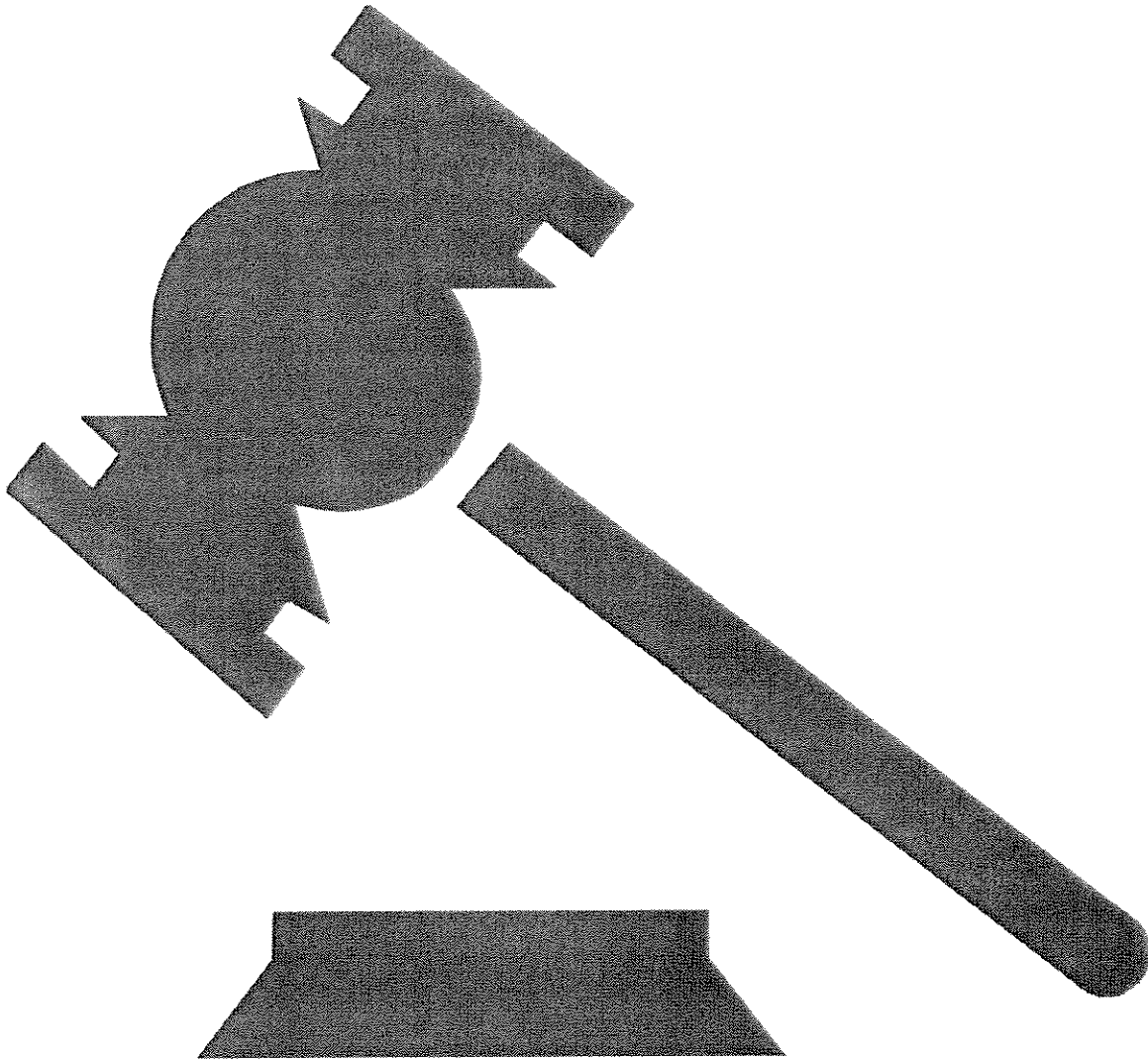




***TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM V. A.***



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

January 29, 2009



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

Prepared For:



Prepared By:



January 29, 2009

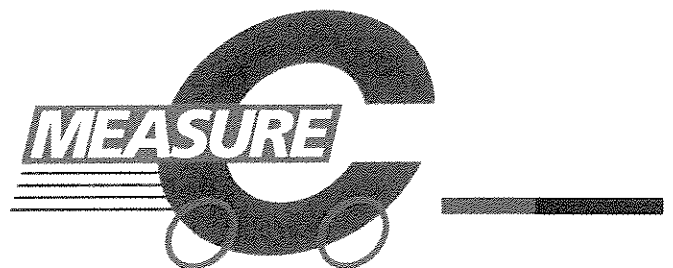


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Measure “C” Extension

2009 Short-Term Regional Transportation Program Handbook

January 29, 2009

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, invoices 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%
<i>Urban (50%)</i>	<i>\$251,900,000</i>	<i>\$12,595,000</i>	<i>14.7%</i>
<i>Rural (50%)</i>	<i>\$251,900,000</i>	<i>\$12,595,000</i>	<i>14.7%</i>

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%
<i>Urban (50%)</i>	<i>\$7,982,612</i>	<i>14.70%</i>
<i>Rural (50%)</i>	<i>\$7,982,612</i>	<i>14.70%</i>

^{*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%
<i>Urban (50%)</i>	<i>\$8,422,188</i>	<i>14.70%</i>
<i>Rural (50%)</i>	<i>\$8,422,188</i>	<i>14.70%</i>

^{*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
MEASURE "C" EXTENSION EXPENDITURE PLAN
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.)

