$7,439	\$7,439
Other (Describe)	\$0	\$0	\$0	\$0	\$0
Local Funds					
High Priority Projects Program/ Advanced Construction	\$8,652	\$48	\$0	\$0	\$8,700
State bond		\$2,300		\$8,100	\$10,400
Local city/county/agency	\$11,771	\$14,368	\$10,546	\$5,742	\$42,427
Measure C	\$46,531	\$12,650	\$0	\$0	\$59,181
Total programmed	\$188,247	\$167,465	\$67,627	\$120,671	\$544,009

1. Federal Lands Highway Program includes
- Indian Reservation Roads
 - NPS Parkway and Park Roads
 - F&WS Refuge Roads
 - Public Lands Program
 - Forest Highways
 - Public Land Highways Discretionary

Financial Summary Form

2007 FSTIP

MPO:

(Dollars x \$1,000)

Revenue Vs. Programmed Amendment 13	2006/07	2007/08	2008/09	2009/10	TOTAL
State Highway Account Funds (State & State FHWA Funds)					
SHOPP (State Cash)	\$0	\$0	\$0	\$0	\$0
SHOPP (AC)	\$0	\$0	\$0	\$0	\$0
SHOPP Prior	\$0	\$0	\$0	\$0	\$0
STIP Int (state Cash)	\$0	\$0	\$0	\$0	\$0
STIP Int	\$0	\$0	\$0	\$0	\$0
STIP Regional	\$0	\$0	\$0	\$0	\$0
STIP Prior	\$0	\$0	\$0	\$0	\$0
STIP TE	\$0	\$0	\$0	\$0	\$0
AB 3090	\$0	\$0	\$0	\$0	\$0
Local Assistance					
Congestion Mitigation and Air Quality	\$70	\$1,964	\$2,034	\$5,578	\$9,645
Congestion Mitigation and Air Quality AC	\$0	\$0	\$0	\$0	\$0
Regional Surface Transportation Program	\$0	\$0	\$0	\$0	\$0
Highway Bridge Program	\$0	\$0	\$0	\$0	\$0
Highway Safety Improvement Program (HES)	\$0	\$0	\$0	\$0	\$0
Safe Routes to School Program	\$0	\$0	\$0	\$0	\$0
Railway - Highway Crossings	\$0	\$0	\$0	\$0	\$0
Other Federal Highway Programs					
Federal Lands Highway Program ¹	\$0	\$0	\$0	\$0	\$0
High Priority Projects Program	\$0	\$0	\$0	\$0	\$0
High Priority Projects Program Adv. Con. Conversion	\$0	\$0	\$0	\$0	\$0
Demonstration - TEA21	\$0	\$0	\$0	\$0	\$0
Coordinated Border Infrastructure Program	\$0	\$0	\$0	\$0	\$0
Recreational Trails Program	\$0	\$0	\$0	\$0	\$0
National Corridor Infrastructure Improvement Program	\$0	\$0	\$0	\$0	\$0
Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0
National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0
Projects of National and Regional Significance	\$0	\$0	\$0	\$0	\$0
Emergency Relief Program	\$0	\$0	\$0	\$0	\$0
Other (Describe)	\$0	\$0	\$0	\$0	\$0
Federal Transit Administration Funds					
5303 - Metropolitan Planning Program	\$0	\$0	\$0	\$0	\$0
5307 - Urbanized Area Formula Program	\$0	\$0	\$0	\$0	\$0
5308 - Clean Fuel Formula Program	\$0	\$0	\$0	\$0	\$0
5309 - Bus and Bus Facility Grants	\$0	\$0	\$0	\$0	\$0
5309 - Capital Investment Grants "New Starts"	\$0	\$0	\$0	\$0	\$0
5310 - Formula Program for Elderly & Persons with Disabilities	\$0	\$0	\$0	\$0	\$0
5311 - Other Than Urbanized Area Formula Program	\$0	\$0	\$0	\$0	\$0
5311 © - Public Transportation on Indian Reservations	\$0	\$0	\$0	\$0	\$0
5316 - Job Access and Reverse Commute Program	\$0	\$0	\$0	\$0	\$0
5317 - New Freedom Program	\$0	\$0	\$0	\$0	\$0
5320 - Transit in the Parks	\$0	\$0	\$0	\$0	\$0
Non-Title 23/Federal Transit Funds (Describe)					
Other State Funds					
Traffic Congestion Relief Program	\$0	\$0	\$0	\$0	\$0
Other (Describe)	\$0	\$0	\$0	\$0	\$0
Local Funds					
High Priority Projects Program/ Advanced Construction	\$0	\$0	\$0	\$0	\$0
State bond	\$0	\$0	\$0	\$0	\$0
Local city/county/agency	\$0	\$0	\$0	\$0	\$0
Measure C	\$0	\$0	\$0	\$0	\$0
Total programmed	\$70	\$1,964	\$2,034	\$5,578	\$9,646

1. Federal Lands Highway Program includes
- Indian Reservation Roads
 - NPS Parkway and Park Roads
 - F&WS Refuge Roads
 - Public Lands Program
 - Forest Highways
 - Public Land Highways Discretionary

(Dollars in Whole)

DIST: 06	COUNTY: Fresno County	TITLE (DESCRIPTION):	MPO Aprv: / /
ROUTE:	PM:	Trip Planning Software (Provide intergrated & coordinated trip planning and ridesharing services on the internet and via voice recognition telephone services.)	State Aprv: / /
PPNO:	KP:		Federal Aprv: / /
EA:	MPO ID: FRE072201		
CTIPS ID: 203-0000-0483			
IMPLEMENTING AGENCY: Fresno Area Express (FAX)		PRJ MGR:	EPA TABLE II or III EXEMPT CATEGORY:
		PHONE:	Purchase of equipment for existing facilities.

