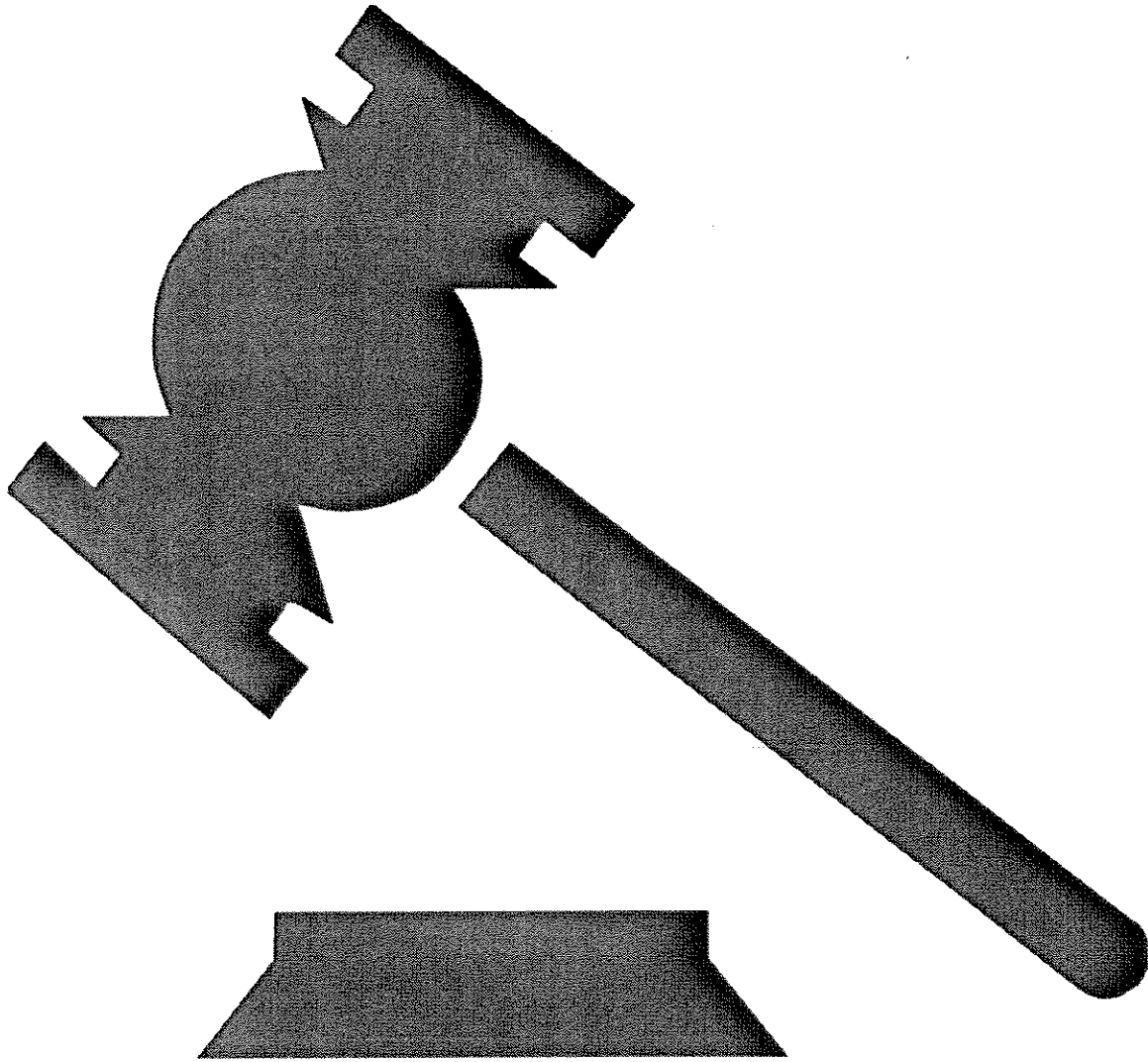




***TRANSPORTATION
— CONSENT ITEMS
AGENDA ITEMS III. A-F.***

2008/09
COUNCIL OF FRESNO COUNTY GOVERNMENTS
STATE TRANSIT ASSISTANCE FUND
APPORTIONMENT TO MEMBER AGENCIES
Final Estimate

12/01/08

PUC 99313 POPULATION 3,747,517
PUC 99314 OPERATOR 585,611

2008/09 Fund Estimate Per State Controller

4,333,128

This estimate is subject to change during the fiscal year.

MEMBER	CENSUS POPULATION 01/01/08	PERCENT	GROSS AMOUNT AVAILABLE	NET FOR 99314 OPERATOR	NET FOR 99313 POPULATION
Clovis	94,278	10.13%	384,000	4,546	379,454
Coalinga	19,063	2.05%	76,725		76,725
Firebaugh	6,811	0.73%	27,413		27,413
Fowler	5,572	0.60%	22,426		22,426
Fresno City	486,116	52.21%	2,511,217	554,682	1,956,535
Huron	7,553	0.81%	30,402		30,402
Kerman	13,878	1.49%	55,857		55,857
Kingsburg	11,257	1.21%	45,308		45,308
Mendota	9,787	1.05%	39,391		39,391
Orange Cove	10,774	1.16%	43,364		43,364
Parlier	13,325	1.43%	53,631		53,631
Reedley	25,584	2.75%	102,971		102,971
Sanger	25,046	2.69%	100,806		100,806
San Joaquin	4,521	0.49%	18,196		18,196
Selma	23,284	2.50%	93,714		93,714
Fresno Co.	174,249	18.69%	701,324		701,324
FCRTA			26,383	26,383	
FCEOC					
TOTALS	931,098	100.0%	4,333,128	585,611	3,747,517



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
650 Capitol Mall, Suite 4-100
Sacramento, CA. 95814
November 17, 2008

IN REPLY REFER TO
HDA-CA
Document #: S52247

Mr. Will Kempton, Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Attention: Federal Resources Office, M.S. #82
For Rachel Falsetti, Transportation Programming

Dear Mr. Kempton:

SUBJECT: Revised Federal – Statewide Transportation Improvement Program (FSTIP)
Amendment and Administrative Modification Procedures.

For the past few months, a subcommittee of the California Federal Programming Group (CFPG) consisting of representatives from the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and Metropolitan Planning Organizations (MPOs) throughout the State have collaborated on revisions to the current FSTIP/FTIP amendment and administrative modification procedures. These revisions were necessitated by the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), which defined an administrative modification.

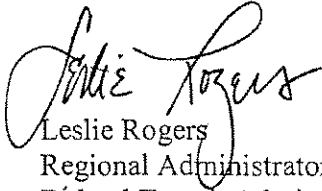
Attached are the revised procedures detailing what specific types of programming changes to the FSTIP/FTIPs may be made as administrative modifications, for which approval has been delegated to the State, and what changes must be submitted to FHWA and/or FTA for approval as amendments (per the July 15, 2004 MOU between FHWA – CA and FTA Region 9). These procedures are intended to clarify the parameters of an administrative modification.

In addition, as agreed to, to ensure that adequate financial capacity exists to make administrative modifications, Caltrans will document that financial capacity is available and included in the FSTIP. In processing administrative modifications, the financial capacity will be documented in each administrative modification and each MPO will adjust its financial plan at its next formal amendment to reflect the changes made by previous administrative modifications.

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If you have any questions regarding the attached procedures, please contact Ray Sukys, FTA, at 415-744-2803 (Raymond.Sukys@dot.gov) or Sue Kiser, FHWA, at 916-498-5009 (Sue.Kiser@fhwa.dot.gov).



Leslie Rogers
Regional Administrator
Federal Transit Administration, Region IX

Sincerely,



For
Gene K. Fong
Division Administrator
Federal Highway Administration, CA Div.

Enclosure

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Procedures for Federal – Statewide Transportation Improvement Program (FSTIP) Amendments and Administrative Modifications

The following procedures are applicable for processing amendments and administrative modifications to the Federal – Statewide Transportation Improvement Program (FSTIP). In accordance with the provisions of 23 CFR 450, Federal Transportation Improvement Programs (FTIP) developed by Metropolitan Planning Organizations (MPOs) are incorporated into the FSTIP and, as such, these procedures are also applicable to FTIPs.

In accordance with 23 CFR 450.216(c), projects in the recognized four-year period of the FSTIP may be delivered in any of the FSTIP program years subject to the project selection requirements of 23 CFR 450.222. Such modifications do not require approval, provided expedited project selection procedures have been adopted in accordance with 23 CFR 450.332 and the required interagency consultation or coordination is accomplished and documented. These changes should be accounted for through subsequent amendments or modifications to the FSTIP/FTIPs. Changes to illustrative projects or others that have been included for informational purposes only do not require administrative modifications or amendments.

1. Definitions:

- A. Administrative modifications are minor changes to the FSTIP/FTIP that do not require a conformity determination, a demonstration of fiscal constraint or a public review and comment period. Administrative modifications can be processed in accordance with these procedures provided that they:
 - i. Revise a project description without changing the project scope or conflicting with the environmental document;
 - ii. Revise the funding amount listed for projects or project phases. Additional funding is limited to the lesser of 25 percent of the total project cost or \$5 million, and programming capacity has to be available in the FSTIP/FTIP prior to programming the modification, and documented in the support materials;
 - iii. Cost decreases have no cap, however, the request to reduce the cost must originate from the project sponsor and include an explanation for the decrease;
 - iv. Change sources of funds;
 - v. Change a project lead agency;
 - vi. Program federal funds for Advance Construction conversion;
 - vii. Change program year of funds with the 4-year FTIP/FSTIP, provided Expedited Project Selection Procedures are in place;
 - viii. Split or combine individually listed projects, provided cost, schedule and scope remain unchanged;
 - ix. Change required information for grouped or lump sum project listings; or,
 - x. Add or delete projects from grouped or lump sum project listings provided the funding amounts stay within the funding change guidelines above (see Section ii).
 - xi. Administrative modifications are allowed for the re-programming of projects for which CMAQ funds were transferred to FTA in the prior FTIP and the FTA had not approved the grant yet. The project can be programmed in the current FTIP via administrative modification as long as there is no change in the original scope or cost, and the project needs to be programmed with “FTA 5307 (CMAQ Transfer Funds)” in the FTIP.

- xii. Administrative modifications may be used for programming FTA projects from the previous FTIP. The project can be programmed into the current FTIP via administrative modification as long as there is no change in the original scope or cost. Prior year funding must be differentiated from the current year funding by including narrative in the project description (or in "CTIPS MPO Comments" section) stated the year, amount and nature of the prior year funds.
- xiii. Make minor changes to the FTA funded grouped project listings. Minor changes include changing the number of transit vehicles purchased by 20% or less and changes to the fuel type of transit vehicles. MPO needs to take the change through its interagency consultation procedures to confirm that the change in scope is minor.

B) Amendments or Formal Amendments are all other modifications to FSTIP/TIP that are not Administrative Actions.

2. Procedures:

A. Administrative Modifications

Each MPO-approved administrative modification will be forwarded to Caltrans Division of Transportation Programming for approval on behalf of the Governor. If the MPO Board has delegated approval of administrative modifications to the MPO Executive Director, the MPO will need to provide copies of the delegation to Caltrans, FHWA, and FTA.

The MPO will provide copies of administrative modifications submitted to Caltrans for approval to FHWA and/or FTA for informational purposes. In addition, the MPO will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for. Once approved by Caltrans, on behalf of the Governor, the administrative modification will be incorporated into the FSTIP and no Federal action will be required. Caltrans will notify the MPO, FHWA and FTA of the approved administrative modification.

B. Amendments

Amendments to the FSTIP must be developed in accordance with the provisions of 23 CFR 450.326 and/or 23 CFR 450.216, and approved by the FHWA and/or FTA in accordance with 23 CFR 450.218, 23 CFR 450.328 and the July 15, 2004 MOU between FHWA – CA and FTA Region 9. Each MPO-approved amendment will be forwarded to Caltrans Division of Transportation Programming for approval on behalf of the Governor. To expedite processing, the MPO will also forward a copy of the submitted amendment to FHWA and FTA at the same time the amendment is sent to Caltrans. Once approved by Caltrans on behalf of the Governor, Caltrans will forward the amendment to FHWA and/or FTA for Federal approval. Once approved by FHWA and/or FTA, the amendment will be incorporated into the FSTIP. The FHWA and/or FTA approval letter will be addressed to Caltrans, with copies sent to the MPO.

3. Dispute Resolution

If a question arises on the interpretation of what constitutes an administrative modification or amendment, Caltrans, the MPO, FHWA and FTA will consult with each other to resolve the question. If after consultation, the parties disagree regarding what constitutes an administrative modification or amendment, the final decision rests with the FTA for transit projects and FHWA for highway projects.

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APPENDIX I ***FTIP Amendment Procedures***

Proposed Update December 2008

FTIP Amendment Procedures

The Council of Fresno County Governments as a federally designated Metropolitan Planning Organization (MPO) adopts a Federal Transportation Improvement Program (FTIP), which includes projects and sets priorities for federal transportation funding. Federal regulations require fairly strict adherence to the projects and priorities (schedules) contained within the adopted FTIP. Normally, changes can only be made if the FTIP is formally amended. That process, which requires State and Federal approval, can take up to several months to facilitate.

Current federal regulations [Title Code 23 of Federal Regulations Part 450.332-c] provide MPOs the ability to adjust FTIP project schedules and make minor changes without the need for a "Formal" Amendment. Under certain circumstances, FTIP change approvals may be delegated to the COG Executive Director, and approved without formal Policy Board review. The COG Policy Board has adopted "Formal Amendment-Director Delegation" and "Administrative Modification" procedures providing this flexibility.