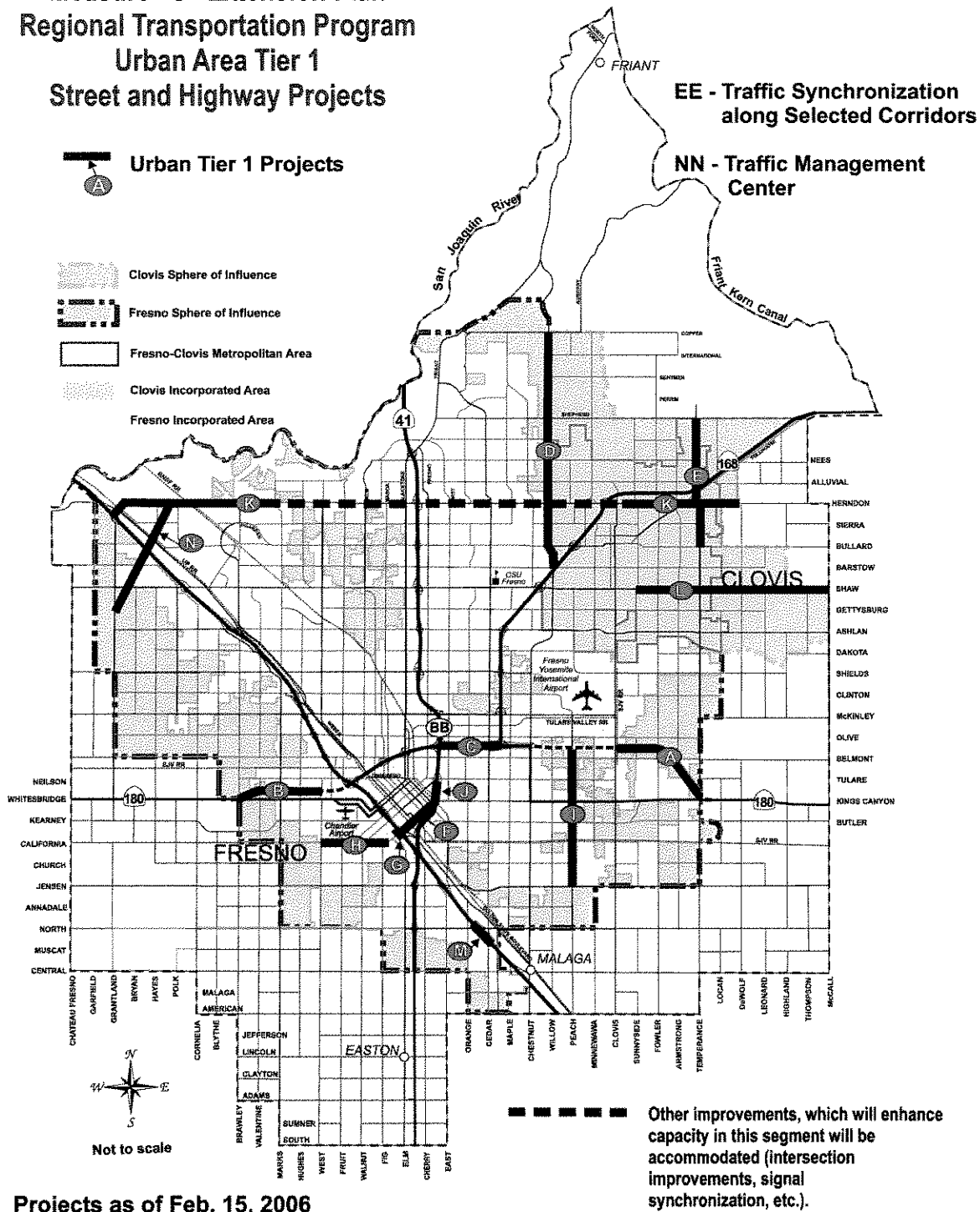
Project Identifier	Project Name	Project Limits	Project Description	Cumulative Inflated Costs
Tier 1 Projects				
A	SR 180 East	Clovis to Temperance	New 4 Lane Freeway within 6 Lane Right of Way	\$ 107,710,000
B	SR 180 West	Brawley to Hughes/ West	Funding Shortfall	\$ 81,695,000
C	SR 41/SR 168/SR 180	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	\$ 21,032,000
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				\$ 612,492,000

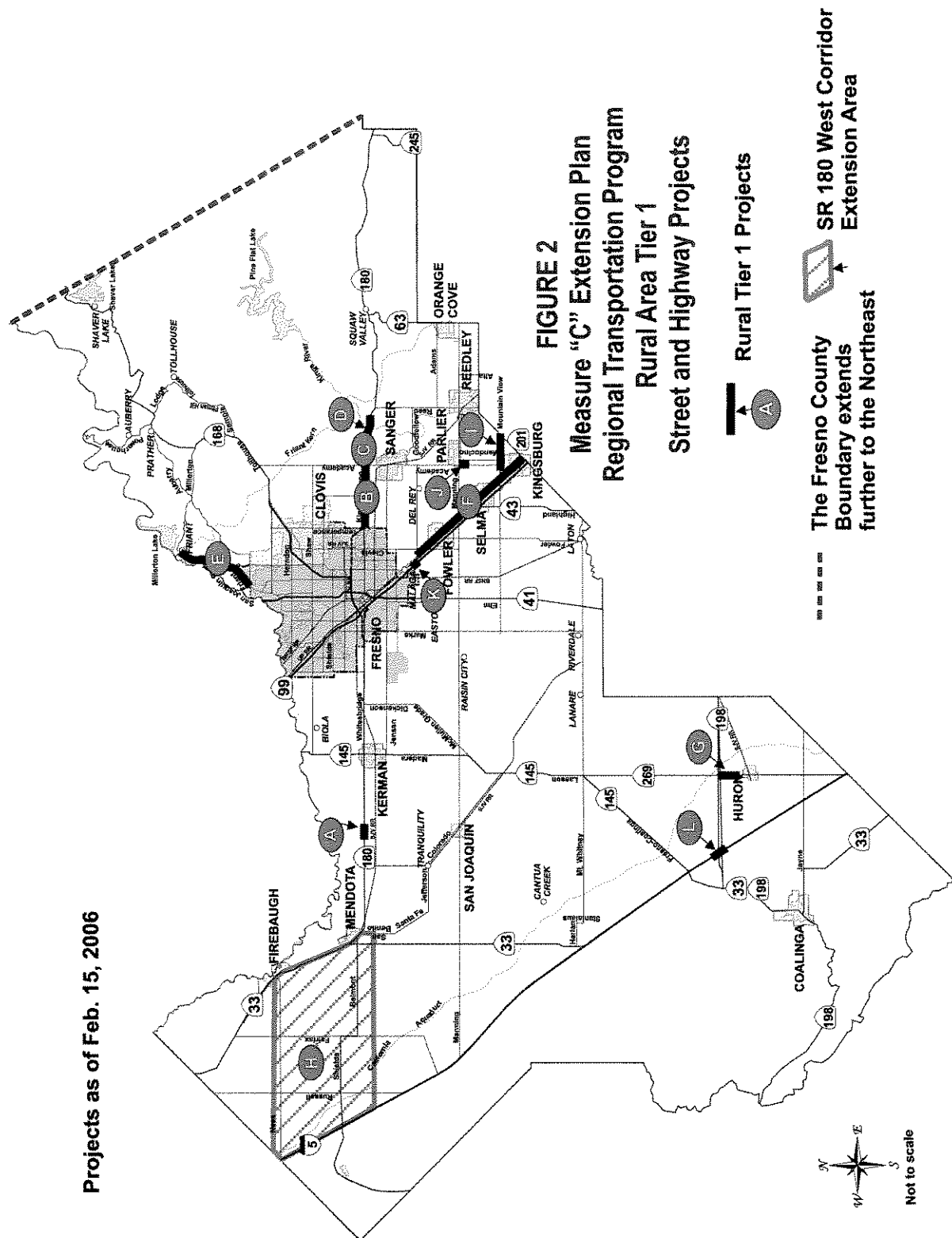
TABLE 5
REGIONAL TRANSPORTATION FUNDING PROGRAM - RURAL TIER 1

(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 are 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 be considered an eligible expense and retroactive expenses prior to July 1, 2007 are considered ineligible. Expenses incurred after July 1, 2007, but before a responsible agency has entered into a cooperative project agreement with the Authority for a currently active project, are incurred at the risk of the responsible agency. The cooperative project agreement will establish the final budget for a project.

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.