(Dollars in whole)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Proj Con	Proj RW	PE					
1	Active	04/16/2008	RDEVERE	Amendment - New Project	13	549,710							
					<u>PRIOR</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 1 of 2			PE										
• Fund Type: Job Access and Reverse Commute Program (5316)			RW										
			CON			439,768							439,768
• Funding Agency:													
			TOTAL			439,768							439,768
					<u>PRIOR</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 2 of 2			PE										
• Fund Type: Agency			RW										
			CON			109,942							109,942
• Funding Agency: Fresno Area Express (FAX)													
			TOTAL			109,942							109,942
Project Total					<u>PRIOR</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>BEYOND</u>	<u>TOTAL</u>
			PE										
			RW										
			CON			549,710							549,710
			TOTAL			549,710							549,710

2006 FTA JARC Funding

***** Version 1 - 04/11/2006 *****

Council of Fresno County Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 06	COUNTY: Fresno County	TITLE (DESCRIPTION): Coordinated Plan (To develop a Coordinated Public Transit-Human Services Transportation Plan and competitive process.)	MPO Aprv: / /
ROUTE:	PM:		State Aprv: / /
PPNO:	KP:		Federal Aprv: / /
EA:	MPO ID: FRE072203		
CTIPS ID: 203-0000-0486			
IMPLEMENTING AGENCY: Council of Fresno County Governments		PRJ MGR:	EPA TABLE II or III EXEMPT CATEGORY: Non construction related activities.
		PHONE:	

PROJECT VERSION HISTORY (Printed Version is Shaded)

					(Dollars in whole)						
Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE			
1	Active	04/17/2008	RDEVERE	Amendment - New Project	13	40,000					
									<u>PRIOR</u>	<u>06/07</u>	<u>07/08</u>
										<u>08/09</u>	<u>09/10</u>
										<u>10/11</u>	<u>11/12</u>
										<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 1 of 1											
• Fund Type: Job Access and Reverse Commute Program (5316)											
• Funding Agency:											
TOTAL											

Comments:

2006 FTA JARC Funding

***** Version 1 - 04/17/2008 *****

Council of Fresno County Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 06	COUNTY: Fresno County	TITLE (DESCRIPTION):	MPO Aprv: / /
ROUTE:	PM:	2007 JARC Funding (Costs associated with the competitively selected	State Aprv: / /
PPNO:	KP:	projects derived from the Coordinated Human Services Transportation Plan	Federal Aprv: / /
EA:	MPO ID: FRE072202	in Fresno County.)	
CTIPS ID: 203-0000-0484			
IMPLEMENTING AGENCY: Various Agencies		PRJ MGR:	EPA TABLE II or III EXEMPT CATEGORY:
		PHONE:	Transit operating assistance.

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Official Date	Updated By	Change Reason	Amend No.		Prog Con		Prog RW		PE	
1	Active	04/14/2008	RDEVERE	Amendment - New Project	13		1,011,454					
				PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	BEYOND	TOTAL
• Fund Source 1 of 2				PE								
• Fund Type: Job Access and Reverse Commute Program (5316)				RW								
• Funding Agency:				CON								505,727
				TOTAL								505,727
				PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	BEYOND	TOTAL
• Fund Source 2 of 2				PE								
• Fund Type: Agency				RW								
• Funding Agency:				CON								505,727
				TOTAL								505,727
Project Total				PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	BEYOND	TOTAL
				PE								
				RW								
				CON								1,011,454
				TOTAL								1,011,454

Comments:

***** Version 1 - 04/11/2008 *****

Council of Fresno County Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 06	COUNTY: Fresno County	TITLE (DESCRIPTION):	MPO Aprv: / /
ROUTE:	PM:	Mini-van Purchase (Purchase 4 mini-vans to provide accessible "taxi services" to the FCMA of Fresno County.)	State Aprv: / /
PPNO:	KP:		Federal Aprv: / /
EA:	MPO ID: FRE072301		
CTIPS ID: 203-0000-0485			
IMPLEMENTING AGENCY: Fresno County Rural Transit Agency	PRJ MGR:		EPA TABLE II or III EXEMPT CATEGORY:
	PHONE:		Purchase new buses and rail cars to replace exist.

PROJECT VERSION HISTORY (Printed Version is Shaded)

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	04/16/2008	RDEVERE	Amendment - New Project	13	181,005		

Comments:

2006 FTA New Freedom Funding

***** Version 1 - 04/11/2008 *****

Council of Fresno County Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 06	COUNTY: Fresno County	TITLE (DESCRIPTION):	MPO Aprv: / /
ROUTE:	PM:	Travel Training (Travel Training would consist of working one-on-one or	State Aprv: / /
PPNO:	KP:	when appropriate, with small groups of individuals with the same	Federal Aprv: / /
EA:	MPO ID: FRE072303	disabilities.)	
CTIPS ID: 203-0000-0467			
IMPLEMENTING AGENCY: Fresno Area Express (FAX)	PRJ MGR:	EPA TABLE II or III EXEMPT CATEGORY:	
	PHONE:	Transit operating assistance.	

PROJECT VERSION HISTORY (Printed Version is Shaded)

					(Dollars in whole)							
Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE				
1	Active	04/16/2008	RDEVERE	Amendment - New Project	13	40,000						
				PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	BEYOND	TOTAL
• Fund Source 1 of 2	PE											
• Fund Type: FTA 5317 - New Freedom Program	RW											
• Funding Agency:	CON					20,000						20,000
	TOTAL					20,000						20,000
				PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	BEYOND	TOTAL
• Fund Source 2 of 2	PE											
• Fund Type: Agency	RW											
• Funding Agency: Fresno Area Express (FAX)	CON					20,000						20,000
	TOTAL					20,000						20,000
Project Total				PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	BEYOND	TOTAL
	PE											
	RW											
	CON					40,000						40,000
	TOTAL					40,000						40,000

Comments:

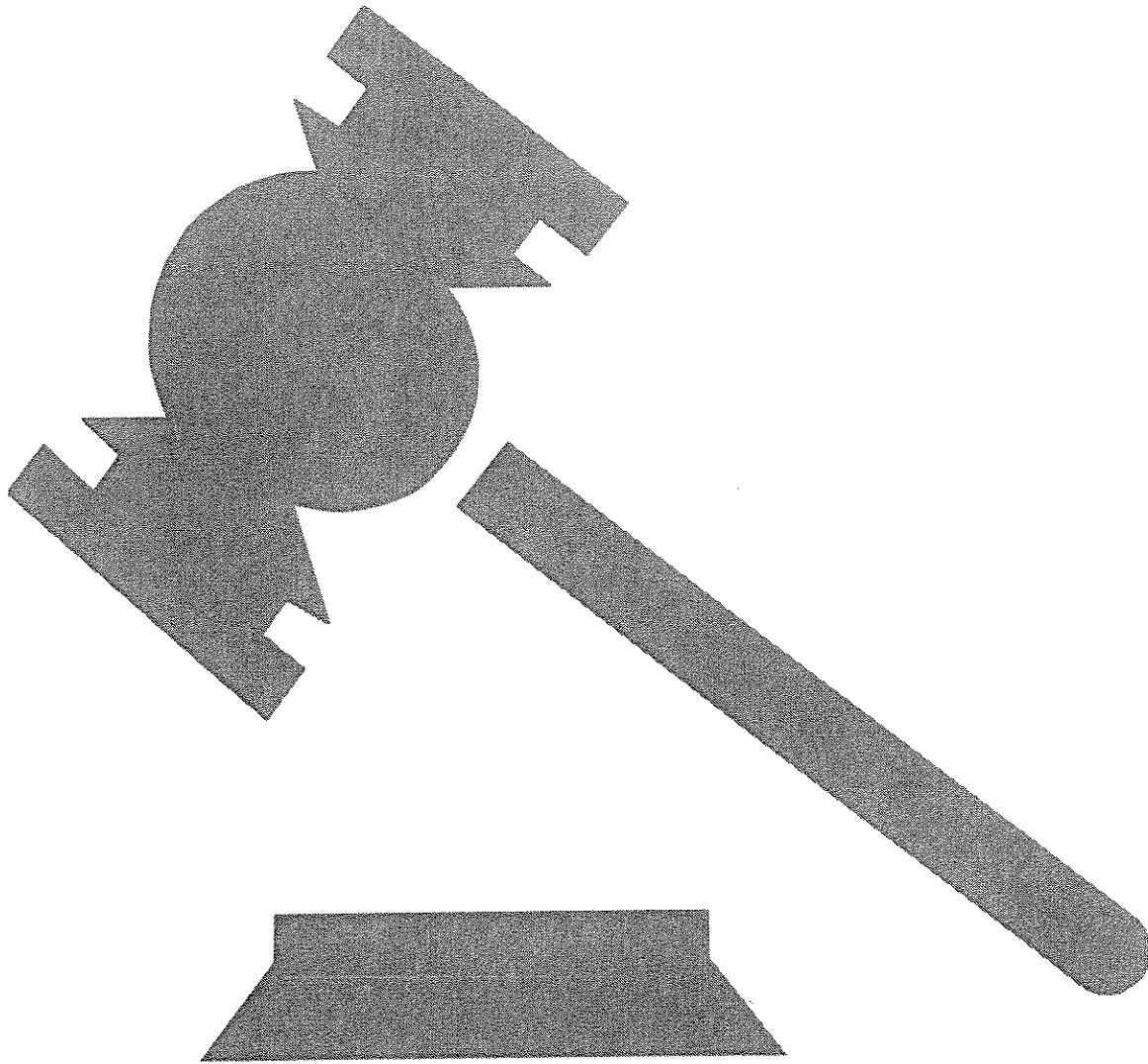
***** Version 1 - 04/16/2008 *****

Transit System

PROJECT VERSION HISTORY (Printed Version is Shaded)

Comments:

***** Version 1 - 04/11/2006 *****



*TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM IV. G.*

\ AB 2522
Page 1

Date of Hearing: April 16, 2008

ASSEMBLY COMMITTEE ON LOCAL GOVERNMENT
Anna Marie Caballero, Chair
AB 2522 (Arambula) - As Introduced: February 21, 2008

SUBJECT : San Joaquin Valley Air Pollution Control District:
vehicle license fees.

SUMMARY : Authorizes the San Joaquin Valley Air Pollution
Control District (District) to increase vehicle license fees to
a maximum of \$30. Specifically, this bill :

- 1) Makes findings and declarations relative to the air quality of
San Joaquin Valley and the need for expanded emission
reduction programs in order to achieve and maintain state and
federal ambient air quality standards.
- 2) Authorizes the District to increase the current \$6 vehicle
license fee limit up to, but not exceeding, \$30 per vehicle
per year for incentive-based programs to achieve surplus
emissions reductions.
- 3) Requires the adoption of a resolution providing for both the
fee increase and a corresponding program for expenditure of
the moneys raised by the increased fees for the reduction of
mobile source emissions.
- 4) Authorizes the District to adopt rules and regulations to
reduce vehicle trips in order to reduce air pollution from
vehicular sources.
- 5) Authorizes the imposition of the fees until 2024.
- 6) Provides that the fees may be imposed after the 2012-13 fiscal
year only if the United States Environmental Protection Agency
approves the District's proposed reclassification of its
non-attainment status for ozone from severe to extreme.
- 7) Requires that at least \$10 million of the fees collected be
used to mitigate the impacts of air pollution on public health
and the environment in disproportionately impacted
environmental justice communities, as defined in the San
Joaquin Valley.

□

AB 2522Page 2

- 8) Requires the District to convene an environmental justice (EJ) advisory committee, with participants selected from a list given to the board by EJ groups from the San Joaquin Valley, to recommend the neighborhoods that constitute EJ communities.
- 9) Requires the EJ advisory committee to recommend how the funds should be expended within those communities.
- 10) Requires the California Air Resources Board (ARB), prior to the fees being effective, to make two separate findings that the District:
- a) Has undertaken all feasible measures to reduce non-attainment air pollutants from sources within its jurisdiction and regulatory control; and
 - b) Has notified ARB that fees have been adopted and has provided ARB with an estimate of the total funds that will be provided annually by the fees.
- 11) Requires ARB to file a written copy of its findings with the Secretary of State within two days of its determination.
- 12) Requires the Bureau of State Audits to audit the fee assessment and the expenditures every two years that the fees are assessed, and to submit these audits to the Legislature within two weeks of their completion.
- 13) Requires ARB to assess the District's progress in using any fees to achieve and maintain state and federal ambient air quality standards every two years that the fees are assessed, and to submit these assessments to the Legislature within two weeks of their completion.
- Author will delete ~~14) Requires the District to submit an assessment to the Legislature by January 1, 2010, on the manner in which vehicle license fees or other types of fees could be imposed on vehicles that are not registered within its jurisdictional area, but that travel through it.~~
- 15) Provides that no local agency reimbursement is required from the State Mandates Claim Fund because the local agency has requested the authority from this legislation.