A major part of the FTIP is the four-year "Element". Federal guidance requires that the FTIP be delivered in the following manner:

- All projects (as a group) shown in the first year of the Element shall have first priority.
- All projects (as a group) shown in the second year of the Element shall have second priority; and
- All projects (as a group) shown in the third year of the Element shall have third priority.
- All projects (as a group) shown in the fourth year of the Element shall have fourth priority.

The significance of this method is that the federal government expects the Fresno COG to make every effort to complete first year projects before second year projects, the second year projects before third year projects, and the third year project before the fourth year projects. In theory, failure to do so could throw the entire program into chaos with second, third, or fourth year projects being held up due to the inability of a single first year project to proceed. In practice, the federal reviewing agencies have generally been satisfied if significant progress is being made to implement all first year projects, even if one or more projects happen to slip into the next year. However, if a project is stalled or is no longer going to be implemented, Fresno COG is required to recognize this fact and adjust the FTIP.

Different restrictions apply to projects that can qualify as Transportation Control Measures (TCMs). In accordance with federal air quality regulations, Fresno COG is required to expeditiously implement all TCMs. If programmed TCM projects are unavoidably delayed, other TCMs must be advanced, least we risk jeopardizing the entire program.

FTIP Amendment Process

The FTIP "Formal Amendment-Director Delegation" and "Administrative Modification" Procedures allow staff the administrative flexibility to respond to changing FTIP conditions by eliminating several "time consuming" procedural steps related to "minor changes" in the FTIP; particularly changes to the Regional Surface Transportation Program (RSTP), Congestion Mitigation & Air Quality (CMAQ) Program, and the Transportation Enhancement Activities (TE) Program.

With passage of AB 1012, better known as the "use it or lose it" legislation, local governments are required to process their RSTP and CMAQ projects in a timely manner. By speeding up the time it takes to make formal programming adjustments, the strict timing requirements as established under AB 1012 can be better met.

FTIP Amendment Cycles

Fresno COG in cooperation with the Federal Highway Administration and Caltrans have entered into an agreement to regulate the number of FTIP Amendment Cycles in order to help federal and state agencies insure for a more expeditious review of Regional FTIP Amendments. As a part of the agreement, Fresno COG would consider limiting the number of FTIP Amendment Cycles to one per two-month period, with exceptions as needed for safety or emergency reason. Fresno COG would be responsible for verifying that urgent requests for amendments meet the criteria for exceptions. FHWA and Caltrans, likewise, have agreed to provide expeditious review of Fresno COG FTIP Amendments.

It is understood that future consideration will be made to limit the number of amendments to one per three-month period.

FTIP "Formal Amendment-Director Delegation"

Fresno COGs Amendment Procedures include "Formal Amendment-Director Delegation", which allows the amendment process to be streamlined in limited instances. Procedurally, the only difference between a "Formal Amendment-Director Delegation" and a "Formal Amendment" is that the COG Executive Director without COG Policy Board approval can approve the "Director Delegation". Such an amendment would still require full state and federal approval. However, by removing the need for COG Board approval, up to a full month of processing time can be eliminated. This timesaving could be critical for a safety project. The following FTIP "Formal Amendment-Director Delegation" criteria shall apply:

1. The project is a safety project intended to address a public safety concern.
 2. The project to be amended into the FTIP must qualify as an "Exempt" project under Articles 51.460 of the Environmental Protection Agency's Transportation Conformity Rule.
 3. The project must not affect the existing FTIP Financial Plan and have a verified fund resource for inclusion (i.e., the project must not adversely impact financial constraint).
-

4. No programmed FTIP project can be delayed or hindered in any way by the inclusion of the new project unless the project is a substitution and the project sponsor(s) concur with the substitution.
5. The project must be consistent with the adopted and federally approved Regional Transportation Plan.
6. The project must not interfere with the timely implementation of Transportation Control Measures.
7. The project changes do not affect the regional emissions analysis.

All other Formal Amendments not meeting the criteria above must be approved by the Fresno COG Policy Board.

FTIP “Administrative Modification”

FTIP “Administrative Modification” procedures are used whenever a “minor” change related to project cost, description, scheduling, funding sources, or other defined minor changes within the four-year element occur. The COG Executive Director shall have the delegated authority to approve Administrative Amendments and select Formal Amendments.

Administrative amendments include minor changes to project cost, schedule, description, or funding sources. Administrative amendments require action by Fresno COG and approval by Caltrans. Federal agencies are notified, but do not take approval action on administrative amendments. Public notification of an administrative amendment is posted on Fresno COG’s website at the time of action, and subsequently posted on Caltrans website after Caltrans’ approval. The following FTIP “Administrative Amendment” criteria shall apply per FHWA, FTA, and Caltrans 11/13/08 Agreement.

Basic Criteria:

- i. Revise a project description without changing the project scope or conflicting with the environmental document;
 - ii. Revise the funding amount listed for projects or project phases. Additional funding is limited to the lesser of 25 percent of the total project cost or \$5 million, and programming capacity has to be available in the FSTIP/FTIP prior to programming the modification, and documented in the support materials;
 - iii. Cost decreases have no cap, however, the request to reduce the cost must originate from the project sponsor and include an explanation for the decrease;
 - iv. Change sources of funds;
 - v. Change a project lead agency;
 - vi. Program federal funds for Advance Construction conversion;
 - vii. Change program year of funds with the 4-year FTIP/FSTIP, provided Expedited Project Selection Procedures are in place;
 - viii. Split or combine individually listed projects, provided cost, schedule and scope remain unchanged;
 - ix. Change required information for grouped or lump sum project listings; or,
-

- x. Add or delete projects from grouped or lump sum project listings provided the funding amounts stay within the funding change guidelines above (see Section ii).
- xi. Administrative modifications are allowed for the re-programming of projects for which CMAQ funds were transferred to FTA in the prior FTIP and the FTA had not approved the grant yet. The project can be programmed in the current FTIP via administrative modification as long as there is no change in the original scope or cost, and the project needs to be programmed with "FTA 5307 (CMAQ Transfer Funds)" in the FTIP.
- xii. Administrative modifications may be used for programming FTA projects from the previous FTIP. The project can be programmed into the current FTIP via administrative modification as long as there is no change in the original scope or cost. Prior year funding must be differentiated from the current year funding by including narrative in the project description (or in "CTIPS MPO Comments" section) stated the year, amount and nature of the prior year funds.
- xiii. Make minor changes to the FTA funded grouped project listings. Minor changes include changing the number of transit vehicles purchased by 20% or less and changes to the fuel type of transit vehicles. MPO needs to take the change through its interagency consultation procedures to confirm that the change in scope is minor.

Changes to illustrative projects or others that have been included for information purposes only do not require administrative modifications or amendments.

Amendments or Formal Amendments are all other modifications to the FTIP that are not Administrative Actions.

Amendments and modifications are subject to different public participation and interagency consultation requirements. These processes are more fully described in Fresno COGs Public Participation Plan.

FTIP "Expedited Project Selection Procedures"

The State, the Council of Fresno County Governments and transit operators have implemented a project selection process for its Federal Transportation Improvement Program (FTIP) as required by Federal Regulations 23 Code of Federal Regulations (CFR) Part 450 and Title 23 United States Code (USC), and as outlined on the following table. The State, Council of Fresno County Governments and transit operators have selected all of the projects in the first four years of the FTIP based on the attached table for Project Selection Procedures. It has been agreed by all member agencies represented by the Council of Fresno County Governments, the California Department of Transportation (Caltrans), and the transit operators per 23 CFR 450.332, that the projects within the first four years of the FTIP may be advanced within the Four-Year Element (Element) of the Federal Statewide Transportation Improvement Program

(FSTIP) subject to the conditions of the Expedited Project Selection Procedures outlined below.

The projects within the State Transportation Improvement Program (STIP) may be advanced subject to amendments approved by the California Transportation Commission CTC to the STIP.

The projects funded within the RSTP and CMAQ program may be moved subject to the Council of Fresno County Governments Expedite Projects Selection Process (attached).

Fresno COG and Caltrans agree that the Caltrans Program Managers for the following programs may implement projects within the four year FSTIP element without amending the FTIP/FSTIP.

State Highway Operation and Protection Program (SHOPP)
Highway Bridge Program (HBP)
Hazard Elimination and Safety Program (HSIP)
Safe Routes to School Program (SRTS/ SR2S)
High Risk Rural Roads Program (HRRR)
Section 130 - STP Railroad Program
Highway Safety Improvement Program (HSIP)

Council of Fresno County Governments designates Executive Director Barbara Goodwin to sign below acknowledging that advancing of projects under such agreement does not invalidate the financial constraint of its FTIP.

Tony Boren, Executive Director

Date:

Project Selection Procedures - Consultation and Cooperation Requirements

Region	Project Type	Selecting Agency	Selection Procedure	Consulted/ cooperating Agency
TMA MPO	Projects funded with title 23 and Federal Transit Act funds-except: projects on the, NHS, HBP, IM and FLHP funded projects	MPO	Consultation	State and Transit Operator
	Projects on the Highway-Railroad Grade Separation, NHS, and projects	State	Cooperation	MPO

	funded under the HBP and IM programs			
	Projects funded with Federal Lands Highway Program (FLHP) funds	Selected in accordance with 23 U.S.C. 204		

These changes should be accounted for through subsequent amendments or modifications to the FSTIP/FTIPs.

Council of Fresno County Governments Expedited Project Selection Process

The COG Policy Board hereby establishes guidelines for programming the Surface Transportation (STP) program and Congestion Mitigation and Air Quality (CMAQ) program to insure timely project delivery within federal and state funding deadlines.

It is the responsibility of the implementing agency at the time of programming to understand the requirements and procedures for authorizing a project through Caltrans Local Programs and insure the deadlines and provisions of project delivery can be met.

COG staff will actively monitor all RSTP and CMAQ projects regarding the funding authorization, implementation schedule, and obligation status in order to identify delivery issues as they arise and make determinations on project placement in the FTIP based on this policy. Appeals to this decision process must be taken through the COG committee process to the policy board.

Projects Eligible for Programming

To be eligible for programming in the FTIP a project must be included in a list of Lifeline and/or Regional Bid projects authorized by the COG Board. COG staff will endeavor to provide targets for Lifeline and Regional Bid programs based on estimated apportionments during the life of the federal-aid appropriation.

Lifeline — Lifeline targets are authorized in advance at the beginning of the federal-aid highway act appropriation cycle. Lifeline is an amount available to each member based on the members' population share and highway maintained mileage. Projects are selected by member agencies subject to federal eligibility requirements, FTIP Amendment procedures/policies, and programming capacity in the FTIP. Members may move Lifeline funding from project to project to fit their internal program requirements. Project savings from closed out lifeline projects are vested with the member and can be moved to other projects that meet Federal regulations for the type of funding involved.

Regional Bid — Regional Bid pot targets are determined by estimating the residual remaining in the federal-aid appropriation after the Lifeline amounts are calculated. Regional Bid projects are selected in cycles by a "Call For Projects" process. Supplemental cycles may be required toward the end of the federal-aid appropriation to adjust for differences in actual appropriation. The selection and scoring criteria to identify these projects has been adopted by the COG Policy Board through an extensive

regional consensus process in conformance with 23 CFR 450.332. Once selected on regional merits, a Regional Bid project should be delivered. Changes in scope are allowed up to 20% of the total cost of the project if resources are available. A project sponsor may apply Lifeline to a Regional Bid project but not the reverse. Regional Bid funds from a canceled project, or project savings from closed out Regional Bid projects do not vest with the project sponsor; however, these funds may be used in funding up to a 20% overrun in other Regional Bid Project costs or returned to the Regional Bid pot to be applied to the next eligible project that was not funded from the most recent Call For Projects list.

Programming the FTIP

Working through the COG regional consensus process, staff will program the authorized list of eligible Lifeline and Regional Bid projects in the Element of the FTIP until all available programming capacity has been consumed. The remaining projects are then programmed in the "Out Years" of the FTIP. As additional programming capacity becomes available, the "Out Year" projects provide a pool of authorized projects to move into the Element. To move Out Year projects into the Element requires a formal FTIP amendment including a finding of Financial Constraint on the entire FTIP.

When determining the split between projects in the Element and Out Years various factors may be considered.

- The status of the project as a Lifeline or Regional Bid project
- The priority assigned the project on the Call for Projects list.
- The phasing and deliverability schedule of the project or project phase.
- The status of previously programmed project phases.
- The status of the project as a Capital Procurement or Transit Operations (CMAQ).
- The track record of the project sponsor in delivering projects on schedule.
- The status of the project as having been previously programmed in the Element or Out Years.

Placement in the Four-Year Element

To be considered for placement in the Four-Year Element of the FTIP a project sponsor must submit an implementation schedule by year showing a logical planned obligation of the various phases (PE, ROW, CON). Failure to adhere to this schedule may result in the project being rescheduled. Criteria for this implementation schedule should include but not be limited to;

- Securing political commitments and authorization from local boards
 - Securing required matching funds
 - Fulfilling the requirements of Caltrans Local Programs
 - Securing required permits, certifications, and waivers
 - Completion of preliminary environmental and design studies
 - Right of way certification
 - Completion of final design
 - Readiness to bid construction
-

Depending on the requirements of the project, the implementation schedule may be simple or quite complex. COG staff will schedule the projects in the Element based on this implementation schedule subject to the availability of programming capacity.