TABLE 6

FRESNO COUNTY MEASURE 'C' REGIONAL TRANSPORTATION PROGRAM
REGIONAL PROJECT EVALUATION
Capacity Increasing Projects
Application of Quantitative & Qualitative Evaluation Criteria

January 23, 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

◆ Qualitative Evaluation Criteria

In addition to the quantitative evaluation criteria described above, a list of “qualitative” and “performance-based” criteria (reference Table 6) was developed to prioritize Tier 1 projects. The following criteria are “qualitative” because they are based upon expert or subjective judgment to evaluate the projects.

- 4. Meets roadway design standards and/or improves safety**
- 5. Is environmentally sensitive**
- 6. Serves a major employment center(s)**
- 7. Provides improved access to Intermodal facilities and/or activity centers**
- 8. Supports other modes of transportation including transit and/or bike/pedestrian facilities**

Table 6 also provides guidance on the assignment of “2”, “1”, and “0” scores to individual Tier 1 projects. This guidance has been formulated so that the assignment process can be as quantifiable as possible.

Tier 1 projects referenced in Tables 7 and 8 are in technical priority order. During preparation of this Handbook, staff and the Regional Transportation Program Subcommittee developed a detailed Short-Term Improvement Program that specifies the timing and delivery of projects or funding order considering the technical priority, project cost benefit, project readiness, funding availability, etc. The recommended Short-Term Urban and Rural list of projects are provided in Tables 9 and 10.

Step 3 – Identifying Available Short-Term Regional Transportation Program Funding Sources

Referencing Table 11, the Measure “C” allocation for Tier 1 projects is 50% for urban projects and 50% for rural projects. Referencing the Expenditure Plan, in order to accomplish the Tier I program in a timely fashion, approximately 75% of the State Transportation Improvement Program funds due to the Fresno County region over the 20-year life of the Measure “C” (2007-2027) have been committed to Tier 1 projects. In addition, funding will be available for urban and rural projects through implementation of the Regional Transportation Mitigation Fee (RTMF) on new or expanded development that increases traffic impacts.

Although the primary purpose of the Regional Transportation Program fund is to augment Tier I funding levels, there is recognition that it is difficult to accurately project revenues / expenditures over a 20-year period. Therefore, in the event that additional resources (e.g. federal or state earmarks) are made available to fully fund all of the Tier I projects over the life of the Measure, then it is acknowledged that the Authority, in consultation with Fresno COG, will have the flexibility to fund other urban and rural street and road projects contained in the Tier 2 list of regional transportation projects. This would be accomplished through the Implementation Plan update process, and appropriate Tier 2 list project(s) would be amended into the Tier 1 funded program.

The Short-Term Regional Transportation Program is driven by the availability of funding from Measure “C” and other funds, with small amounts programmed from RTMF and prior and current STIP revenues.

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
D2a	Fresno	Willow	Willow/Shepherd Signal	\$2,189,000
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:				\$612,492,000

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	Caltrans	SR 269	Bridge at SR198 & Huron Bridge & Channel	\$24,300,000
J	Parlier	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	\$612,492,000	\$530,729,000	\$1,143,221,000
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.

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 \$1,143,221,000. 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 cooperative project 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

- ◆ City of Parlier
- ◆ 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. Cooperative project 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:

- ◆ Cooperative project 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 project 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 project 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 cooperative project agreement process
- ◆ The cooperative project agreement shall include project costs less than or equal to the inflated project costs referenced in this Handbook for each project. In no case shall the total amount in the Handbook be exceeded without a written amendment to the cooperative project agreement and to the Handbook
- ◆ For projects where the responsible agency has committed to provide a 20% local development fee match, the responsible agency has a lead role in securing the matching funds required to fully fund

the project. The sources for this additional revenue can include local development fees, other local revenue sources, and State or federal grant programs

- ◆ Responsible agencies that leverage funding in excess of the 20% local development fee match may request on a project by project basis, to reduce the 20% match requirement on subsequent projects providing the leveraged funds do not reduce regional formula funds
- ◆ 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 Invoice 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 cooperative project 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 invoice package (reference Appendix B – Project Certification and Invoice Form). All invoices 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 invoice
- ◆ All allocations of Measure "C" funds will be governed by a cooperative project 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 such agreements. The following provisions detail required provisions and issues related to the cooperative project 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 invoice 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 invoices to the Authority once an invoice form is approved by a responsible agency
 - The Authority will consider and approve responsible agency invoices as they are received
 - The Annual Reporting Form (Appendix C) will be submitted by responsible agencies to the Authority at the time an invoice form is filed. Responsible agencies may indicate in the invoice form, 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 invoice 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" enabling legislation (reference Appendix E).

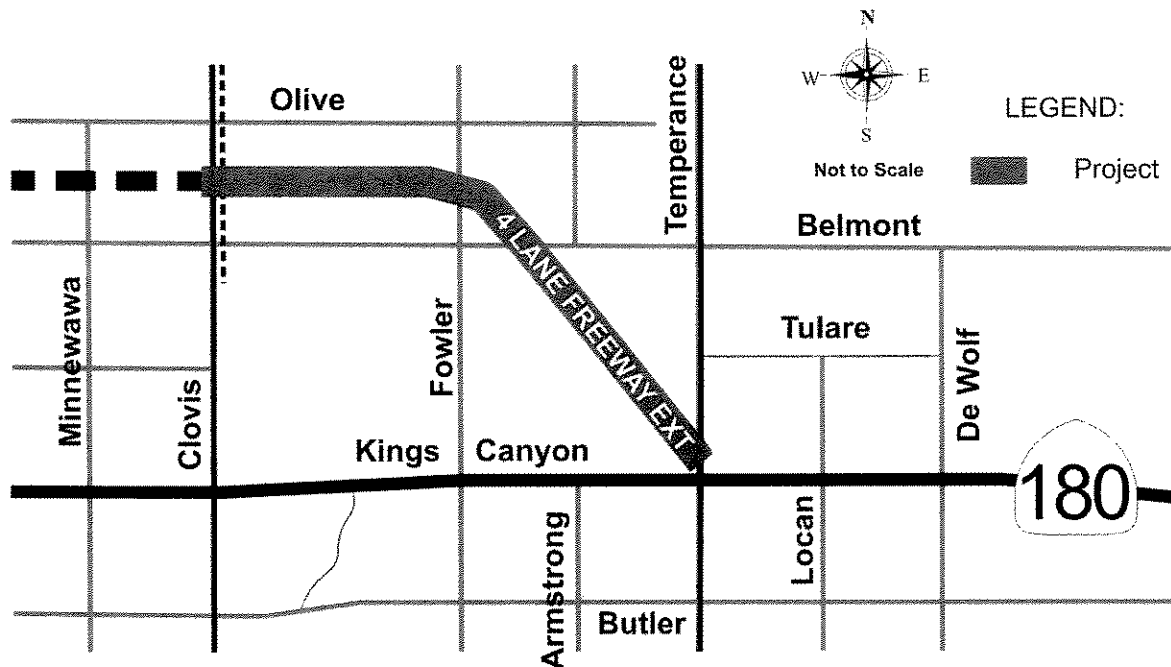
APPENDICES (To Be Inserted Prior to Fresno COG Board Approval)

<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>

Short-Term Regional Transportation Program

URBAN PROJECT A1 SR 180 EAST CLOVIS AVE. TO TEMPERANCE AVE.