□

AB 2522Page 3

- 16) Provides that the provisions of this bill become effective

only if SB 240 (Florez), pending in the Assembly Appropriations Committee, is enacted.

EXISTING LAW :

- 1) Establishes the District, consisting of the Counties of Fresno, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare, and that portion of the County of Kern that is within the San Joaquin Valley Air Basin, and requires the District to adopt and enforce rules and regulations to achieve and maintain ambient air quality standards, as provided.
- 2) Requires the United States Environmental Protection Agency, under the federal Clean Air Act, to establish national ambient air quality standards for criteria air pollutants at levels that are required to protect the public health with an adequate margin of safety.
- 3) Provides, under the federal Clean Air Act, that state and local governments have primary responsibility for the control of air pollution.
- 4) Requires ARB to achieve the maximum degree of emission reduction possible from vehicular and other mobile sources in order to accomplish the attainment of state ambient air quality standards by the earliest practicable date.
- 5) Authorizes an air pollution control district designated by ARB as a state non-attainment area for any pollutant emitted by motor vehicles to levy a fee of up to \$6 on motor vehicles registered within an air district.
- 6) Requires an air district imposing such a fee to enact a resolution providing for both the fee increase and for a corresponding program for expenditure of the increased fees.
- 7) Requires the program to provide for the reduction of air pollution from motor vehicles, and for related planning, monitoring, enforcement, and technical studies.
- 8) States that after January 1, 2015, the fee levied on vehicles within an air district is reduced from \$6 to \$4.
- 9) Requires the District to adopt a schedule of fees on area wide

□

AB 2522
Page 4

or indirect emission sources that are regulated, but for which permits are not issued, to recover its costs associated with these sources.

- 10) Authorizes the District to impose an additional \$1 surcharge,

to be paid to the Department of Motor Vehicles (DMV) and deposited into the Motor Vehicle Account for allocation to the District for certain purposes, such as clean fuels programs and motor vehicle use reduction measures.

FISCAL EFFECT : Unknown

COMMENTS :

- 1) According to the author, "the San Joaquin Valley suffers some of the worst air quality in the world, which poses a significant threat to public health, the environment, and the economy of the valley. The Valley has the third highest fine particulate matter levels in the U.S. and is home to four of the five worst ozone-polluted cities in the U.S. One in three Valley families has a member with a respiratory ailment, and the poor air quality contributes to 460 deaths per year."
- 2) There are currently 2.6 million cars, trucks and motorcycles registered in the eight county area that comprises the San Joaquin Air District. Each owner of a motor vehicle registered in the Counties of Fresno, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare, and the valley portion of Kern County pays an annual \$6 fee, the revenue from which is earmarked for air quality programs related to vehicle use. In addition, the District is required to impose a \$1 fee on annual motor vehicle registration to reduce emissions through activities such as clean fuels programs and adoption of motor vehicle use reduction measures. These two fees combine to generate \$18 million annually, with a small percentage retained by DMV to pay for its imposition and collection costs.
- 3) According to the author's office, AB 2522 authorizes the District to increase the surcharge on vehicle licensing fees to \$30 annually, per motor vehicle. The funds generated will be used for incentive based air quality improvement programs to bring the San Joaquin Valley into compliance with state and

□

AB 2522
Page 5

federal air quality standards by the earliest practicable date. If the District fully exercises the authority provided by this bill, annual revenue generated by the \$30 air pollution fee would initially amount to an estimated \$96 million, an increase of \$78 million over current revenue generated by the combined \$7 in fees. Because population growth in the San Joaquin Valley is currently among the highest in California and is projected to continue to outpace the rest of the state, this revenue would increase

substantially over the years.

- 4) Supporters indicate that "poor air quality is a significant threat to public health, the environment, and the economy of the region. The San Joaquin Valley does not meet state and federal ambient air quality standards. Therefore, creating a program that combines more strict clean air rules and regulations and ongoing funding to clean up sources of air pollution is critical."
- 5) According to the District, "approximately 85% of the necessary emissions reductions will come from regulations, but a substantial increase in incentive funding will be necessary in order to achieve the remainder of the reductions necessary to attain federal air quality standards for ozone and particulate matter. The incentive funding is targeted at mobile sources of pollution that account for 80% of the nitrogen oxide emissions in the San Joaquin Valley."
- 6) In opposition to the measure, the Stop Hidden Taxes Coalition indicates that "in the past five years, the California Legislature and local governments have tried to impose more than \$7 billion in new taxes while avoiding constitutional approval requirements for tax increases. The strategy is to disguise taxes as mere regulatory "fees" in order to avoid the public debate and rigorous vote requirement that voters have repeatedly demanded before taxes are raised."
- 7) This bill will only take effect if SB 240 (Florez) is also enacted and becomes effective.
SB 240 is similar to this bill; however, SB 240 did not pass out of the Assembly Appropriations Committee.
- 8) This bill is double-referred to the Committees on
Transportation, where it passed with an 8-2 vote on April 7,

□

AB 2522

Page 6

2008, and to Local Government.

REGISTERED SUPPORT / OPPOSITION :