Projects with multiple phases (PE, ROW, CON) must have a reasonable expectation that the preliminary phases can be completed prior to programming subsequent phases in the current Element. Project Sponsors must be cognizant of Local Programs requirements affecting the phasing of their projects. For instance, a project cannot proceed to final design, right of way acquisition, or construction until a Preliminary Environmental Study (PES) identifies the environmental condition of the project area and proposes mitigation if required. Furthermore, final construction cannot begin until Caltrans issues an environmental certification (if required), the local agency has certified Right of Way (if included) and final plans and specs have been submitted to Caltrans along with a PSE checklist. It follows that any project with significant environmental mitigation requirements identified on the PES, unresolved Right of Way issues, or issues with final design can not be obligated for the affected project phase until those issues are resolved. Project sponsors must identify those issues that can delay their project and document a reasonable expectation, schedule and commitment to complete required preliminary phases before requesting subsequent project phases be placed in the current Element Year.

Lump sums programmed in the Element must be accompanied by a detailed list identifying the specific deliverable project phases of the Lump sum. Lump sum project sponsors must be able to demonstrate the deliverability of the individual projects and project phases.

It is understood by all COG member agencies, which includes all public transit operators within Fresno County, that while the above discussion of project placement within the financial element explains the method used for initial placement of the regions projects within the FTIP, approval of this "Expedited Project Selection" process will provide the COG Policy Board the flexibility to alter the order of projects within the Element of the FTIP to fit the priorities and needs of the transportation program in Fresno County without "Formal" or "Administrative" to the approved FTIP.

Failure to Deliver

Projects that are programmed in the current Element year that fail to obligate on schedule represent a potential loss of Apportionment to the region unless another project advances to use the available Apportionment. For this reason if a project falls behind in schedule it may be necessary to replace it with another project that has a reasonable chance of obligating. Depending on the apparent demonstrated commitment of the project sponsor to deliver the project; the nature of the delay; and, the availability of programming capacity in the Four-Year Element the project may be rescheduled to the second, third, or fourth year of the Element or to the Out Years.

The FTIP is completely revised every four years. At the end of the first year, projects in the first year of the Element that did not obligate or move back are considered "Prior Year" projects. In order to obligate those projects in the subsequent year an administrative amendment must be processed transferring the projects back into the

new current Element year. However, at the end of the fourth year when the FTIP is revised, all Prior Year projects must be reprogrammed in the Element or they become "Out Year" projects.

Loss of Funds through AB 1012 or decreased apportionment

AB 1012 is apportionment specific. The MPO has three years including the year of apportionment to obligate each apportionment (i.e. the 2006/07 apportionment expires at the end of the 2008/09 fiscal year). The estimated amount of available apportionments is calculated when setting the Lifeline and Regional Bid targets. Should actual apportionments come in significantly lower than those estimates, or should delayed project delivery cause a loss of apportionments via AB 1012, staff will re-estimate the capacity to deliver the program using remaining apportionments. If this results in removing projects from the pool of Lifeline and Regional Bid project list, staff will identify candidate projects for the COG Policy Board to consider for removal. Factors to be considered when identifying projects for removal will include the age of the project and failure to meet committed scheduling.

Project Obligation, Implementation and Close Out

Projects have seven years (state requirement) from the first obligation to proceed to completion and close out. A one time, one year extension may be requested. Projects that lapse unclosed may be subject to repayment by the local sponsoring agency of federal funds to the funding agency.



Council of Fresno County Governments 2007 Public Participation Plan



**PROPOSED:
MINOR MODIFICATION #1**

TO BE ADOPTED 12/18/08

**2035 Tulare Street, Suite 201
Fresno, CA 93721
Phone: 559-233-4148
Fax: 559-233-9645
Website: www.fresnocog.org**

Outreach for RTP Amendments

As such, the public participation process for RTP amendments follow the requirements as outlined for the FTIP, as applicable.

B. Federal Transportation Improvement Program (FTIP)

The Federal Transportation Improvement Program (FTIP) implements the policy and investment priorities expressed by the public and adopted by Fresno COG in the Regional Transportation Plan (RTP). In this way, public comments made as part of the RTP are reflected in the FTIP as well. The FTIP covers a four-year timeframe, and all projects included in the FTIP must be consistent with the RTP. The FTIP is a comprehensive listing of Fresno County Area surface transportation projects — including transit, highway, local roadway, bicycle and pedestrian investments — that:

- receive federal funds, or are
- subject to a federally required action, or are
- regionally significant, for federal air quality conformity purposes.

The FTIP includes a financial plan that demonstrates there are sufficient revenues to ensure that the funds committed (or “programmed”) to the projects are available to implement the projects or project phases. Adoption of the FTIP also requires a finding of conformity with federal transportation-air quality conformity mandates.

The FTIP is updated every two years, with amendments occurring as needed. FTIP updates are generally considered similar to the Type 5 amendment (see below), and follow a similar public participation process. For FTIP Amendments, FHWA identifies six types, each with specific participation requirements, as indicated below.

Expedited Project Selection Procedures (EPSP) allows eligible projects to be moved between FTIP fiscal years as long as the project cost and scope do not change. Fresno COG staff is federally authorized to utilize EPSP without additional State or Federal approval action. Fresno COG does not require a formal public participation process for EPSP actions. A more detailed description of the EPSP is available from Fresno COG staff upon request.

Federal rules allow MPOs to group or combine projects that are not considered to be of appropriate scale for individual listing. Such grouped projects are often referred to as “Lump Sum Project Listings.” Fresno COG uses this ability to program lump sums within the FTIP. Such projects may be grouped by function (e.g., bike lanes), work type (e.g.,

maintenance), or geographical area. Once grouped, the MPO is required to maintain, outside of the FTIP, a detail list of the projects contained in each group.

Modifications to the projects or costs within the lump sum listings are conducted on an as needed basis and do not require a formal public participation process. However, any changes to the overall lump sum costs or scope are done in accordance with the amendment types below. Lump sum project listings are made available through the Fresno COG website and distributed to Caltrans and FHWA.

Amendment Type 1. Administrative Modification

Administrative amendments include minor changes to project cost, schedule, description, or funding sources. Administrative amendments require action by Fresno COG and approval by Caltrans. Federal agencies are notified, but do not take approval action on Type 1 amendments. Public notification of an administrative amendment is posted on Fresno COG's website at the time of action, and subsequently posted on Caltrans website after Caltrans' approval.

Deleted: scope

Amendment Type 2. Formal Amendment – Funding Changes

Type 2 amendments primarily include project cost changes that are greater than 25% of the total project cost or \$5 million, whichever is higher. Type 2 amendments require approval by Fresno COG, Caltrans, and FHWA. Publicly accessible notification of a Type 2 formal amendment is posted on Fresno COG's website at least 14 days prior to action, and distributed to local agency partners through Fresno COG's standing committees. Fresno COG will consider public comments on the amendment prior to approval action.

Deleted: 20

Deleted: 2

Amendment Type 3. Formal Amendment – Exempt Projects

Type 3 amendments primarily include adding or deleting projects that are exempt from regional air quality emissions analyses. These amendments typically include transit or safety projects. Type 3 amendments require approval by Fresno COG, Caltrans, and FHWA. Public notification of a Type 3 formal amendment is posted on Fresno COG's website at least 14 days prior to action, and distributed to local agency partners through Fresno COG's standing committees. Fresno COG will consider public comments on the amendment prior to approval action.

Amendment Type 4. Formal Amendment – Conformity Determination that Relies on a Previous Regional Emissions Analysis

Type 4 amendments primarily include adding or deleting projects that have already been appropriately modeled for air quality purposes as part of the RTP. In this case, the federal approving agencies can use a previous analysis of the project's impact on air quality for approval purposes. Type 4 amendments may be accompanied by an RTP amendment to maintain consistency. The FTIP amendment and RTP Amendment (if applicable) follow the same public process. Type 4 amendments require approval by Fresno COG, Caltrans, and FHWA. Public notification of a Type 4 formal amendment includes the following:

- Legally noticed 30-day public comment period
- Legally noticed public meeting
- Posting of amendment information on Fresno COG's website during public comment period
- Publishing amendment information as part of the following publicly available Fresno COG agendas: Transportation Technical Committee, Policy Advisory Committee and Fresno COG Policy Board
- Consideration and response to public comments received during comment period

Amendment Type 5. Formal Amendment – Conformity Determination and New Regional Emissions Analysis

Type 5 amendments are the highest level amendment and primarily involve adding or deleting new projects that must be modeled for their air quality impacts, or significantly changing the design concept, scope, or schedule of an existing project. Type 5 amendments are accompanied by a new Air Quality Conformity Document that demonstrates conformity with applicable air quality requirements, and if applicable, an RTP amendment to maintain consistency. The FTIP amendment, Air Quality Conformity Document, and RTP Amendment (if applicable) follow the same public process. Type 5 amendments require approval action by Fresno COG, Caltrans, and FHWA. Public notification of a Type 5 formal amendment includes:

- Legally noticed 30-day public comment period
- Legally noticed public meeting
- Posting of amendment information on Fresno COG's website during public comment period

- Publishing amendment information as part of the following publicly available Fresno COG agendas: Transportation Technical Committee, Policy Advisory Committee, and Fresno COG Policy Board
- Consideration and response to public comments received during comment period

Public Participation Plan

Major revisions or updates to the Fresno COG Public Participation Plan include a 45-day public review period and public hearing. Fresno COG staff will conduct a periodic review of the effectiveness of the Public Involvement Process to determine if current strategies are effective.



DATE: October 31, 2008

TO: 2008/09 Environmental Enhancement and Mitigation Program Applicants

FROM: Patrick Kemp, Assistant Secretary
Administration and Finance/EEM Program Manager

The Resources Agency and Caltrans are pleased to announce the joint release of the Guidelines and Application for the Environmental Enhancement and Mitigation Program (EEMP) for the 2008-09 grant cycle, which began July 1, 2008.

You may access the EEMP Guidelines and Application at <http://www.resources.ca.gov/eem/>. The Guidelines includes information to assist you in preparing an application for funding. Please be sure to read the Guidelines in their entirety for important information on project eligibility and evaluation criteria.

The final application submission date is **Monday, December 22, 2008**. Applications must be received by the Resources Agency, 1416 Ninth Street, Suite 1311, Sacramento CA, 95814, no later than 4 p.m. on that date, to be considered for review.

All required documents must be included with the application packet (one original and seven copies) except for board resolutions (required for local and non-profit agencies.) Board resolutions may be submitted separately, within 30 days, if necessary.

The schedule for proposed projects must provide for project completion within three fiscal years beginning July 1, 2008. Grants are generally limited to \$350,000 each.

The Resources Agency will transmit its recommendations for funding to the California Transportation Commission (CTC) by early 2009. Applicants will be notified shortly thereafter. It is anticipated that the CTC will consider the recommendations at the March 2009 meeting. Applicants with projects recommended for funding must submit final environmental clearance documents to the CTC by Friday, February 29, 2009 in order to be considered for funding.

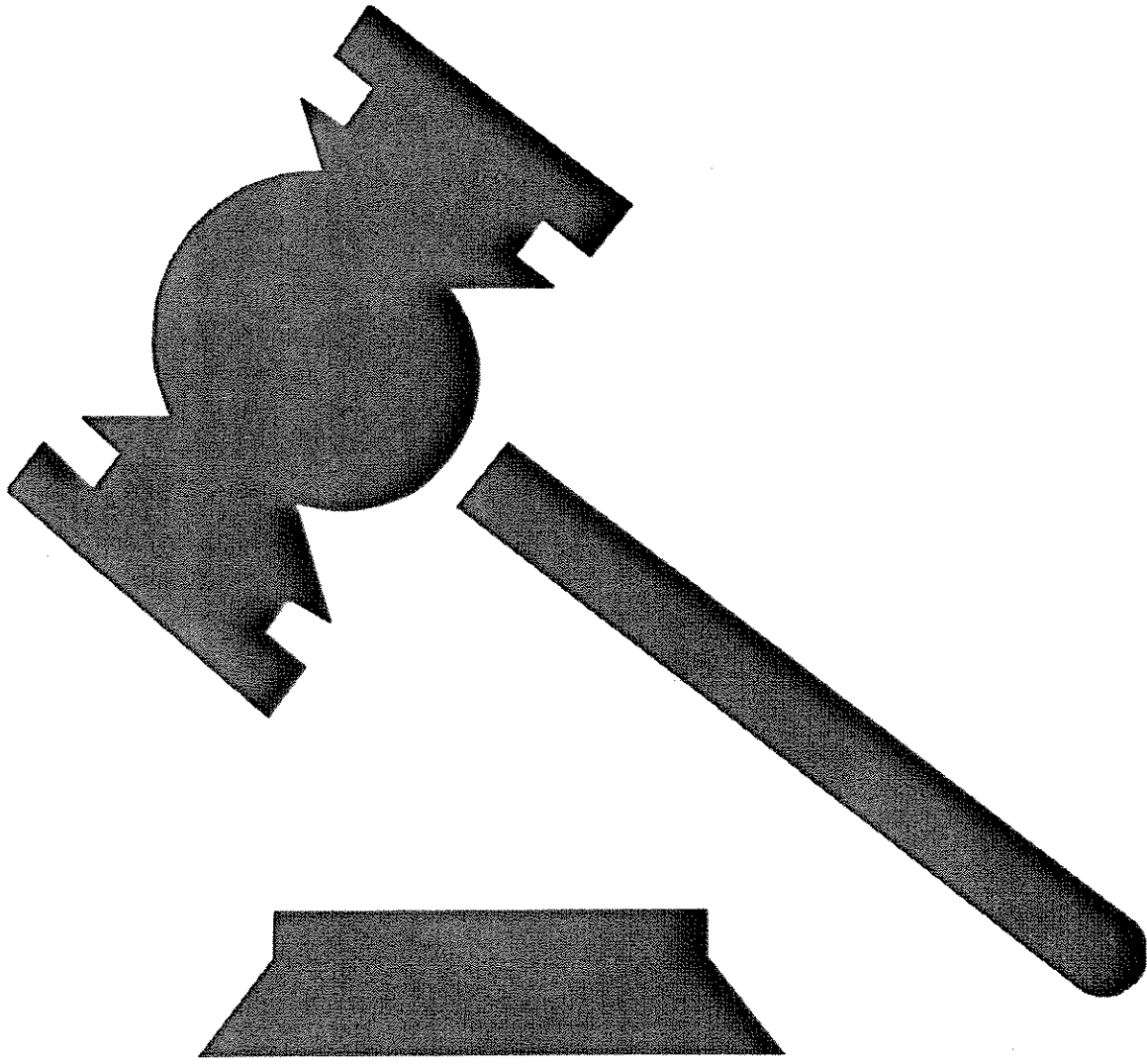
For more information about the EEM Program, visit the Caltrans Website at <http://www.dot.ca.gov/hq/LocalPrograms/EEM/homepage.htm>.