Planned Improvement: 4 Lane Freeway Extension on 6 Lane Right-of-Way
Inflated Cost: \$107.710 million
Year of Completion: 2009
Regional Priority: N/A
Responsible Agency: Caltrans



Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1											
Right-of-Way *2											
Construction *3	Prior	2008/09	\$21.270	\$79.500	\$6.940						\$107.710
TOTAL INFLATED COST			\$21.270	\$79.500	\$6.940						\$107.710
FUNDING PROGRAM											
Measure "C" Extension			\$3.010	\$24.572							\$27.582
STIP			\$5.700	\$47.488	\$6.940						\$60.128
TCRP			\$12.560	\$7.440							\$20.000
Total Funding			\$21.270	\$79.500	\$6.940						\$107.710 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT B2 SR 180 WEST MARKS AVE. TO HUGHES-WEST AVE. CONNECTOR

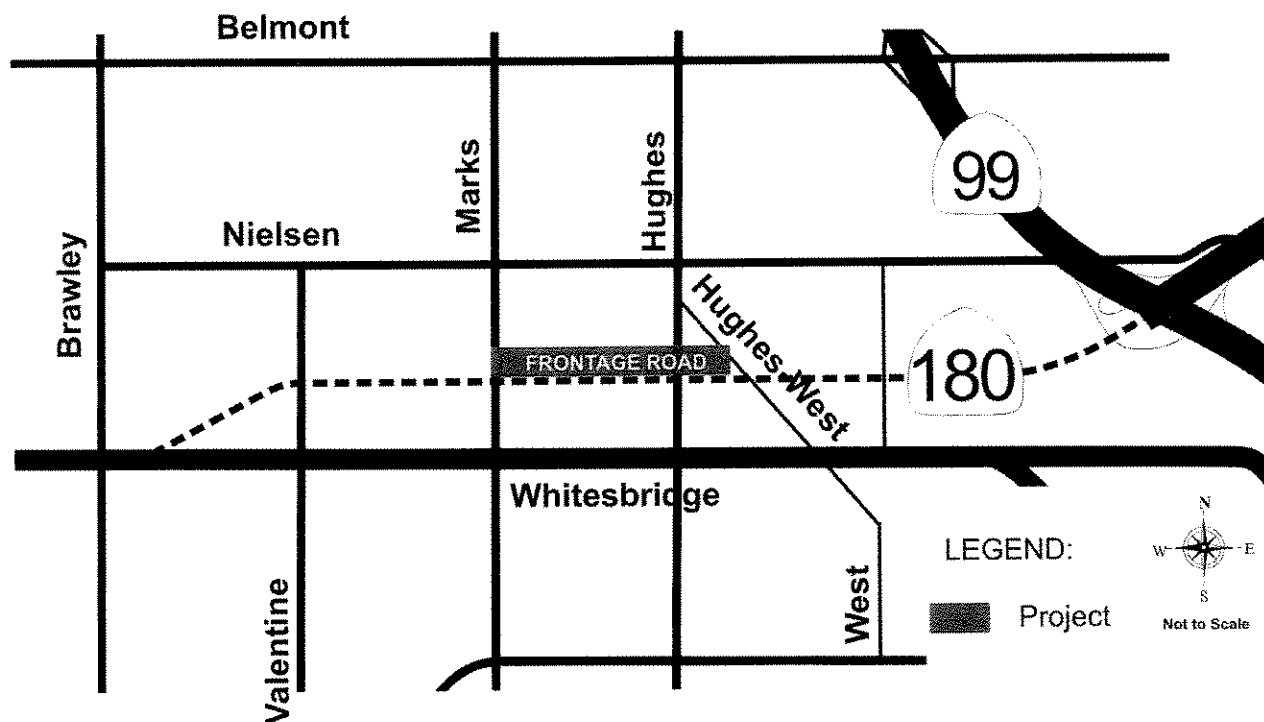
Planned Improvement: Construct Frontage Road, Realign Ronquio Boulevard &
Install Traffic Signal

Inflated Cost: \$7.519 million

Year of Completion: 2011

Priority Number: 0

Responsible Agency: Caltrans



Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1	2008/09	2008/09			\$0.335						\$0.335
Right-of-Way *2	2009/10	2009/10				\$2.758					\$2.758
Construction *3	2010/11	2010/11					\$4.426				\$4.426
TOTAL INFLATED COST					\$0.335	\$2.758	\$4.426				\$7.519
FUNDING PROGRAM											
Measure "C" Extension					\$0.335	\$2.758	\$4.426				\$7.519
Total Funding					\$0.335	\$2.758	\$4.426				\$7.519 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PS/E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT B3 SR 180 WEST BRAWLEY AVE. TO HUGHES-WEST AVE. CONNECTOR

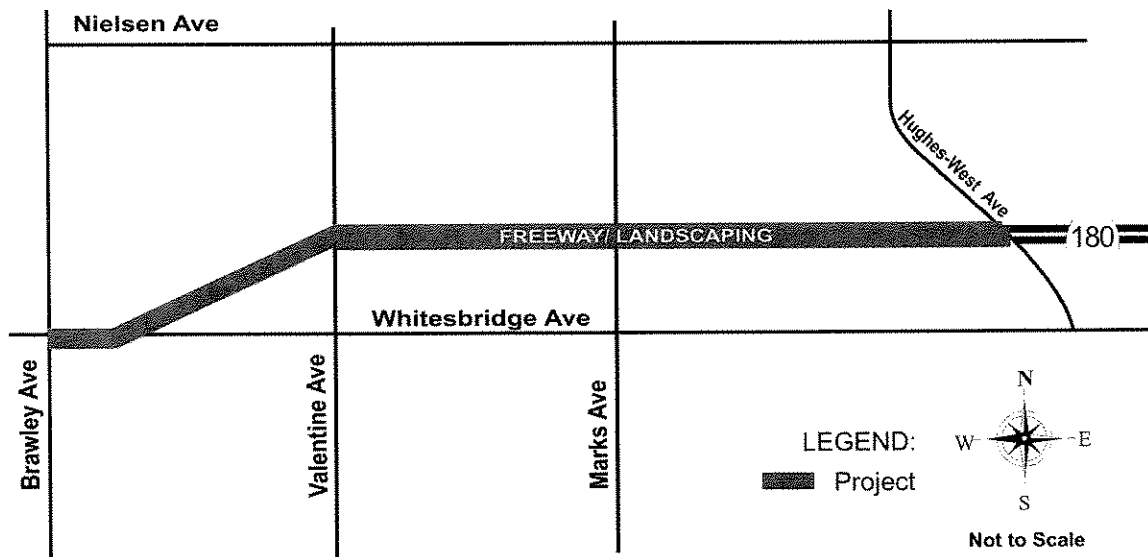
Planned Improvement: Install Landscaping