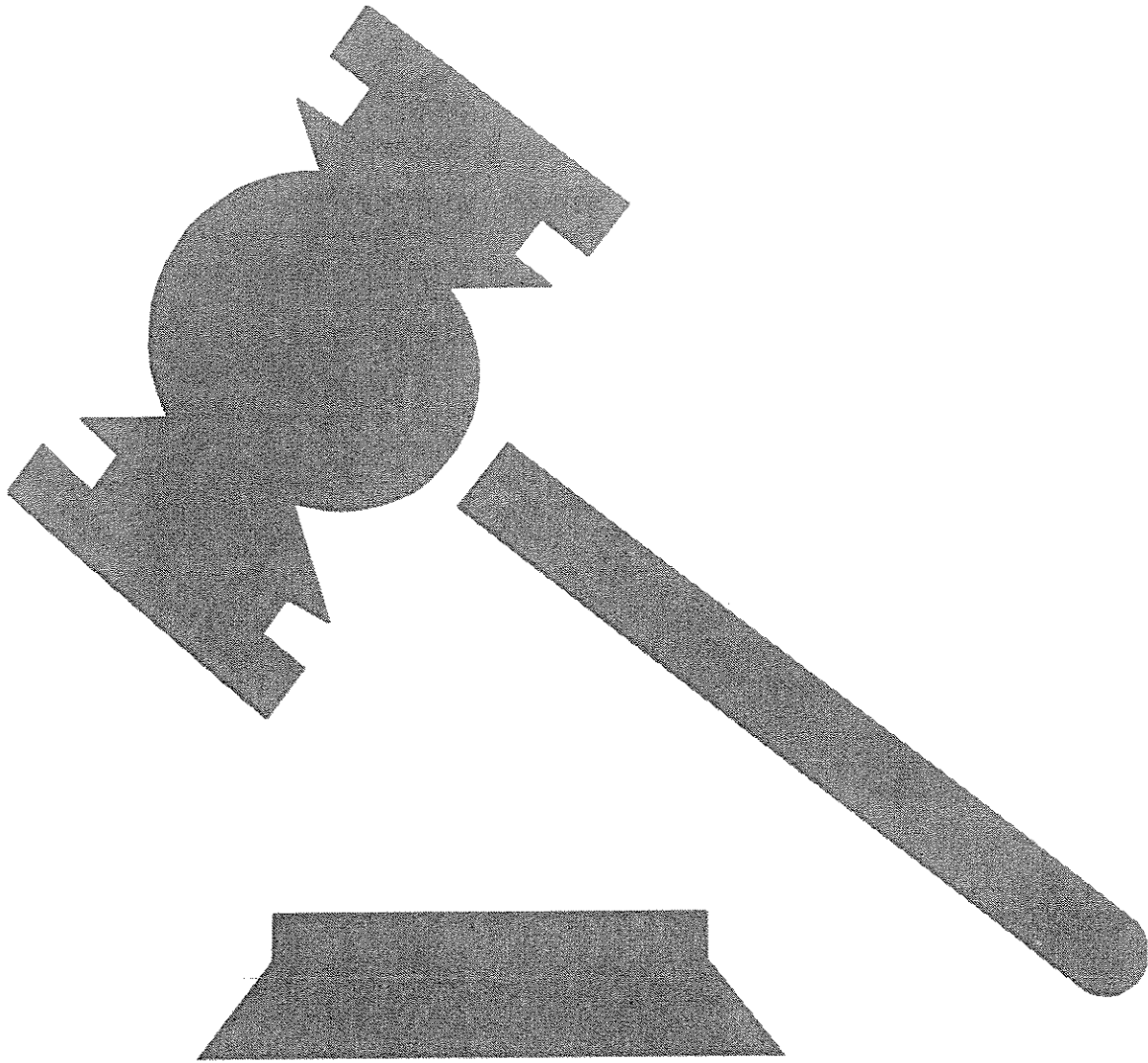
Support

American Lung Association of CA
CA League of Conservation Voters
Coalition for Clean Air
Planning and Conservation League
San Joaquin Valley Air Pollution Control District
Supervisor Michael J. Rubio, Supervisor, Fifth District, Kern
County

Opposition

CA New Car Dealers Association
STOP Hidden Taxes Coalition

Analysis Prepared by : Katie Kolitsos / L. GOV. / (916)
319-3958



*TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM IV. H.*

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

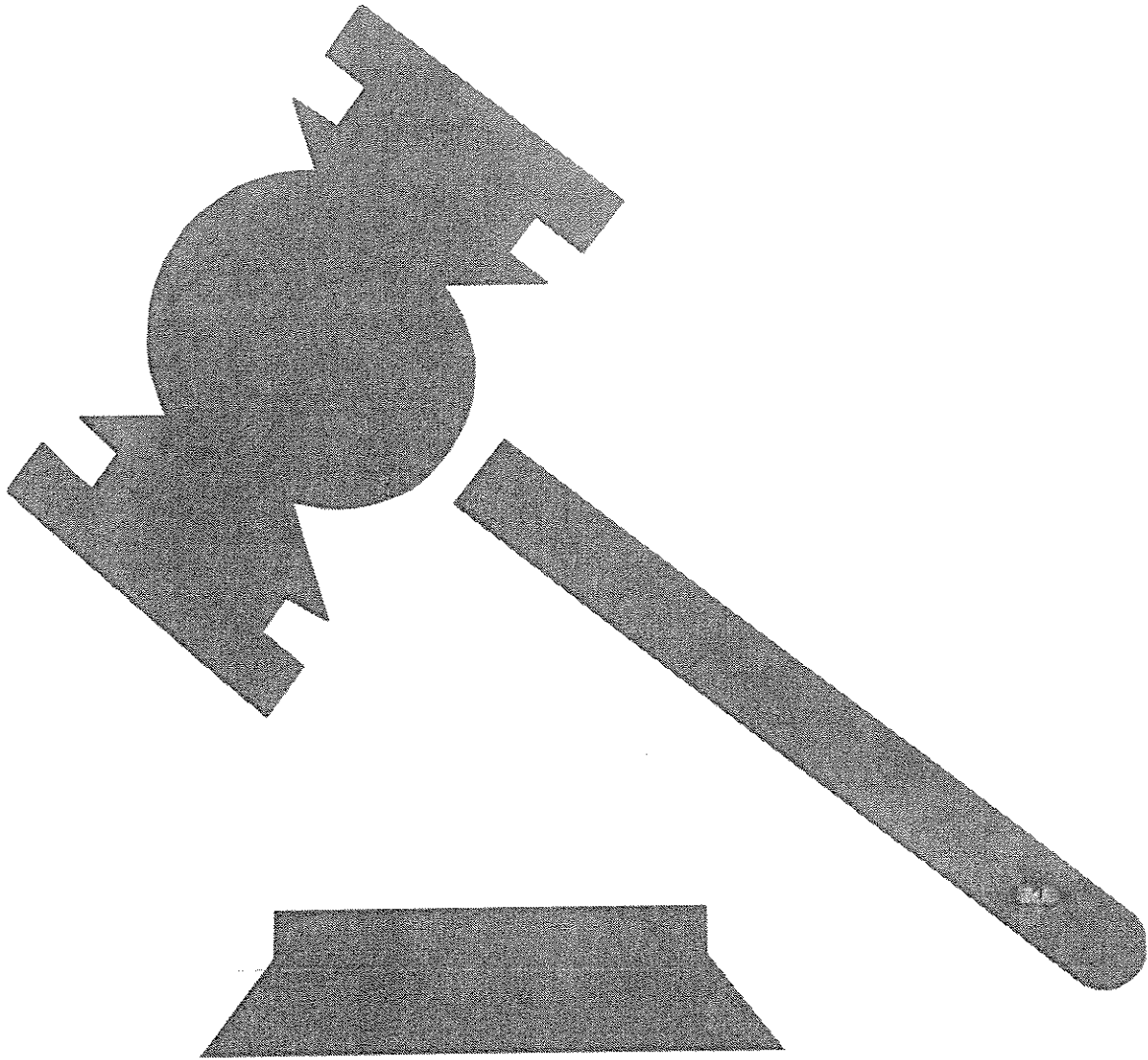
3290 Conduct Public/Stakeholder Outreach