If you have any questions on the Guidelines or Application for the EEM Program, please contact Program Coordinator Laurie Heller at (916) 651-7593 or at eemcoordinator@resources.ca.gov.

1416 Ninth Street, Suite 1311, Sacramento, CA 95814 Ph. 916.653.5656 Fax 916.653.8102 <http://resources.ca.gov>

Baldwin Hills Conservancy • California Bay-Delta Authority • California Coastal Commission • California Coastal Conservancy • California Conservation Corps • California Tahoe Conservancy
Coachella Valley Mountains Conservancy • Colorado River Board of California • Delta Protection Commission • Department of Boating & Waterways • Department of Conservation
Department of Fish & Game • Department of Forestry & Fire Protection • Department of Parks & Recreation • Department of Water Resources • Energy Resources Conservation & Development Commission
Native American Heritage Commission • San Diego River Conservancy • San Francisco Bay Conservation & Development Commission
San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy • San Joaquin River Conservancy
Santa Monica Mountains Conservancy • Sierra Nevada Conservancy • State Lands Commission • Wildlife Conservation Board





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

Measure "C" Extension

2009 Short-Term Regional Transportation Program Handbook

Draft

December 3, 2008

1. INTRODUCTION

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

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

The Local Pass-Through Revenue Programs Handbook was adopted by the Council of Fresno County Governments (Fresno COG) in July 2007 and by the Authority in August 2007. That Handbook focuses on those Measure "C" funding programs that provide pass-through revenues to the local agencies under the Regional Transit Agencies Subprogram, the Local Allocation Subprogram, and the Pedestrian/Trail and Bicycle Facilities Subprograms. Fresno COG also adopted the Local Agency Handbook (Other Revenue Program Funding) in February 2008, and the Authority adopted the Handbook in April 2008. That Handbook focuses on the remaining subprograms under the Regional Transit Program and the Rail Consolidation and Transit Oriented Infrastructure for In-Fill Subprograms.

Since these two Handbooks were adopted by Fresno COG and the Authority, staff has been working with the Regional Transportation Subcommittee of the Measure "C" Steering Committee to develop implementation details related to the Regional Transportation Program, including the Short-, Mid- and Long-Term Regional Transportation Programs. The Measure "C" Regional Transportation Subcommittee is represented by each of the cities and the County, the Authority, Fresno COG, Caltrans, the Taxpayers Association, the League of Women Voters, the Building Industry, and economic development agencies in Fresno County.

The Measure "C" Regional Transportation Program is a very complex funding program that identifies how the regional urban and rural street and highway improvement projects listed in the Extension Expenditure Plan as "Tier 1" projects will be programmed over the 20-year life of the Measure. As a result, development of the program has required staff and the subcommittee to prioritize the Tier 1 projects and to consider the availability and timing of other funds in addition to Measure "C". Other funding sources include funds generated through the Regional Transportation Mitigation Fee (RTMF), a portion (75%) of State Transportation Improvement Program (STIP) funds, and other local funding. One component of this complex process is the Short-Term Regional Transportation Program, which is documented in this Handbook. Approval of this Handbook allows the local Tier 1 urban and rural street and highway projects listed in the Short-Term Regional Transportation Program to move forward without waiting for development and approval of the Mid- and Long-Term Regional Transportation Programs. Both the Mid- and Long-Term programs focus on State Highway or other more costly Tier 1 arterial and expressway projects.

The only remaining programs or subprograms to be fully developed as a part of this process are the Mid- and Long-Term Regional Transportation Programs and the School Bus Replacement Subprogram. Implementation details regarding these programs will be developed over the next few months. Once these programs are in final form, they will be combined with Programs in each of the two previously approved Handbooks (2007 and 2008), as well as this Handbook, to form the 2009 Measure "C" Extension Implementation Plan.

Table 1 provides an estimate of the amount of Measure "C" Regional Transportation Program funds expected over the life of the Measure and on an average annual basis. Upon request to the Authority in March or April of each year, an estimate of Program and Subprogram funds available for the next Fiscal Year can be provided. Final annual allocation estimates will be provided in June prior to the new Fiscal Year. The current estimate of Measure "C" funds over the 20-year period is based upon information contained in the Expenditure Plan. The estimates were provided by the Authority and use an annual 5% growth rate in sales tax revenues. The Expenditure Plan identified how the funds would be allocated over the 20-year period and includes general implementing guidelines for each of the six funding programs, including the program contained in this document.

The eligible portion of Measure "C" funding for the entire Measure "C" Regional Transportation Program is contained in this document and is included in Table 1 as the expected 20-year and annual funding amount. Tables 2 and 3 provide an overview of the Fiscal Year (FY) 2007/08 and FY 2008/09 funding from the Measure "C" Extension for the Regional Transportation Program. Figures in Table 2 are Measure "C" Extension funds collected during FY 2007/08, while figures in Table 3 are projected estimates for FY 2008/09. Measure "C" funding for the Short-Term Regional Transportation Program is a part of that total. Further detail regarding the specific amount of Measure "C" funding, as well as other available funding for the Short-Term Program, is contained in Section 2 of this Handbook.

TABLE 1
MEASURE "C" EXTENSION
Regional Transportation Program Funding
As Modified on 12/28/05

MEASURE "C" REAUTHORIZATION SALES TAX REVENUE	20 YEAR MEASURE "C" FUNDING TOTAL	AVERAGE ANNUAL MEASURE "C" FUNDING TOTAL	% OF MEASURE "C" FUNDING
<i>Total Measure "C" Extension Funding:</i>	\$1,714,400,000	\$85,720,000	100.00%
FUNDING ALLOCATION PROGRAMS			
Regional Transportation Program	\$520,800,000	\$26,040,000	30.4%
Urban (50%)	\$251,900,000	\$12,595,000	14.7%
Rural (50%)	\$251,900,000	\$12,595,000	14.7%

TABLE 2
MEASURE "C" FUNDING APPORTIONMENT
FY 2007/08

MEASURE "C" REAUTHORIZATION SALES TAX REVENUE	2007-08 MEASURE "C" FUNDING TOTAL	% OF MEASURE "C" FUNDING
<i>Total Measure "C" Extension Funding:</i>	\$54,303,480	100.00%
Regional Transportation Program ^{*1}	\$16,508,258	30.40%
Urban (50%)	\$7,982,612	14.70%
Rural (50%)	\$7,982,612	14.70%

^{*1} Remaining \$543,035 is allocated to the Fresno Airports Subprogram

TABLE 3
MEASURE "C" FUNDING APPORTIONMENT
FY 2008/09

MEASURE "C" REAUTHORIZATION SALES TAX REVENUE	2008-09 MEASURE "C" FUNDING TOTAL	% OF MEASURE "C" FUNDING
<i>Total Measure "C" Extension Funding:</i>	\$57,293,795	100.00%
Regional Transportation Program ^{*1}	\$17,417,314	30.40%
Urban (50%)	\$8,422,188	14.70%
Rural (50%)	\$8,422,188	14.70%

^{*1} Remaining \$572,938 is allocated to the Fresno Airports Subprogram

Purpose/Use of Handbook

This Handbook has been prepared by Fresno COG and the Authority to provide:

- ◆ A step by step process that eligible entities within Fresno County will follow to identify funding availability and eligibility, and to conduct the reimbursement process for eligible street and highway projects
- ◆ The best available understanding of when revenue will be available and how that revenue is to be available to eligible entities on a project by project basis

The Handbook by itself does not constitute a final funding commitment; the Authority will annually provide each responsible agency with the estimated funding by program. This Handbook is provided to eligible entities to use and report sales tax allocated for the "Short-Term Regional Transportation Program" described previously.

2. SHORT-TERM REGIONAL TRANSPORTATION PROGRAM IMPLEMENTING GUIDELINES

Understanding the Short-Term Regional Transportation Program

According to the *Measure "C" Extension Expenditure Plan*, roughly 30% of the Measure "C" funding is directed to capacity enhancing street and highway improvements in the Urban (Clovis and Fresno Spheres of Influence) and Rural (remaining County and rural cities) areas. The Expenditure Plan authorizes major new regional transportation projects to:

- ◆ Improve freeway interchanges
- ◆ Add additional lanes
- ◆ Increase safety
- ◆ Improve major commute corridors

These projects provide for the movement of goods, services, and people throughout the County. The funding program requires new growth and development within the County and each of the cities to contribute to regional street and highway project costs through establishment of the Regional Transportation Mitigation Fee (RTMF) program.

The Short-Term Regional Transportation Program addresses the first seven (7) years of the 20-Year Program or between Fiscal Years 2007/08 and 2013/14. The remainder of this Handbook primarily focuses on this Short-Term Program and only references the Mid- and Long-Term Regional Transportation Program when necessary to describe the funding and allocation process.

Urban and Rural Subprograms

Every Tier 1 project to be addressed in the Urban and Rural Subprograms over the life of the Measure is included in Tables 4 and 5 and graphically displayed in Figures 1 and 2. These projects will be funded using:

- ◆ Measure "C" funding (approximately **\$504 million**)
- ◆ Approximately 75% of the State Transportation Improvement Program (STIP) funding expected over the 20-year Measure (**\$316 million**) and other local, State or federal funding apportionments or (approximately **\$309 million**)
- ◆ Approximately **\$210 million** from developer fees. New growth and development throughout the County would be required to contribute to Tier 1 project costs as part of the Regional Transportation Mitigation Fee (RTMF) program and local traffic fee programs implemented by the cities of Clovis and Fresno. Details regarding the RTMF are available on the Fresno COG Website at www.fresnocog.org.

TABLE 4

REGIONAL TRANSPORTATION FUNDING PROGRAM - URBAN TIER 1

(The Tier 1 projects are in a generalized priority order. The funding order would be determined by Fresno COG during preparation of the biennial Expenditure Plan Update and could be affected by project cost benefit, project readiness, funding availability, etc.)

Project Identifier	Project Name	Project Limits	Project Description	Cumulative Inflated Costs
Tier 1 Projects				
A	SR 180 East	Clovis to Temperance	New 4 Lane Freeway within 6 Lane Right of Way	\$ 107,710,000
B	SR 180 West	Brawley to Hughes/ West	Funding Shortfall	\$ 81,695,000
C	SR 41/SR 168/SR 180	Added Capacity for Safe Connection Between State Routes	New Braided Ramps	\$ 72,000,000
D	Willow Avenue	Barstow to Copper	Complete to 6 Lane Divided/retrofit bike paths	\$ 18,843,000
E	Temperance Avenue	Bullard to Shepherd	Widen to 4 Lane Divided	\$ 5,027,000
F	Ventura Blvd.	SR 41 to SR 99	Widen to 4 Lane Divided	\$ 5,550,000
G	SR 99	Monterey Avenue	Bridge improvement/Improved access to downtown from West Fresno	\$ 7,370,000
H	California Avenue	Ventura to West	Widen to 4 Lane Divided	\$ 13,149,000
I	Peach Avenue	SR 180 to Jensen Avenue	Widen to 4 Lane Divided	\$ 22,365,000
J	SR 41	SB Aux. Lane, Tulare to "O"	Widen/Aux. Lanes and Improve On & Off Ramps	\$ 13,926,000
K	Herndon Avenue	SR 99 to DeWolf	Complete to 6 Lane Divided/retrofit bike paths	\$ 86,593,000
L	Shaw	Sunnyside - McCall	Complete to 6 Lane divided traffic signal upgrades, grade crossing	\$ 10,075,000
M	SR 99	North & Cedar Avenue	Improve Interchange	\$ 50,000,000
N	Veteran's Boulevard	Herndon to Grantland	Connection and grade separation	\$ 116,000,000
Urban Tier 1 Total				\$ 610,303,000