Inflated Cost: \$5.445 million

Year of Completion: 2014

Priority Number: N/A

Responsible Agency: Caltrans



Project Schedule/Cost/Fee Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1	2013/14	2013/14								\$0.738	\$0.738
Right-of-Way *2											
Construction *3	2013/14	2013/14								\$4.707	\$4.707
TOTAL INFLATED COST										\$5.445	\$5.445
FUNDING PROGRAM											
STIP										\$5.445	\$5.445
TOTAL FUNDING										\$5.445	\$5.445 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PS/E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT C SR 41, SR 168, & SR 180 BRAIDED RAMPS

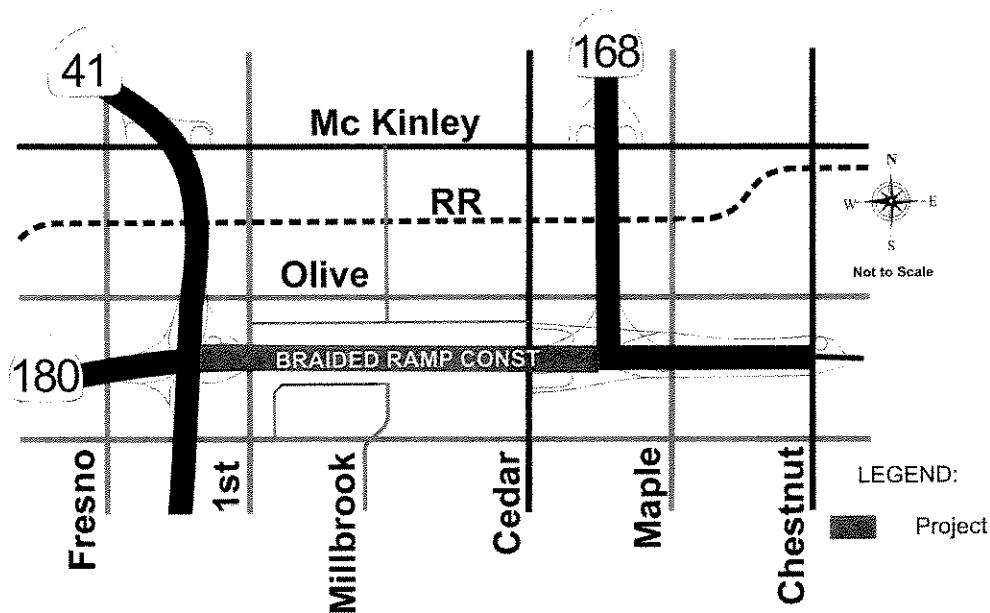
Planned Improvement: Construct Braided Ramps (Preliminary Engineering & Right-of-Way Acquisition Only - Construction to be Scheduled in Mid- & Long-Term Program)

Inflated Cost: \$8.358 million

Year of Completion: 2014

Priority Number: 4

Responsible Agency: Caltrans



Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1	2013/14	2013/14								\$8.120	\$8.120
Right-of-Way *2	2013/14	2013/14								\$0.239	\$0.239
Construction *3											
TOTAL INFLATED COST										\$8.359	\$8.359
FUNDING PROGRAM											
Measure "C" Extension										\$5.373	\$5.373
RTMF										\$2.985	\$2.985
TOTAL FUNDING										\$8.358	\$8.358

*1 Preliminary Engineering: Preliminary Design/Engineering (PS/E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT D1 WILLOW AVE. SHEPHERD AVE. TO COPPER AVE.

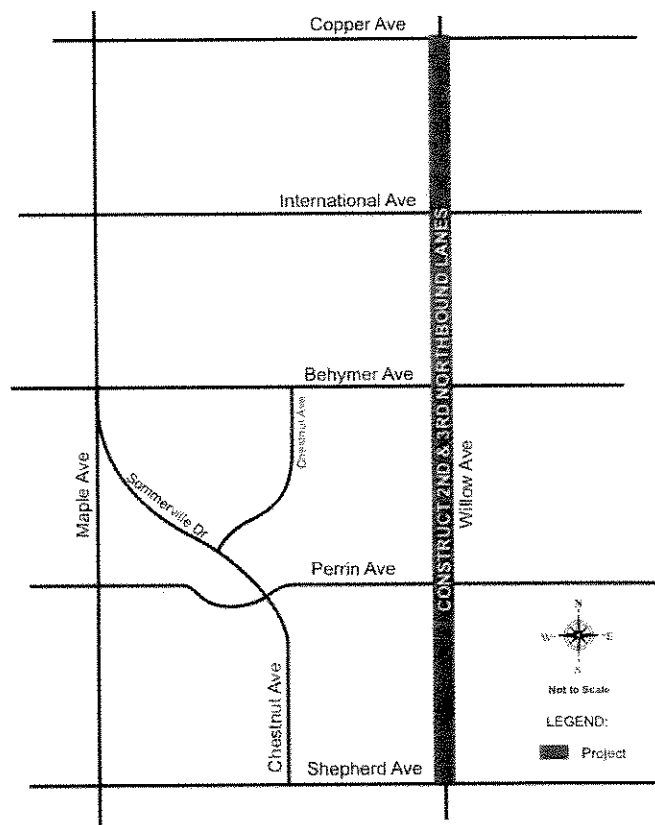
Planned Improvement: Construct 2nd & 3rd Northbound Lanes & Install Concrete Median, Curb & Gutter, Landscaping, Irrigation System & Traffic Signal at Perrin Avenue

Inflated Cost: \$7.486 million

Year of Completion: 2014

Priority Number: 3

Responsible Agency: City of Clovis



Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1	2012/13	2012/13							\$0.725		\$0.725
Right-of-Way *2	2013/14	2013/14								\$1.865	\$1.865
Construction *3	2013/14	2013/14								\$4.896	\$4.896
TOTAL INFLATED COST									\$0.725	\$6.761	\$7.486
FUNDING PROGRAM											
Measure "C" Extension									\$0.580	\$5.409	\$5.989
Local Development Fees									\$0.145	\$1.352	\$1.497
TOTAL FUNDING									\$0.725	\$6.761	\$7.486

*1 Preliminary Engineering: Preliminary Design/Engineering (PS/E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT D2 WILLOW AVE. TEAGUE AVE. TO SHEPHERD AVE.