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
ACTION/DISCUSSION ITEMS
AGENDA ITEM IV. I.*

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 in: STP 1234(567); if not known please provide the project FIP or PPND 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/YY)	Federal Fund Type		HSIP \$ (formerly HHS)	HRRR \$	SRTS \$	Fed STIP \$	Federal \$ Total Obligation	on Disb (dd/mm/yy)
							RSTP \$	CMAQ \$	HBP \$ (formerly HBP)					
			FRE070101		Lease to purchase and/or purchase- to replace eight diesel school buses with eight compressed natural gas school buses.	5/1/2008		347,000					\$347,000	01/17/08
6	Fresno COG	Central Unified	CML-6424(001)	Central Unified	LUMP SUM TRAFFIC SIG. SYNC	01/1/08		80,400					\$80,400	01/17/08
6	Fresno COG	Clovis	FRE020106	Various	16 CNG REFUSE TRUCKS	01/1/08		920,100					\$920,100	01/16/08
6	Fresno COG	Clovis	CML-5207(082)	Clovis	CLOVIS AVE SIG. SYNC	06/01/08		331,900					\$331,900	
6	Fresno COG	Clovis	FRE070103	East side of Clovis Ave. 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	1,380,600						\$1,380,600	
6	Fresno COG	Clovis	FRE040601	Herndon Ave. between Willow Ave. and Clovis	Peach/Alluvial Crosswalk Lights	06/01/08	83,700						\$83,700	
6	Fresno COG	Clovis	STPL-5208(069)	Peach and Alluvial Avenues crossing.	Peach Reconstruction	04/30/08	21,300						\$21,300	
6	Fresno COG	Clovis	STPL-5208(079)	between Peach and Teague Avenues.	Shaw Reconstruction	03/03/08	44,500						\$44,500	
6	Fresno COG	Clovis	FRE070603	between Peach and Minnewawa Avenues.	CNG powered school buses to replace existing diesel school buses.	5/1/2008		430,000					\$430,000	
6	Fresno COG	Clovis Unified	FRE070604	Clovis Unified	SR198/33 BEAUTIFICATION	06/01/08	404,600						\$404,600	
6	Fresno COG	COALINGA	STPL-5146(004)	Coalinga	A/C Overlays on Various Eligible Routes	03/20/08	520,500						\$520,500	
6	Fresno COG	COUNTY	FRE020648	Various	Clinton/Sierra Vista Traffic Signal	04/24/08					365,000		\$365,000	
6	Fresno COG	COUNTY	FRE071901	Clinton and Sierra Vista Intersection	Headwall Relocation	06/12/08				200,000			\$200,000	
6	Fresno COG	COUNTY	STPLH-5942(133)	McDonough	Pavement Markings and Delineation	06/12/08				476,771			\$476,771	
6	Fresno COG	COUNTY	FRE040402	High Risk Rural Roads	Bridge Replacement	07/01/08			1,628,000				\$1,628,000	
6	Fresno COG	COUNTY	FRE040501	Bass Ave over Outside Canal	Left Turn Channelization	07/01/08				400,000			\$400,000	
6	Fresno COG	COUNTY	5942(115)	Autbury & Milleron Intersection	15 CNG Buses	05/16/08		2,640,200					\$2,640,200	
6	Fresno COG	FAX	FTACML6008(014)	Fresno	Increase Rt. Freq.	05/16/08		2,236,900					\$2,236,900	
6	Fresno COG	FAX	FRE070122	Fresno	12th Street Reconstruction	2/21/2008	252,600						\$252,600	
6	Fresno COG	FIREBAUGH	FTACML6008(014)	SR 33 to "M" Street East Side of Fannon Rd at the northeast corner of Maldonado Park	Reconstruct an existing parking lot	2/21/2008		60,500					\$60,500	