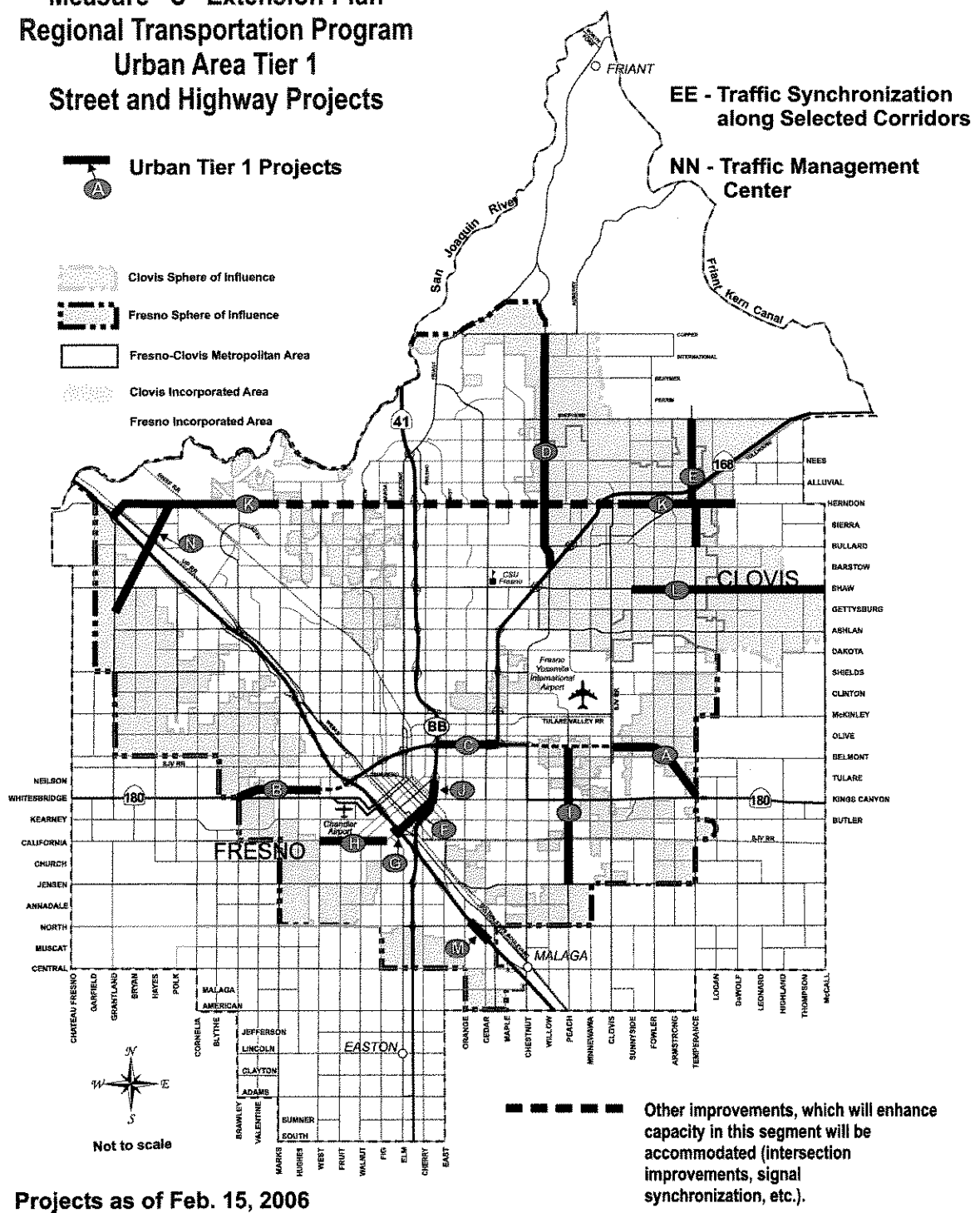
TABLE 5

REGIONAL TRANSPORTATION FUNDING PROGRAM - RURAL TIER 1

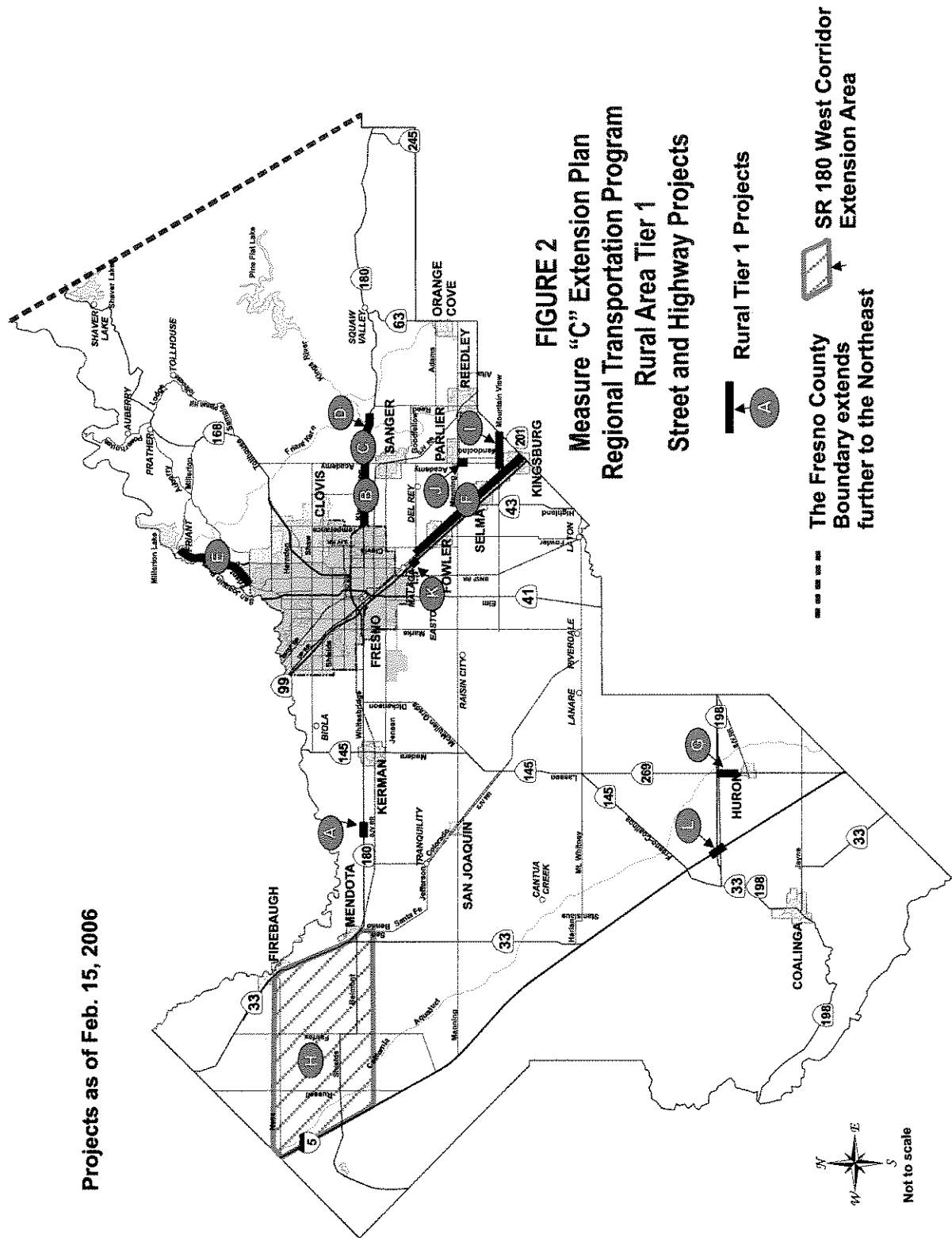
(The Tier 1 projects are in a generalized priority order. The funding order would be determined by Fresno COG during preparation of the biennial Expenditure Plan Update and could be affected by project cost benefit, project readiness, funding availability, etc.)

Project Identifier	Project Name	Project Limits	Project Description	2008 Revised Cost Estimate
Tier 1 Projects				
A	SR 180 West	Yuba Ave. to James Ave.	Passing lanes	\$ 9,800,000
B	SR 180 East	Temperance to Academy	Widen to 4 Lane Divided Expressway	\$ 96,300,000
C	SR 180 East	Academy to Trimmer Springs	Widen to 2 Lane Expressway on 4 Lane Right of Way	\$ 53,700,000
D	SR 180 East	Trimmer Springs to Frankwood	Widen to 2 Lane Expressway on 4 Lane Right of Way	\$ 65,100,000
E	Friant Road	Copper to Millerton	Widen to 4 Lane Divided	\$ 4,000,000
F	Golden State Boulevard	American to Tulare County Line	Corridor Improvements	\$ 34,979,000
G	SR 269	Bridge located between SR 198 & Huron	New Bridge & Channel to Address Seasonal Road Closures Due to Flooding	\$ 24,300,000
H	SR 180 West	Extend to Interstate 5 (I-5)	As a 2 Lane Undivided	\$ 174,000,000
I	Mountain View Avenue	Bethel to Tulare County Line	Widen to 4 Lane Divided	\$ 22,200,000
J	Academy Avenue	Manning to Industrial Park	Widen to 4 lane Divided	\$ 3,350,000
K	SR 99	American Avenue	Interchange Improvements	\$ 32,600,000
L	I-5	At SR 198	Construct Interchange Improvements	\$ 10,400,000
Rural Tier 1 Total				\$ 530,729,000

FIGURE 1
Measure "C" Extension Plan
Regional Transportation Program
Urban Area Tier 1
Street and Highway Projects



Projects as of Feb. 15, 2006



It should be noted that the project costs associated with the Tier 1 Urban and Rural projects have been revised to reflect current estimated costs and required improvements. Project costs are likely to change with each update of the Implementation Plan on a biennial basis.

These funding sources together, result in slightly less than *\$1.34 billion* available for Tier 1 Urban and Rural regional street and highway projects over the 20-year life of the Measure. Additional projects in the Urban and Rural Areas are included in Tier 2 tables and figures referenced in the *2006 Measure "C" Extension Expenditure Plan*. Tier 2 projects are considered for funding once Tier 1 projects have been programmed or implemented and if additional funding is still available over the 20-year period.

The following steps are described to identify the project implementation procedures and requirements.

STEP 1 - Identifying Eligible Short-Term Regional Transportation Program Projects

Eligible Urban and Rural Short-Term Regional Transportation Projects include:

- ◆ Tier 1 Projects listed in the 2006 Measure "C" Expenditure Plan including all phases of development and construction.

Eligible projects include those projects included on the Tier 1 list of Regional Streets and Highways Subprogram list or Tables 2 and 3 in the Measure "C" Extension Expenditure Plan (reference Tables 4 and 5 in this Handbook). Tier 2 projects are considered for funding once Tier 1 projects have been programmed or implemented and if additional funding is still available over the 20-year period. If additional Measure "C" Regional Transportation Program funds are still available after all Tier 1 and Tier 2 projects have been programmed, the Authority may identify additional projects contained in the most recent Regional Transportation Plan (RTP) Update. Only under exceptional circumstance and approval by Fresno COG and the Authority, can a Tier 2 move up to the Tier 1 list of projects before all Tier 1 projects are programmed and delivered.

Short-Term Urban and Rural Regional Transportation Subprogram projects are listed in Tables 4 and 5 and displayed in Figures 1 and 2 in this Handbook. In addition, detailed project sheets for each Short-Term project segment is provided in Appendix A.

Eligible investments would include all recognized Subprogram project phases including:

- Planning and environmental analysis
- Conceptual and Preliminary engineering
- Design Engineering (PS&E)
- Right-of-way acquisition, support and relocation
- Utilities relocation
- Construction
- Inspection and construction engineering
- Direct staff time (salary and benefits)
- Consultants selected consistent with the Authority's, local agency's, or Caltrans' selection process

- Construction contractors selected consistent with the Authority's selection process
- Necessary Authority oversight costs (Authority staff or consultant services to manage the delivery of Regional Streets and Highways Subprogram projects financed using Measure funds)

Indirect costs (as defined by OMB Circular A-87) will not be considered an eligible expense and retroactive expenses prior to July 1, 2007 are ineligible. Expenses will not be reimbursed that are incurred prior to the Authority entering into an agreement with a responsible agency to plan, design and construct a Regional Streets and Highways Subprogram Tier 1 project unless there is prior approval of a reimbursement agreement between the Authority and the responsible agency.

Step 2 – Technical Prioritization of Tier 1 Urban and Rural Projects

The methodology described below has been developed to establish a process for prioritizing Measure "C" Tier 1 Urban and Rural Regional Transportation Program improvement projects. The prioritization process outlined below is not the only criteria that the Regional Transportation Subcommittee considered to program projects over time. Other possible factors that could be considered include:

- ◆ Project readiness
- ◆ Timing and availability of funds
- ◆ System connectivity
- ◆ Other local conditions that warrant priority

An analysis framework consisting of measurable criteria was developed based upon the same process outlined in the *Fresno County Regional Transportation Plan (RTP)* to establish project priorities. Emphasis was given to identifying key differences between the Tier 1 projects and the tradeoffs that need to be weighed in programming process. To evaluate regional street and highway projects, staff developed quantification and qualification evaluation criteria focusing on project objectives or benefits.

◆ Quantitative Evaluation Criteria

The methodology applied to analyze capacity increasing projects relies on traffic model output (AADTs, volume to capacity ratios, and level of service), and cost estimates. As a result, several important "quantitative" evaluation criteria are required to evaluate Tier 1 projects including:

1. **Cost benefit/usage** – compares the benefit of the project to actual cost. Each project was evaluated using federal cost/benefit evaluation criteria (reference Table 6). Year 2030 Traffic Model output and project costs provided by the affected agency(ies) were applied in the equations.
2. **Severe congestion relief** - was determined by comparing the capacity of the facility to the assigned traffic volume with and without the project.
3. **Improved level of service** - was determined by calculating the level of service (LOS) along a facility with and without the project.