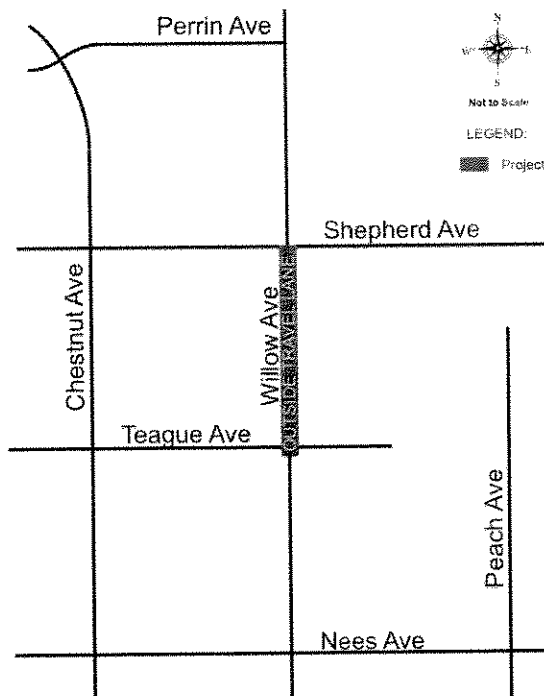
Planned Improvement: Construct Outside Travel Lane on East Side of Roadway & Install Median, Landscaping, Irrigation, & Curb & Gutter

Inflated Cost: \$.763 million

Year of Completion: 2009

Priority Number: 3

Responsible Agency: City of Clovis/City of Fresno



Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1	Prior	Prior	\$0.560								\$0.560
Right-of-Way *2	Prior	Prior	\$0.320								\$0.320
Construction *3	2008/09	2008/09			\$0.387						\$0.387
TOTAL INFLATED COST			\$0.880		\$0.387						\$1.267
FUNDING PROGRAM											
Measure "C" Extension					\$0.310						\$0.310
Local Development Fees			\$0.376		\$0.077						\$0.453
TOTAL FUNDING			\$0.376		\$0.387						0.763 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

Short-Term Regional Transportation Program

URBAN PROJECT D3 WILLOW AVE. ALLUVIAL AVE. TO ¼ MILE NORTH OF ALLUVIAL AVE.

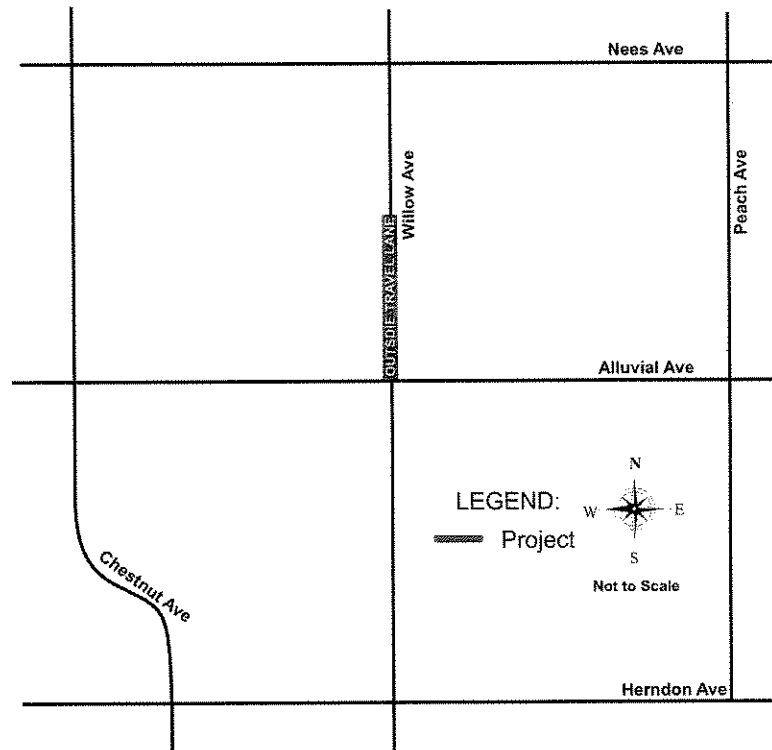
Planned Improvement: Construct Outside Travel Lane on East Side of Roadway & Install Curb & Gutter, Sidewalk, Street Lights, Median Curb & Landscaping

Inflated Cost: \$0.699 million

Year of Completion: 2013

Priority Number: 3

Responsible Agency: City of Fresno/City of Clovis



Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1	2011/12	2011/12						\$0.111			\$0.111
Right-of-Way *2	2012/13	2012/13							\$0.209		\$0.209
Construction *3	2012/13	2012/13							\$0.379		\$0.379
TOTAL INFLATED COST								\$0.111	\$0.588		\$0.699
FUNDING PROGRAM											
Measure "C" Extension								\$0.089	\$0.420		\$0.509
Local Development Fees								\$0.022	\$0.118		\$0.699
TOTAL FUNDING								\$0.111	\$0.538		\$0.699 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PS/E), Environmental

*2 Right-of-Way Acquisition

Short-Term Regional Transportation Program

URBAN PROJECT D4A WILLOW AVE. TEAGUE AVE. TO SHEPHERD AVE.

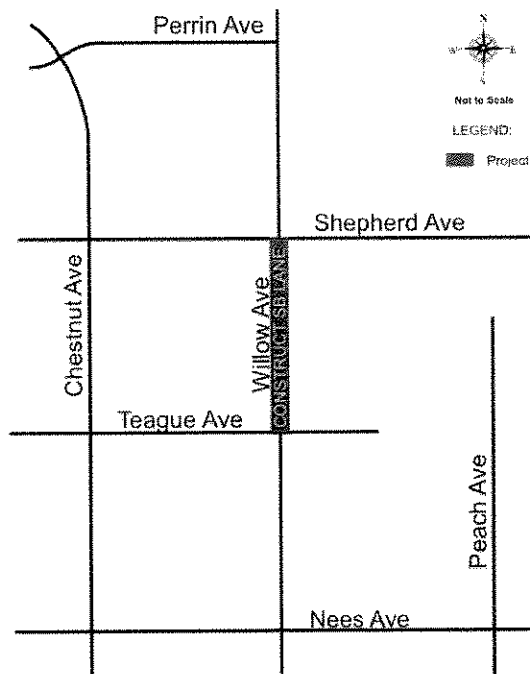
Planned Improvement: Construct Southbound Lane on West Side of Roadway & Install Median, Curb & Landscaping

Inflated Cost: \$.361 million

Year of Completion: 2009

Priority Number: 3

Responsible Agency: City of Fresno/City of Clovis



Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1											
Right-of-Way *2											
Construction *3	2008/09	2008/09			\$0.361						\$0.361
TOTAL COST					\$0.361						\$0.361
FUNDING PROGRAM											
Measure "C" Extension					\$0.289						\$0.289
Local Development Fees					\$0.072						\$0.072
TOTAL FUNDING					\$0.361						\$0.361 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PS/E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT D4B WILLOW AVE. SHEPHERD AVE. TO BEHYMER AVE.