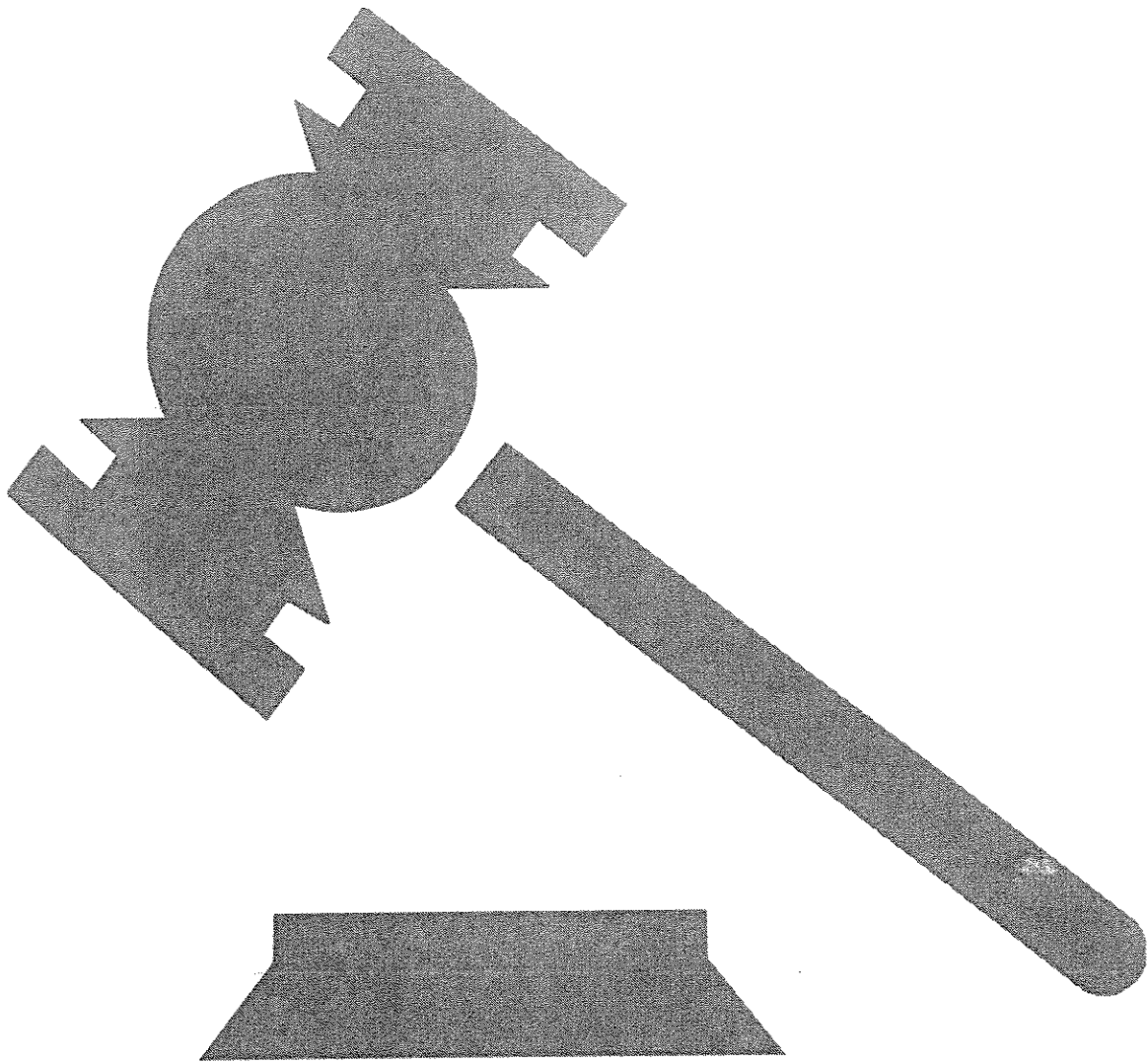
4/2/2008

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

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)

6	Fresno COG	KINGSBURG	FRE070115	along Lewis Street between Simpson Street and 18th Avenue.	Lewis St. Bike Path	04/25/07	35,100											\$35,100
6	Fresno COG	KINGSBURG	FRE070110	along Golden State Boulevard from Mountain View Ave to Bethel Ave.	Golden State Bike Path	04/25/07	83,000											\$83,000
6	Fresno COG	MENDOTA	CML-5285(006)	Various	LUMP SUM PED. FACILITIES	3/19/2008												\$120,400
6	Fresno COG	ORANGE CO	FRE070613	South Ave. from Intersection of Dinuba and Buttonwillow	South Ave. Reconstruction	3/13/2008	123,900											\$123,900
6	Fresno COG	REEDLEY	STPL-5216(025)	and Buttonwillow	Roundabout at Dinuba and Buttonwillow	5/1/2008	60,000											\$60,000
6	Fresno COG	REEDLEY	CML-5216(030)	MANNING AVE., FRANKWOOD TO BUTTOWILLLOW	RW, SIDEWALKS AND RAMPS	5/1/2008	200,000											\$200,000
6	Fresno COG	REEDLEY	STPL-5216(031)	FRANKWOOD AVE	RW, ST RECON, MEDIANS, LIGHTS	5/1/2008	50,000											\$50,000
6	Fresno COG	REEDLEY	STPL-5216(031)	FRANKWOOD AVE	RW, ST RECON, MEDIANS, LIGHTS	5/1/2008	200,000											\$200,000
6	Fresno COG	REEDLEY	STPL-5216(035)	REED AVE	RECONSTRUCTION, WIDENING	5/1/2008	100,000											\$100,000
6	Fresno COG	REEDLEY	HSIPL-5216(036)	REED AT NORTH	CONSTRUCT ROUNDABOUT	4/1/2008		67,500										\$67,500
6	Fresno COG	REEDLEY	HSIPL-5216(037)?	MANNING AVE @ TRAIL Main Street from Arizona Ave. to Placer Ave.	CONSTRUCT LIGHTED TRAIL XING	5/1/2008		90,000										\$90,000
6	Fresno COG	SAN JOAQUIN	FRE070616	Academy Ave between North and 11th. AC Overlay	Main St. Reconstruction	3/14/2008	21,000											\$21,000
6	Fresno COG	SANGER	FRE070617	Reconstruct Floral Ave / Selma Branch	Academy O/L & Widen Various	3/21/2008	63,000											\$63,000
6	Fresno COG	SELMA	FRE020638	Floral Ave. between McCall Ave and Dockery Ave.		4/1/2008	261,200											\$261,200
6	Fresno COG	SELMA	FRE020645	Wright St between Arrants St. and Dinuba Ave.	Selma Branch Canal Bikeline (320/8)	5/1/2008	115,600											\$115,600
6	Fresno COG	SELMA	FRE070618	Fresno Tehipite Middle School Belmont/Mariposa - Education Program	Floral Ave. McCall to Dockery Recon	5/1/2008	35,400											\$35,400
6	Fresno COG	SELMA	FRE070619	Fresno Tehipite Middle School Belmont/Mariposa - Education Program	Wright St. Reconstruction	5/1/2008	39,900											\$39,900
6	Fresno COG	Southwest T	CML-6338(005)	10 CNG School Buses	10 CNG School Buses	5/1/2008	430,000											\$430,000
6	Fresno COG	Fresno	SRTSD50_000001	Tehipite Middle School Belmont/Mariposa - Education Program	Tehipite Middle School - Belmont/Mariposa - Education Program	2/21/2008										23,500		\$23,500
6	Fresno COG	Fresno	FRE040401	Cedar & Barstow	Cedar & Barstow	4/30/2008										103,338		\$103,338
6	Fresno COG	Fresno	SRTSD06_33 SR2SFL 5060(150)	Tehipite Middle School Belmont/Mariposa	Tehipite Middle School - Belmont/Mariposa	6/1/2008										388,058		\$388,058