Measure "C" Transportation Sales Tax Extension
2009 Short-Term Regional Transportation Program Handbook

TABLE 6

FRESNO COUNTY MEASURE "C" REGIONAL TRANSPORTATION PROGRAM
REGIONAL PROJECT EVALUATION

Capacity Increasing Projects
Application of Quantitative & Qualitative Evaluation Criteria

January 25, 2008

Points Applied	
1 Cost Benefit/Usage: (considers Year 2030 traffic)	
4	Has a Cost/Benefit Ratio of 20.1 or higher.
3	Has a Cost/Benefit Ratio of 10.1 to 20.0.
2	Has a Cost/Benefit Ratio of 5.1 to 10.
1	Has a Cost/Benefit Ratio of 1.0 to 5.0.
0	Has a Cost/Benefit Ratio less than 1.0.
	<i>A cost/benefit ratio of 1.0 establishes a cost effective improvement project.</i>
2 Severe Congestion Relief	
4	V/C Ratio is greater than 3.0
3	V/C Ratio is greater than 2.0.
2	V/C Ratio is less than 1.0.
0	V/C Ratio is less than 1.0
	<i>Insures that the project will alleviate severe congestion</i>
3 Improved Level of Service	
10	Urban - LOS F to A Rural - LOS E or F to LOS A
9	Urban - LOS F to B Rural - LOS E or F to LOS B
8	Urban - LOS E to A Rural - LOS E or F to LOS C
7	Urban - LOS F to C Rural - LOS D to LOS A
6	Urban - LOS E to B Rural - LOS E or F to LOS D
5	Urban - LOS F to D Rural - LOS C to LOS A
4	Urban - LOS E to C Rural - LOS D to LOS B
3	Urban - LOS F to E Rural - LOS C to LOS B
2	Urban - LOS E to D Rural - LOS D to LOS C
1	Urban - LOS D or C to Better Rural - LOS B to A
0	Urban - LOS B to A Rural - LOS not improved
	<i>Improves existing congestion and delay at the most critical locations.</i>
4 Improves Air Quality	
10	New facility/gap that reduces VMT/delay
8	Lane widening project.
6	Change in facility classification.
4	Traffic signal or coordinated signal system
2	New facility to new development.
1	Emission neutral
0	Increases emissions.
	<i>Reduces nonattainment air emissions.</i>
5 Is Environmentally Sensitive	
2	No significant impact on the environment or exempt from CEQA/NEPA/Environmental Document Completed
1	Minimal impact on the environment. Neg. Declaration or FONSI required.
0	Significant impact on the environment. EIR or EIS required.
	<i>The project has the ability to be implemented without significant mitigation costs and environmental assessment.</i>
6 Serves a Major Employment Center	
2	Directly serves an employment center.
1	Indirectly serves an employment center.
0	Does not directly or indirectly serve an employment center
	<i>Improves the economic well-being of the adjacent area.</i>
7 Provides Improved Access to Essential Services	
2	Directly serves a hospital or major government, office or shopping center.
1	Indirectly serves a hospital or major government, office or shopping center.
0	Does not directly or indirectly serve a hospital or major government, office or shopping center.
	<i>Improves the access to major services through an improved and expanded street and road system.</i>
8 The Entity is Able to Demonstrate Maintenance can be Accomplished Over Time	
2	Yes.
0	No
	<i>Insures that the project can be sustained over time</i>
9 Project Improves Safety	
10	Rural 2 lane facility.
9	Rural 4 lane facility.
8	Rural 4 lane expressway facility.
7	Rural 6 lane facility.
6	Rural 6 lane expressway facility
5	Rural freeway facility.
4	Urban 2 lane facility.
3	Urban 4 lane facility.
2	Urban 4 or 6 lane expressway.
1	Urban freeway facility.
	<i>Safety is improved with roadway widening.</i>
10 Supports Other Modes of Transportation including Transit and Trail/Bike/Pedestrian Facilities	
2	Yes - Project includes the construction of planned trail/bike lanes, sidewalks, transit amenities, or other modal improvements
1	Yes - Project provides for future planned trail/bike lanes, sidewalks, transit amenities, or other modal improvements within ROW
0	No.
	<i>Addresses multi-modal policies in the RTP.</i>

KEY TO RATINGS: [4, 3, or 2] Extremely or Very Positive; [1] Positive; [0] Not Positive or Not Applicable.

VRPA D:\Measure C Extension\Cap Increasing Project Eval Criteria.xls 01/11/08

TABLE 7 BY AGENCY

TABLE 7
URBAN AREA - MEASURE "C" REGIONAL TRANSPORTATION PROGRAM - STREET AND HIGHWAY PROJECTS
CONSIDERING LOCAL AGENCY/CALTRANS PROJECT COSTS
4/3/2008

Measure "C" Project ID #1	Agency	Project Location	Project Limits	Dist. #2	Project Type #3	Rte. Model ADT #4	LOS W/O PROJ. #5	LOS W/ PROJ. #6	V/C Ratio #7	Improves LOS	AQ Benefits	Envi. Scenic	Serves Major Employ.	Improved Access to Essential Services	Mainten. Funded Safety	Supports Other Modes of Travel	Total Score #13	Priority for Other Supplements	Revised Priority Considering All Supplements	Priority Rank For All Segments
A	Caltrans	SR 180 East	Clocks to Temperance	2.0	New 4 Lane Freeway Within 4 Lane Right-of-Way	12,819	F	F	0.65	0.91										
B	Caltrans	SR 180 West	Brawley to Highway West	1.8	Freeway Improvements - Segment 2	12,000	F	D	0.42	0.83										
B-1	City of Fresno/Caltrans	SR 180 West	Brawley to Highway West	1.8	Freeway Improvements - Segment 2	21,049	F	C	0.65	0.43										
B-2	City of Fresno/Caltrans	SR 180 West	Adrian Church to San Joaquin	1.0	New Graded Ramps	27,994	F	A	0.21	1.91										
C	Caltrans	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	24,818	C	A	0.27	3.59										
D-1	Caltrans	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	34,290	E	B	0.23	2.43										
D-2	Caltrans	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	27,668	C	A	0.31	3.13										
D-3	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	32,279	E	B	0.35	1.59										
D-4	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	16,873	F	A	0.20	5.86										
D-5	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	40,471	F	C	0.44	3.17										
D-6	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	42,463	F	D	0.47	7.66										
D-7	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	16,873	F	A	0.20	5.86										
D-8	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	31,483	E	B	0.38	3.12										
D-9	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	15,500	C	A	0.27	0.86										
E-1	Caltrans	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	31,087	F	C	0.48	3.98										
E-2	Caltrans	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	9,889	A	A	0.30	0.20										
E-3	Caltrans	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	17,852	A	A	0.31	1.50										
F	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	30,737	F	D	0.79	1.23										
G	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	2,811	F	B	0.15	0.13										
H-1	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	4,662	A	A	0.15	0.10										
H-2	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	19,516	E	A	0.29	0.28										
H-3	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	10,989	F	A	0.32	0.28										
H-4	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	11,194	F	B	0.46	1.16										
I-1	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	22,291	F	B	0.46	0.99										
I-2	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	22,291	F	E	0.52	0.21										
I-3	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	21,970	F	B	0.31	0.57										
J	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	6,220	F	B	0.33	0.34										
K-1	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	71,140	F	F	0.71	3.53										
K-2	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	50,746	F	D	0.65	7.82										
K-3	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	19,433	F	A	0.26	0.45										
K-4	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	60,792	F	F	0.62	32.30										
K-5	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	78,291	F	F	0.79	1.59										
K-6	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	60,173	F	F	0.81	33.99										
K-7	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	36,695	E	B	0.57	0.41										
K-8	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	14,866	F	F	0.57	0.21										
K-9	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	36,695	F	F	0.57	0.21										
K-10	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	60,792	F	F	0.62	3.96										
K-11	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	78,291	F	F	0.81	1.02										
K-12	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	83,804	F	F	0.84	46.00										
K-13	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	58,070	F	E	0.66	2.15										
L-1	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	40,087	F	B	0.46	6.19										
L-2	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	38,597	F	B	0.44	1.01										
L-3	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	39,322	F	B	0.45	1.71										
M	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	1.0	New Graded Ramps	28,674	F	F	0.24	0.67										
N	City of Fresno	SR 41 SR 180 SR 180	Adrian Church to San Joaquin	3.5	New Graded Ramps	55,968	F	D	0.69	0.56										

1. Project Identifier from Measure "C" Expenditure Plan
2. Distance of Project Segment in Miles. Interchange and Intersection Improvements Assumed at .25 miles.
3. Project Description Provided by Local Agencies or Caltrans
4. Model ADT Provided from Year 2030 Fresno County Regional Traffic Model. Model Volumes have not been Adjusted. For those segments that represent the entire stretch of individual segments, the average ADT of those segments was applied.
5. Level of Service without the Proposed Improvement
6. Level of Service with the Proposed Improvement
7. Volumes to Capacity Ratio Provided from the Fresno County Regional Traffic Model.
8. Cost Benefits Methodology Provided by SANDAG in 2002. Cost Update Using Average Growth Increase in Construction Costs of 3% per Year Between 2001 and 2007.
9. Project Improvement Design Life
10. Benefit/Cost Ratio Resulting from Total Cost (#4) Divided by Benefits Results (#9)
11. Project Evaluation Criteria (Refer to Table 1)
12. Total Project Score. The Higher the Score, the Higher the Project Priority
13. LOS Results Issued upon Open Means Study Dates 12/2/07 referencing volumes along Henderson Avenue and Veterans Blvd with and without Veterans Blvd project

TABLE 8
RURAL AREA - MEASURE "C" REGIONAL TRANSPORTATION PROGRAM - STREET AND HIGHWAY PROJECTS
CONSIDERING LOCAL AGENCY/CALTRANS PROJECT COSTS
4/3/2008

Measure "C" Project ID *1	Agency	Project Location	Project Limits	Dist. *2	Project Type *3	Raw Model ADT *5	LOS W/O PROJ. *6	LOS W/ PROJ. *7	V/C *8	Benefits / Cost Ratio *11	Ben. / Cost	V/C Ratio	Improves LOS	AQ Benefits	Envir. Smalt.	Serves Major Employ.	Improved Access to Essential Services	Mainten. Planned	Improves Safety	Supports Other Modes of Transp.	Total Score *12	Priority Rank
A	Caltrans	SR 180 West	Yuba Ave to Juniper Ave	16.8	Planning Issues	14,113	F	D	0.50	3.79	1	0	6	8	0	0	0	2	2	0	18	8
B	Caltrans	SR 180 East	Temperance to Academy	6	Widen to 4 Lane Divided Expressway	24,826	F	F	1.16	1.28	0	0	9	6	2	0	0	2	2	0	21	N/A
C	Caltrans	SR 180 East	Academy to Tanner Springs	3.4	Widen to 2 Lane Expressway on 4 Lane Right-of-Way	23,504	F	B	0.37	0.29	0	0	9	6	2	0	0	2	2	0	21	6
D	Caltrans	SR 180 East	Tanner Springs to Friswood	3.2	Widen to 2 Lane Expressway on 4 Lane Right-of-Way	22,145	F	B	0.35	0.20	0	0	9	6	2	0	0	2	2	0	21	1
E	County of Fresno	West Road	Copper to Allenton	7.8	Widen to 4 Lane Divided	20,904	F	A	0.43	3.98	1	0	10	6	2	2	2	2	8	2	26	3
F	County of Fresno	Golden State Boulevard	American to Tulare County Line	2	Control Improvements	16,903	A	A	0.32	0.11	0	0	0	8	1	2	2	2	9	2	26	3
G	Caltrans	SR 269	Bridge located between SR 198 & Hurst	0.25	New Bridge & Channel to Address Seasonal Road Closures Due to Floods	11,000	B	A	0.37	0.02	0	0	1	8	0	2	2	2	10	0	25	4
H	Caltrans	SR 180 West	Extend to Interstate 5 (I-5)	20.1	2-Lane Expressway on new 4-lane Right of Way	15,000	N/A	A	0.17	0.38	0	0	0	8	0	1	1	2	8	0	20	7
I	County of Fresno	Mountain View Avenue	Bellevue to Tulare County Line	4	Widen to 4 Lane Divided	18,004	F	A	0.35	0.71	0	0	10	8	1	1	1	2	9	1	33	2
J	County of Fresno	Academy	Manning to Industrial Park	5.4	Widen to 4 lane Divided	1,859	A	A	0.09	0.86	0	0	0	8	1	1	1	2	9	1	23	5
K	Caltrans	SR 99	American Avenue	1	Interchange Improvements	9,205	D	B	0.37	0.06	0	0	4	8	0	2	2	2	5	0	23	5
L	Caltrans	SR 15	At SR 198	1	Contract Interchange Improvements	5,744	A	A	0.10	0.13	0	0	0	8	0	2	2	2	5	0	19	8

*1 Project Identifier from Measure "C" Expenditure Plan
*2 Distance of Project Segment in Miles. Interchange and Intersection Improvements Assumed at .25 miles.
*3 Project Description Provided by Local Agencies or Caltrans
*4 Model ADT Provided from Year 2020 Fresno County Regional Traffic Model. Model Volumes have not been adjusted. For those segments that represent the entire stretch of individual segments, the average ADT of those segments was applied.
*5 Level of Service without the Proposed Improvement
*6 Level of Service with the Proposed Improvement
*7 Volume to Capacity Ratio Provided from the Fresno County Regional Traffic Model.
*8 Cost Benefit Methodology Provided by SANDAG in 2002. Costs Updated Using Percentage Growth Increase in Construction Costs of 5% per Year Between 2001 and 2007
*9 Project Improvement Design Life
*10 Benefits/Cost Ratio Resulting from Total Costs (*4) Divided into Benefits Results (*9)
*11 Project Evaluation Criteria (Reference Table 1)
*12 Total Project Score. The Higher the Score, the Higher the Project Priority
*13 LOS Results based upon Onnet Means Study Dated 12/27/07 referencing volumes along Herndon Avenue and Veterans Blvd with and without Veterans Blvd project