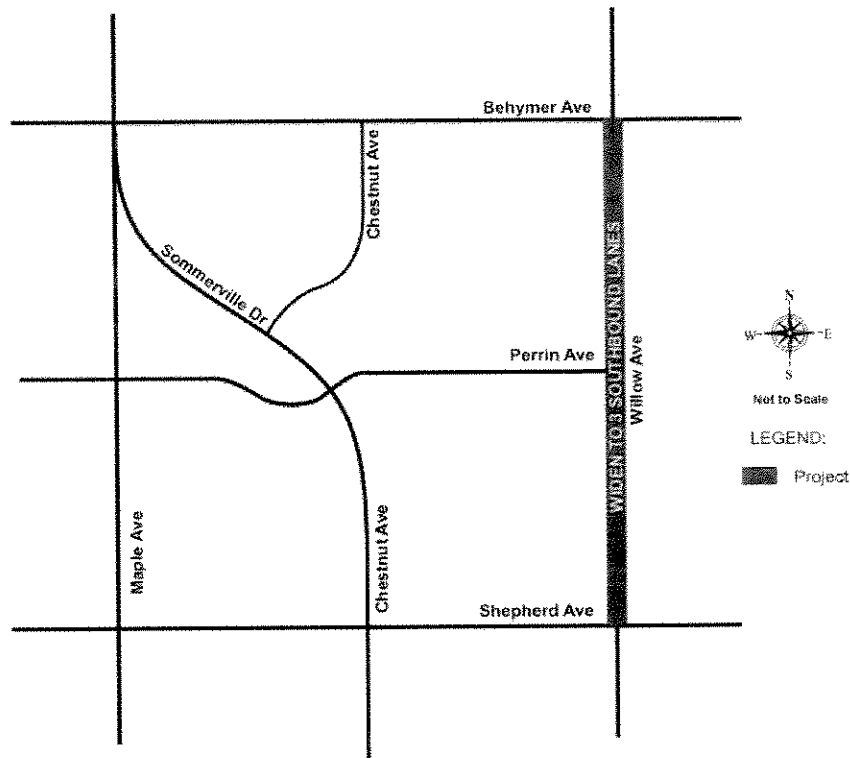
Planned Improvement: Widen to 3 Southbound Lanes

Inflated Cost: \$3.573 million

Year of Completion: 2009

Priority Number: 3

Responsible Agency: City of Fresno



Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1	2008/09	2008/09			\$0.213						\$0.213
Right-of-Way *2											
Construction *3	2008/09	2008/09			\$3.360						\$3.360
TOTAL COST					\$3.573						\$3.573
FUNDING PROGRAM											
Measure "C" Extension					\$2.858						\$2.858
Local Development Fees					\$0.715						\$0.715
TOTAL FUNDING					\$3.573						\$3.573 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PS/E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT D5 WILLOW AVE. DECATUR AVE. TO SHEPHERD AVE.

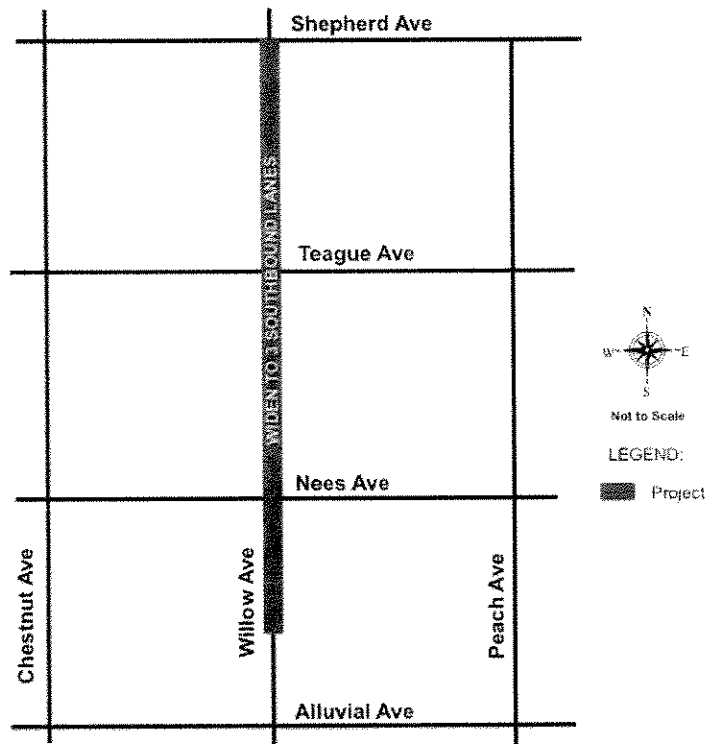
Planned Improvement: Widen to 3 Southbound lanes

Inflated Cost: \$3.900 million

Year of Completion: 2011

Priority Number: 3

Responsible Agency: City of Fresno



Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1	Prior	Prior	\$0.290								\$0.290
Right-of-Way *2	2009/10	2009/10				\$0.441					\$0.441
Construction *3	2010/11	2010/11					\$3.169				\$3.169
TOTAL INFLATED COST			\$0.290			\$0.441	\$3.169				\$3.900
FUNDING PROGRAM											
Measure "C" Extension						\$0.072	\$1.269				\$1.341
Federal Aid			\$0.290			\$0.369	\$1.900				\$2.559
TOTAL FUNDING			\$0.290			\$0.441	\$3.169				\$3.900 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

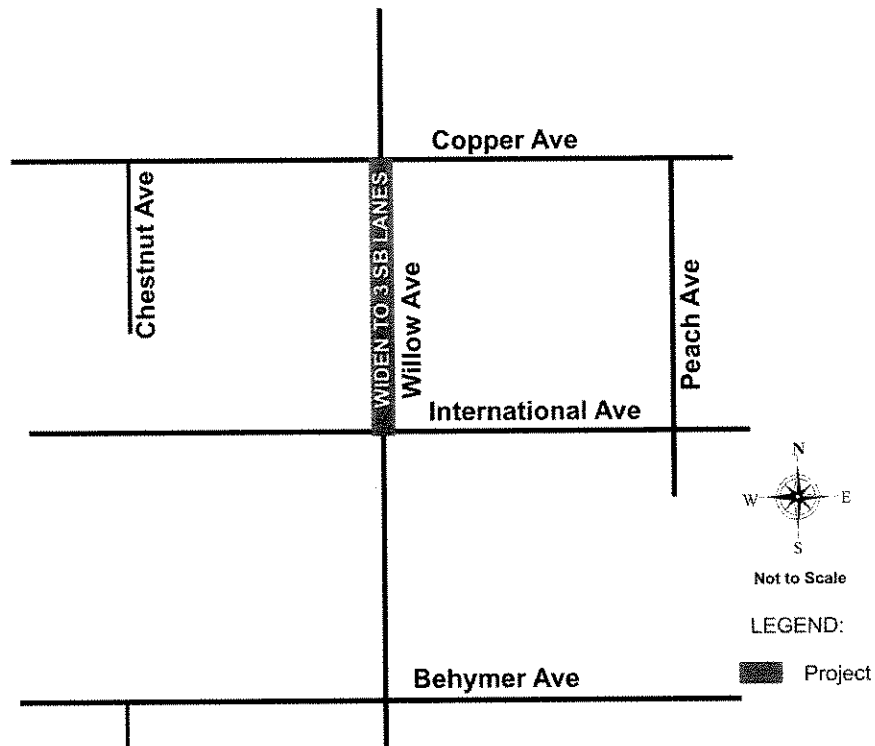
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT D6 WILLOW AVE. INTERNATIONAL AVE. TO COPPER AVE.