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



*TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM IV. J.*

April 3, 2008

Anne K. Quinlan, Acting Secretary
Surface Transportation Board
395 E Street, SW, Suite 1149
Washington, DC 20024

RE: Docket No. AB-398 (Sub-No. 8X) San Joaquin Valley Railroad Company –
Abandonment Exemption – Tulare County, CA (between Exeter and Strathmore)

Dear Acting Secretary Quinlan:

The Council of Fresno County Governments (Fresno COG) Rail Committee is comprised of elected officials, appointed officials, and interested citizens. At its meeting on Friday, March 28, 2008, the Rail Committee acted to support Tulare County's opposition to the abandonment by the San Joaquin Valley Railroad of the railroad feeder line between Exeter and Strathmore in Tulare County.

Tulare County and the Fresno COG Rail Committee are concerned that the proposed abandonment will negatively impact the economic development prospects of communities served by the branchline and the region's air quality, would sever a vital link in transporting goods from farm to market, and would preclude any future potential use of the rail line for passenger rail service. The Rail Committee is also concerned about the precedent-setting nature of this abandonment for future abandonments along the branchline extending to and into Fresno County, with similar economic and environmental repercussions.

This action of the Fresno COG Rail Committee will be referred to the Fresno COG Board later this month for its review and potential further action. If you have any questions, please feel free to contact either myself at (559) 906-0017 or by email at tom@movethetracks.org or Fresno COG staffperson Clark Thompson at (559) 233-4148 or by email at clarkt@fresnocog.org. Thank you for your consideration.

Sincerely,

Clark Thompson, for

Thomas Bailey, Chairman
Fresno COG Rail Committee

Cc: Paul Saldana, President and CEO
Tulare County Economic Development Corporation
Ted Smalley, Executive Director
Tulare County Association of Governments

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

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).

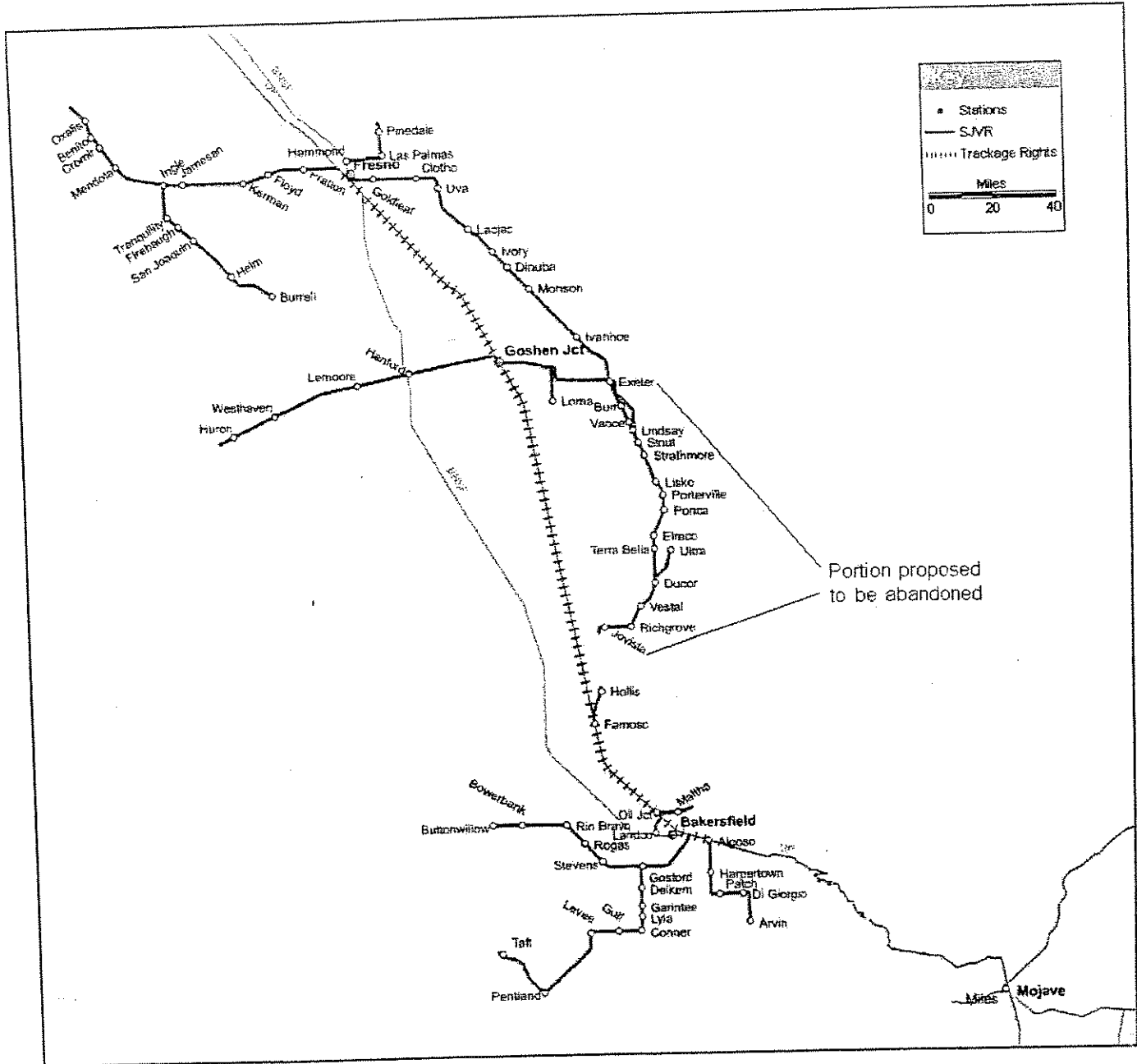
FISCAL IMPACT:

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:

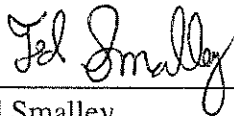
ABSTAIN: Zimmerman.

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS



Allen Ishida
Chair, TCAG



Ted Smalley
Executive Director, TCAG