TABLE 9
REGIONAL TRANSPORTATION PROGRAM
 Urban Subprogram Projects in Priority Order
 2008 Project Cost Estimates

Proj. ID	Agency	Location	Limits	2008 Cost Estimate
A	Caltrans	SR 180 E	Clovis to Temperance	\$107,710,000
B1	Caltrans	SR 180	Brawley to Hughes/West Ave.	\$70,160,000
B2	Fresno	SR 180	Access Road	\$6,975,000
B3	Caltrans	SR 180	Brawley to Hughes/West Ave. Landscaping	\$4,560,000
D2	Clovis	Willow	Teague to Shepherd Ave.	\$500,000
D4a	Fresno	Willow	Teague to Shepherd Ave.	\$611,000
K 1	Clovis	Herndon	Willow to Minnewawa Ave.	\$3,170,000
D4b	Fresno	Willow	Shepherd to Behymer Ave.	\$3,469,000
K 6	Fresno	Herndon	Valentine to Marks Ave	\$2,800,000
D5	Fresno	Willow	Nees to Decatur Ave.	\$3,606,000
I3	Fresno	Peach	SR180 to Butler Ace.	\$14,224,000
E2	Clovis	Temperance	N of Sierra to N of Bullard Ave.	\$2,235,000
G	Fresno	SR 99	Monterey Bridge	\$7,370,000
H1	Fresno	California	West to Fruit Ave.	\$4,500,000
I1 & I2	Fresno	Peach	Jensen to Butler Ave.	\$8,141,000
K 2	Clovis	Herndon	Clovis Ave. to Bundy	\$1,187,000
F	Fresno	Ventura	SR 41 to SR 99	\$5,550,000
C	Caltrans	SR 180/SR 41S/SR 168	Braided Ramps	\$72,000,000
D6 & D9	Fresno	Willow	International to Copper Ave.	\$598,000
D3	Clovis	Willow	N of Alluvial to Cromwell Ave.	\$606,000
E1	Clovis	Temperance	South of Nees Ave.	\$1,306,000
D7	Fresno	Willow	Herndon to Alluvial Ave.	\$1,366,000
K 7	Fresno	Herndon	SR99 to Weber Ave.	\$5,380,000
L1	Clovis	Shaw	East of Locan Ave.	\$1,650,000
E3	Clovis	Temperance	Shepherd to Nees Ave.	\$1,486,000
L2	Clovis	Shaw	Dewolf to McCall Ave.	\$8,425,000
D1	Clovis	Willow	Shepherd to Copper Ave.	\$6,287,000
K 3	Clovis	Herndon	Temperance to DeWolf Ave.	\$9,382,000
N	Fresno	Veterans Blvd	Herndon to Grantland Ave.	\$116,000,000
K 5	Fresno	Herndon	Blythe to Valentine Ave.	\$4,158,000
K 11	Fresno	Herndon	Polk to Milburn Ave.	\$5,560,000
K 10	Fresno	Herndon	Weber to Polk Ave.	\$4,906,000
H2	Fresno	California	Fruit to Ventura Ave.	\$8,649,000
J	Caltrans	SR 41	Auxillary Lane from Tulare to "O" St.	\$13,926,000
K 8	Fresno	Herndon	At SR 99	\$15,050,000
M	Caltrans	SR 99	North to Cedar Ave.	\$50,000,000
D8	Fresno	Willow	Barstow to Herndon Ave.	\$1,800,000
K 9	Fresno	Herndon	At Union Pacific Railroad	\$35,000,000
TOTAL URBAN PROJECT COST:				\$610,303,000

TABLE 10
REGIONAL TRANSPORTATION PROGRAM
Rural Subprogram Projects in Priority Order
2008 Project Cost Estimates

Proj. ID	Responsible Agency	Location	Limits	2008 Cost Estimate
A	Caltrans	SR180 W	Yuba/James Ave. Passing Lanes	\$9,800,000
B	Caltrans	SR 180 E	Temperance to Academy Ave.	\$96,300,000
B1	Caltrans	SR 180 E	Temperance to Academy Ave. Landscaping	\$0
C	Caltrans	SR180 E	Academy Ave. to Trimmer Road	\$53,700,000
D	Caltrans	SR180 E	Trimmer Road to Frankwood Ave.	\$65,100,000
E	County	Friant Road	Copper Ave. to Millerton Road	\$4,000,000
I	County	Mountain View	Bethel Ave. to Tulare County Line	\$22,200,000
F	County	Golden State	American Ave. to Tulare County Line	\$34,979,000
G	County	SR 269	Bridge at SR198 & Huron Bridge & Channel	\$24,300,000
J	County	Academy	Manning Ave. to Industrial Park	\$3,350,000
K	Caltrans	SR 99	American Ave. Interchange	\$32,600,000
H	Caltrans	SR 180 W	SR 180 to I-5	\$174,000,000
L	Caltrans	I-5	SR 198 Interchange	\$10,400,000
TOTAL RURAL PROJECT COST:				\$530,729,000

TABLE 11
MEASURE "C" EXTENSION
Funding Sources & Project Costs

Funding Source	Urban	Rural	Total
Prior Measure	\$86,072,000	\$53,430,000	\$139,502,000
Prior STIP	\$5,700,000	\$25,070,000	\$30,770,000
Prior TCRP	\$20,000,000		\$20,000,000
Prior Other	\$11,670,000		\$11,670,000
Measure "C"	\$252,024,000	\$252,024,000	\$504,048,000
STIP	\$166,857,000	\$148,685,000	\$315,542,000
RTMF	\$126,332,000	\$47,848,000	\$174,180,000
Interest	\$9,152,000	\$11,886,000	\$21,038,000
TCRP	\$10,000,000		\$10,000,000
HBR	\$6,404,000		\$6,404,000
RSTP/CMAQ	\$14,482,000		\$14,482,000
Local Funds/Developer fees	\$35,539,000		\$35,539,000
Other	\$55,000,000	\$0	\$55,000,000
Total Revenues	\$799,232,000	\$538,943,000	\$1,338,175,000
Total Projects - Uninflated	\$610,303,000	\$530,729,000	\$1,141,032,000
Total Projects - Inflated	\$799,186,000	\$749,723,000	\$1,548,909,000
Net Deficit	\$46,000	-\$210,780,000	-\$210,734,000

For purposes of this Short-Term Regional Transportation Program, major funding from STIP and RTMF revenues is not assumed. The Regional Transportation Subcommittee recommended that the majority of STIP funds should be allocated to State Route and major expressway/arterial improvement projects under the Mid- and Long-Term Regional Transportation Programs, which are still in the process of being developed by the Subcommittee. Such projects have the ability to compete for STIP funds versus the other local Tier 1 projects. Major RTMF funding is also not assumed, given project eligibility and expected revenue collection.

The allocation of funds described in this Handbook will be achieved over the next seven (7) years and may vary from year to year. Because funding estimates in this Handbook are based on percentage distributions, dollar values in this Handbook are estimates only. Actual revenues will be programmed based on the percentage distributions identified in the Expenditure Plan. Actual revenues may be higher or lower than expected in this Handbook, due to changes in sales tax receipts, the amount of regional impact fees collected, and/or matching or leveraging capability. Matching or leveraging of outside funding sources is strongly encouraged. Any additional transportation sales tax revenues made available through their replacement by matching funds will be reallocated and programmed during the biennial update process.

Estimated Measure "C" Extension and other funding available to responsible agencies to implement short-term regional street and road projects over the 7-year program is provided in Tables 12 and 13. Updated tables will be provided at least biennially during update of the Measure "C" Extension Implementation Plan.

Step 4 - Process Applied to Develop the Short-Term Program of Projects

The Measure "C" Extension Expenditure Plan anticipated \$504 million in sales tax, \$400 million in STIP funds, and approximately \$102 million in RTMF fees for a total of approximately \$1 billion in regional revenues to fund the Urban and Rural Tier 1 projects. The anticipated cost of the Urban and Rural Tier 1 projects at the time (inflated at 5% through to the year 2017 or halfway through the 20-year life of the Measure), was also approximately \$1 billion. The uninflated project cost for Tier 1 projects was projected at approximately \$534 million. When the Measure "C" Extension was approved in November 2006, it was anticipated that if additional funding became available to fund Tier 1 projects, projects on the Tier 2 list may be funded.

Staff now estimates a combined revenue estimate of \$1,338,175,000. This includes \$201.9 million in revenues generated under the prior Measure "C" for projects that will be completed under the Measure "C" Extension. In the spirit of leveraging Measure revenues, \$142.5 million in other revenues is anticipated, which were not assumed when the Measure was approved by voters in 2006. Other revenues include interest, State and federal grants, local contributions, and local developer fees/exactions. Included in this total is \$35.5 million in local/development fees representing a 20% match agreed to by the cities of Fresno and Clovis for projects also included in local fee programs.

TABLE 12
MEASURE "C" REGIONAL TRANSPORTATION PROGRAM
Urban Subprogram - Project Implementation Schedule

[illegible]

TABLE 12
MEASURE "C" REGIONAL TRANSPORTATION PROGRAM
Urban Subprogram - Project Implementation Schedule

[illegible]

Table 13 Rural Project Schedule 120608.xls Rural Combined
12/8/2008 10:56 AM
\$1,000

TABLE 13
MEASURE "C" REGIONAL TRANSPORTATION PROGRAM
Rural Subprogram - Project Implementation Schedule

Project Identifier	Project Phase	Project & Limits	Prior	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Long Term Planning Period (Not Complete)	Related Projects Underscored
B	PE	SR180 East - Temp to Academy Widen to 4 Ln. divided expressway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0
	ROW		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	Const		\$32,500	\$0	\$0	\$0	\$0	\$0	\$53,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	Total		\$32,500	\$0	\$0	\$0	\$0	\$0	\$53,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
E	PE	Friano Rd - Cooper to Millerton Widen to 4Ln divided expressway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	ROW		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	Const		\$0	\$0	\$4,120	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	Total		\$0	\$0	\$4,120	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
1	PE	Mt. View - Bethel to Tulare Co. Widen to 4Ln divided arterial	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	ROW		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	Const		\$0	\$0	\$2,334	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	Total		\$0	\$0	\$2,334	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
2	PE		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	ROW		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	Const		\$0	\$0	\$2,060	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	Total		\$0	\$0	\$2,060	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
3	PE	Golden State - American to Tulare Co. Corridor Improvements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	ROW		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	Const		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
4	PE	SR 269 Bridge @ SR108 & Huron Bridge & Channel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	ROW		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	Const		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
5	PE	Academy	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	ROW		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	Const		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
6	PE	SR18 - American Ave. Interchange	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	ROW		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	Const		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
7	PE	SR 180 East - Academy to Timmer Widen to 4 Ln express on 4 Ln ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	ROW		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	Const		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
8	PE	SR180 West - Timmer to Freshwood Widen to 4 Ln express on 4 Ln ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	ROW		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	Const		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
9	PE	SR 180 West - Extend to IS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	ROW		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	Const		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
A	PE	SR180 West - Yuba to James Passing Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	ROW		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	Const		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
L	PE	IS - SR 198 Interchange	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	ROW		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	Const		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
		Grand Total	\$0	\$0	\$2,794	\$0	\$0	\$1,913	\$0	\$8,836	\$0	\$3,647	\$0	\$3,887	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0
	PE		\$0	\$0	\$2,794	\$0	\$0	\$1,913	\$0	\$8,836	\$0	\$3,647	\$0	\$3,887	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0
	ROW		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	
	Const		\$32,500	\$0	\$4,120	\$2,946	\$19,659	\$0	\$53,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0
	Total		\$32,500	\$0	\$7,785	\$5,280	\$19,659	\$1,913	\$56,814	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0
			\$32,500	\$0	\$7,785	\$5,280	\$19,659	\$1,913	\$56,814	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0
			\$32,500	\$0	\$7,785	\$5,280	\$19,659	\$1,913	\$56,814	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0
			\$32,500	\$0	\$7,785	\$5,280	\$19,659	\$1,913	\$56,814	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0
			\$32,500	\$0	\$7,785	\$5,280	\$19,659	\$1,913	\$56,814	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0
			\$32,500	\$0	\$7,785	\$5,280	\$19,659	\$1,913	\$56,814	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0
			\$32,500	\$0	\$7,785	\$5,280	\$19,659	\$1,913	\$56,814	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0
			\$32,500	\$0	\$7,785	\$5,280	\$19,659	\$1,913	\$56,814	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0
			\$32,500	\$0	\$7,785	\$5,280	\$19,659	\$1,913	\$56,814	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0
			\$32,500	\$0	\$7,785	\$5,280	\$19,659	\$1,913	\$56,814	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0
			\$32,500	\$0	\$7,785	\$5,280	\$19,659	\$1,913	\$56,814	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0
			\$32,500	\$0	\$7,785	\$5,280	\$19,659	\$1,913	\$56,814	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0
			\$32,500	\$0	\$7,785	\$5,280	\$19,659	\$1,913	\$56,814	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0
			\$32,500	\$0	\$7,785	\$5,280	\$19,659	\$1,913	\$56,814	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0
			\$32,500	\$0	\$7,785	\$5,280	\$19,659	\$1,913	\$56,814	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0
			\$32,500	\$0	\$7,785	\$5,280	\$19,659	\$1,913	\$56,814	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0
			\$32,500	\$0	\$7,785	\$5,280	\$19,659	\$1,913	\$56,814	\$0	\$0	\$0	\$0	\$0											

Table 13 Rural Project Schedule 120608.xls Rural Combined
12/8/2008 10:56 AM \$1,000

TABLE 13
MEASURE "C" REGIONAL TRANSPORTATION PROGRAM
Rural Subprogram - Project Implementation Schedule

MEASURE C - RURAL TRIP PROGRAM																									
Rural Subprogram - Project Implementation Schedule																									
Project Identifier	Project & Limits	Priority	Short Term Planning Period					Mid Term Planning Period (Not Complete)					Long Term Planning Period (Not Complete)					Total							
			2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		2022/23	2023/24	2024/25	2025/26	2026/27		
			Prior	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Total	
	Balance Forward		\$0	\$0	\$8,029	\$9,555	\$13,251	\$3,737	\$11,942	\$16,336	18,247	36,130	4,909	77,930	11,850	22,838	9,880	23,640	39,794	53,010	32,944	13,140	5,848		
	Revenues				\$0	\$0	\$0	\$0	\$0	\$0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Prior Measure "C"		\$22,500	\$0	\$0	\$0	\$0	\$0	\$31,000	\$0	0	0	0	0	0	0	0	0	0	0	0	0	0	63,500	
	Current Measure "C"		\$7,031	\$0	\$0	\$0	\$0	\$0	\$0	\$10,597	\$10,550	11,920	12,010	12,321	13,038	14,187	14,791	15,420	16,075	16,759	17,472	18,215	18,915	252,024	
	Current Measure Match		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	0	0	0	0	0	0	0	0	0	0	0	0	148,065	
	Current STIP		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,868	7,283	3,247	0	0	0	0	0	0	0	0	0	0	0	0	14,866
	RTM		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,868	7,283	3,247	0	0	0	0	0	0	0	0	0	0	0	0	47,848
	Interest		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	832	893	382	1,030	1,596	564	562	1,094	1,595	1,297	846	353	257	11,866	
	Other		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	0	0	0	0	0	0	0	0	0	0	0	0	15,000	
	Expenses		\$32,500	\$8,029	\$9,511	\$9,476	\$9,655	\$10,020	\$74,907	\$14,115	25,165	15,070	12,392	68,886	28,114	69,893	18,276	22,843	17,352	24,756	32,455	17,825	18,922	538,443	
	Project Expenses				\$0	\$0	\$0	\$0	\$0	\$15,402	13,285	40,562	0	72,730	17,096	52,562	4,406	8,953	6,076	55,362	39,648	27,579	15,431	530,535	
	Debt Service		\$32,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Total Expenses		\$32,500	\$8,029	\$9,511	\$9,476	\$9,655	\$10,020	\$74,907	\$15,402	25,165	15,070	12,392	68,886	28,114	69,893	18,276	22,843	17,352	24,756	32,455	17,825	18,922	530,535	
	Project Balance		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Final Balance		\$0	\$6,029	\$9,555	\$19,741	\$7,271	\$11,443	\$19,536	\$18,247	36,130	4,909	17,361	11,820	22,838	9,880	23,640	39,794	53,010	32,944	13,140	5,848	6,408		

The sales tax estimate available to the Urban and Rural Subprograms is \$504 million. With respect to the STIP revenues, projected revenues are down 27%, and may drop even further as the State deals with budget shortfalls. As previously mentioned, the Expenditure Plan assumes that 75% of the available STIP revenues will be allocated to Urban and Rural Tier 1 projects over the 20-year Measure. The remaining STIP fund reserve of 25% was to provide flexibility to address discretionary projects.

Adoption of the RTMF fee has been recommended by Fresno COG and the Authority. Actions are now underway to have the actual ordinances adopted by the cities and the County so that the collection of RTMF fees can begin. The proposed fee, together with contributions from impact fee programs implemented by the cities of Clovis and Fresno could generate approximately \$210 million over the 20-year period for construction of the SR41/SR180/SR168 Braided Ramps, SR 180 East to Frankwood Avenue, and Veterans Blvd. However projecting the collection of the RTMF fee is difficult since the building industry has slowed dramatically. The build-up of RTMF fees to a level adequate to provide the anticipated construction will take years, and advocates for all the nominated projects are anxious to have their projects built as soon as possible. For this purpose, the schedule included in Tables 12 and 13 uses a mixture of Measure "C", STIP, and RTMF funds to deliver the projects as early as possible. The mix of funding for each project does not represent a firm commitment at this stage and the RTMF fee is subject to change as actual proceeds are collected and future projections change.

Referencing Table 11, current year cost for Tier 1 Urban and Rural projects are currently projected at \$1,141,032,000. When the projects are spread over the 20-year period and a 3% inflation factor is applied, project costs increase to \$1,548,909,000 (exceeding projected revenues by \$210.7 million). This condition prevents the allocation of funding to projects on the Tier 2 project lists. Referencing Tables 12 and 13, all Urban and Rural projects on the Tier 1 lists are anticipated to be funded over the 20-year period with the exception of SR 180 Extension to I-5. There may be enough funding at the tail end of the Measure to design the extension project and acquire right-of-way, but construction will require additional funding beyond funding available in Tables 12 and 13 or may defer to a future measure.

The Authority requested that the initial funding program should be financially constrained without the consideration of project advancement by issuing bonds. This does not preclude bonding as a future action; however, bonding for projects does add costs to the program. As a result, it will be necessary to identify which projects may be at risk if bonds are applied to the program.

Projects were initially prioritized using the technical process described in Step 4. However, technical prioritization does not result in a logical implementation plan, as various project segments may score higher than other segments that should be constructed first. Therefore, using the initial technical prioritization as a guideline, staff met with the cities of Fresno and Clovis to develop the implementation schedule. In addition, some projects with committed grant funding were scheduled to address the availability of that funding source. Should the grant funding not be secured, the project schedule could change.

The project implementation schedule for the 20-year Measure has been split into three (3) planning periods, Short-Term (7-year period), Mid-Term (7-year period), and Long-Term (6-year period). The Short-Term period uses mainly Measure funding and known STIP commitments. The projects

scheduled during this period have a strong assurance of being completed. The Mid-Term period uses Measure, STIP, and RTMF funding. Projects scheduled in this period have a reasonably strong chance of being constructed during the remaining years of the Measure; however, the program funding schedule may need to be adjusted over time. The projects in the final 6-year period are at the highest risk for completion and funding, as revenues and inflation are difficult to predict. These projects are also subject to schedule adjustment in future Implementation Plan updates.

There is generally strong agreement that the projects in the Short-Term period are the projects that need to be completed first. There is less agreement regarding the scheduling of projects in the Mid- and Long-Term periods. In addition, estimates and details regarding these projects are changing significantly, as project concepts are developed. Therefore, the scheduling of projects in the Mid- and Long-Term periods is strictly for financially constraining the 20-year period and may not accurately reflect when the projects will be delivered. It is anticipated that those details will be addressed as a clearer picture of revenues and cost estimates evolve over time.

The ability to fully fund or complete all programs or projects on the Tier 1 urban and rural project lists may be impacted by changing circumstances over the duration of the sales tax. Tax proceeds originally allocated to a listed project may become available for reallocation due to a number of reasons including the following:

- ◆ A listed project is completed under budget
- ◆ A listed project is partially or fully funded by funding sources other than revenues referenced in Tables 12 and 13
- ◆ A project sponsor and implementing agency request deletion of a listed project because of the unavailability of other local funds
- ◆ A listed project cannot be completed due to an infeasible design, construction limitation, or substantial failure to meet specified implementation milestones

Upon a finding that Measure and other funding proceeds are available for reallocation, Fresno COG and the Authority may reallocate Measure and other revenues to other Tier 1 or if Tier 1 is fully funded, identify additional projects in the Urban and Rural Tier 2 project lists.

Step 5 – How to Monitor Short-Term Projects and Report Accomplishments

Responsible Agencies

The Authority is the agency ultimately responsible for implementation of the Regional Transportation Program. The Authority may enter into agreements with the responsible agencies identified below to plan for, design, and construct Tier 1 projects, should the Authority be assured that responsible agencies have the staff and support services to deliver the project within the approved budget and delivery schedule. Responsible agencies include the following:

- ◆ Caltrans
- ◆ City of Clovis
- ◆ City of Fresno
- ◆ County of Fresno

To ensure that projects are implemented in a timely manner and consistent with the Short-Term program, a Project Development Team (PDT) must be formed (under the control of the responsible agency). The responsible agency delivering a Tier 1 project, will form, notice, conduct and administer the PDT for each Tier 1 project. Every PDT formed by a responsible agency for any project on the Tier 1 list shall include a member from the Authority and Fresno COG. Agreements between the Authority and a responsible agency will document the following on a project-by-project basis:

- ◆ Scope of Work
- ◆ Project Schedule
- ◆ Funding Plan
- ◆ Reporting requirements
- ◆ Acceptance of Authority's Appropriation Policies
- ◆ Inclusion of the Authority in all legal agreements, settlement hearing, or other legal proceedings associated with a project

In addition, the following requirements apply:

- ◆ Funding agreements must be executed by resolution of the responsible agency's governing board/council and by the Authority prior to the first appropriation taking place
- ◆ Once a project is programmed in this Handbook or in the Implementation Plan, the responsible agency will enter into a cooperative funding agreement with the Authority and can then request an appropriation in the fiscal year that programming is in place. Multiple invoices for reimbursement are submitted to the Authority a minimum of 30 days prior to the Authority Board meeting when action will be taken. The appropriation request will outline what the funding will be used for and how local matching funds will be applied
- ◆ The responsible agency will submit invoices to the Authority for reimbursement of eligible costs as frequently as monthly. The Authority will review invoices for quality control and provide reimbursement within 45 days.
- ◆ A cooperative agreement should be created to formalize these elements for each project. The Authority should take the lead in coordinating the development of such a document when the need arises, but it is incumbent upon the responsible agency to initiate discussions and establish a conceptual project scope and funding plan prior to initiating the agreement process
- ◆ In addition to being responsible for project development, the responsible agency has a lead role in securing the matching funds required to fully fund the Measure project. The sources for this additional revenue can include local development fees, other local revenue sources, and State or federal grant programs
- ◆ Costs incurred on a project prior to collection of Measure "C" Extension proceeds (July 1, 2007), will not be counted toward the local match requirement. However, items such as staff time, right-of-way purchases, environmental documents or design costs as incurred after July 1, 2007 can be considered eligible as local match contributions

Step 6 – How to Claim Short-Term Regional Transportation Program Funds

All allocations of the Measure "C" Regional Transportation Program funds from the Authority to responsible agencies must be in accordance with an executed agreement between the Authority and a responsible agency, which has agreed to plan for, design, and construct a Tier 1 project. The responsible agency will be required to submit a complete application and claims package (reference Appendix B). All claims for allocations of Measure "C" Regional Transportation Program funds by a responsible agency will be reviewed for the following:

- ◆ Consistency with the Expenditure Plan and Implementation Plan (or this Handbook until the Implementation Plan is prepared and approved by Fresno COG and the Authority)
- ◆ Completeness of the application
- ◆ All allocations of Measure "C" funds will be governed by a funding agreement between Authority and a responsible agency sponsoring the project. The Authority will approve such allocations. The Authority's Governing Board will have the authority to execute funding agreements. The following provisions detail required provisions and issues related to the agreement process:
 - The STIP or other funding amounts identified in the Tier 1 Program of Projects Table (reference Tables 12 and 13) are considered "maximum" contributions available to each project included in the Table, unless excess Measure "C" or other revenues are received or anticipated
 - Upon request by each responsible agency to the Authority in March or April of each year, an estimate of Program and Subprogram funds available for the next Fiscal Year can be provided (reference Tables 1 and 2). The claim form (reference Appendix B) along with the final fund estimate will be forwarded to each responsible agency following the Authority Board meeting in May.
 - Responsible agencies shall submit claims to the Authority once a claim form is approved by a responsible agency
 - The Authority will consider and approve responsible agency claims as they are received
 - The Annual Reporting Form (Appendix C) will be submitted by responsible agencies to the Authority at the time a claim form is filed along with a responsible agency's resolution claiming the funds. Responsible agencies may indicate in the claim form and in the Resolution, their intent to complete and return the Annual Reporting Form to the Authority no later than October 15th of each year. If a responsible agency does not return the Annual Reporting to the Authority by that deadline, the Authority will withhold Measure "C" funds until such time as the form(s) is returned by a responsible agency and reviewed for correctness by the Authority
 - The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs
 - In addition, the responsible agency will provide signage at construction sites or on equipment, as appropriate, for projects funded partially or wholly by Measure "C" sales tax revenue under this Category so that Fresno County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix D)

- Funds determined by audit not to have been expended as provided for in the responsible agency's claim for Measure "C" Short-Range Regional Transportation Program funds shall be repaid in full plus interest that would have been accrued

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

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

APPENDICES (To Be Inserted Prior to Fresno COG Board Approval)

<i>Appendix A – Short-Term Regional Transportation Program - Project Segment Detail Sheets</i>	<i>A-1</i>
<i>Appendix B – Short-Term Regional Transportation Program - Project Certification and Invoice Form</i>	<i>B-1</i>
<i>Appendix C - Short-Term Regional Transportation Program – Project Reporting Requirements</i>	<i>C-1</i>
<i>Appendix D - Measure "C" Example Project Signage Specifications</i>	<i>D-1</i>
<i>Appendix E - Measure "C" Enabling Legislation</i>	<i>E-1</i>