Planned Improvement: Widen to 3 Southbound Lanes
 Inflated Cost: \$.714 million
 Year of Completion: 2014
 Priority Number: 3
 Responsible Agency: City of Fresno



Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1	2013/14	2013/14								\$0.060	\$0.060
Right-of-Way *2										\$0.654	\$0.654
Construction *3	2013/14	2013/14								\$0.714	\$0.714
TOTAL COST										\$0.714	\$0.714
FUNDING PROGRAM											
Measure "C" Extension										\$0.571	\$0.571
Local Development Fees										\$0.143	\$0.143
TOTAL FUNDING										\$0.714	\$0.714 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT D7 WILLOW AVE. HERNDON AVE. TO ALLUVIAL AVE.

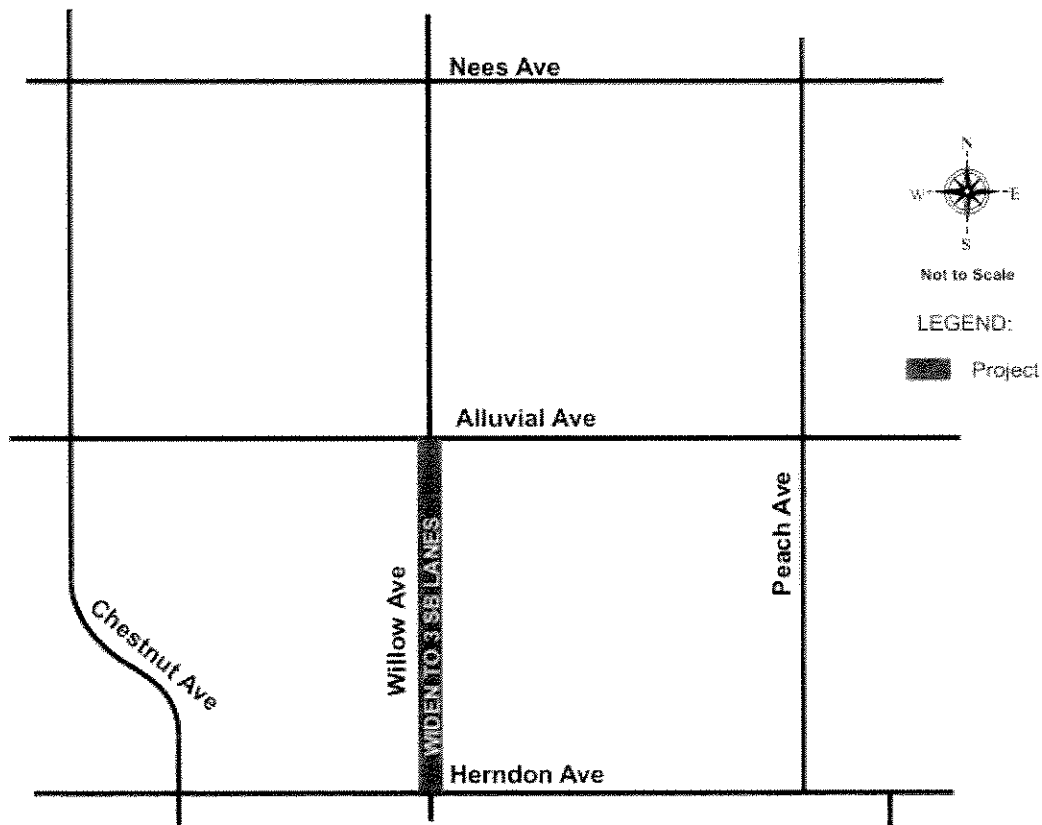
Planned Improvement: Widen to 3 Southbound Lanes.

Inflated Cost: \$1.584 million

Year of Completion: 2013

Priority Number: 3

Responsible Agency: City of Fresno



Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1	2012/13	2012/13							\$0.110		\$0.110
Right-of-Way *2	2012/13	2012/13							\$0.274		\$0.274
Construction *3	2012/13	2012/13							\$1.200		\$1.200
TOTAL INFLATED COST									\$1.584		\$1.584
FUNDING PROGRAM											
Measure "C" Extension									\$1.267		\$1.267
Local Development Fees									\$0.317		\$0.317
TOTAL FUNDING									\$1.584		\$1.584 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PS/E), Environmental

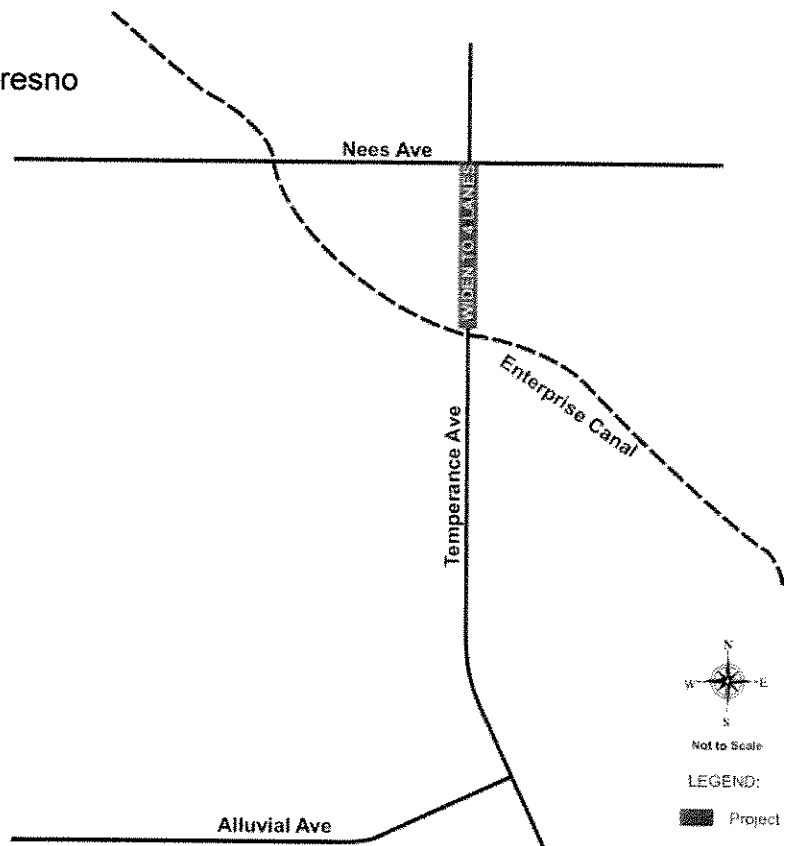
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT E1 TEMPERANCE AVE. ENTERPRISE CANAL TO NEES AVE.

Planned Improvement: Widen to 4 Lane Divided Expressway/Arterial & Install Traffic Signal
 Inflated Cost: \$1.514 million
 Year of Completion: 2013
 Priority Number: 8
 Responsible Agency: City of Fresno



Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering ^{*1}	2012/13	2012/13							\$0.220		\$0.220
Right-of-Way ^{*2}	2012/13	2012/13							\$0.220		\$0.220
Construction ^{*3}	2012/13	2012/13							\$1.074		\$1.074
TOTAL COST									\$1.514		\$1.514
FUNDING PROGRAM											
Measure "C" Extension									\$1.211		\$1.210
Local Development Fees									\$0.303		\$0.303
TOTAL FUNDING									\$1.514		\$1.514 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

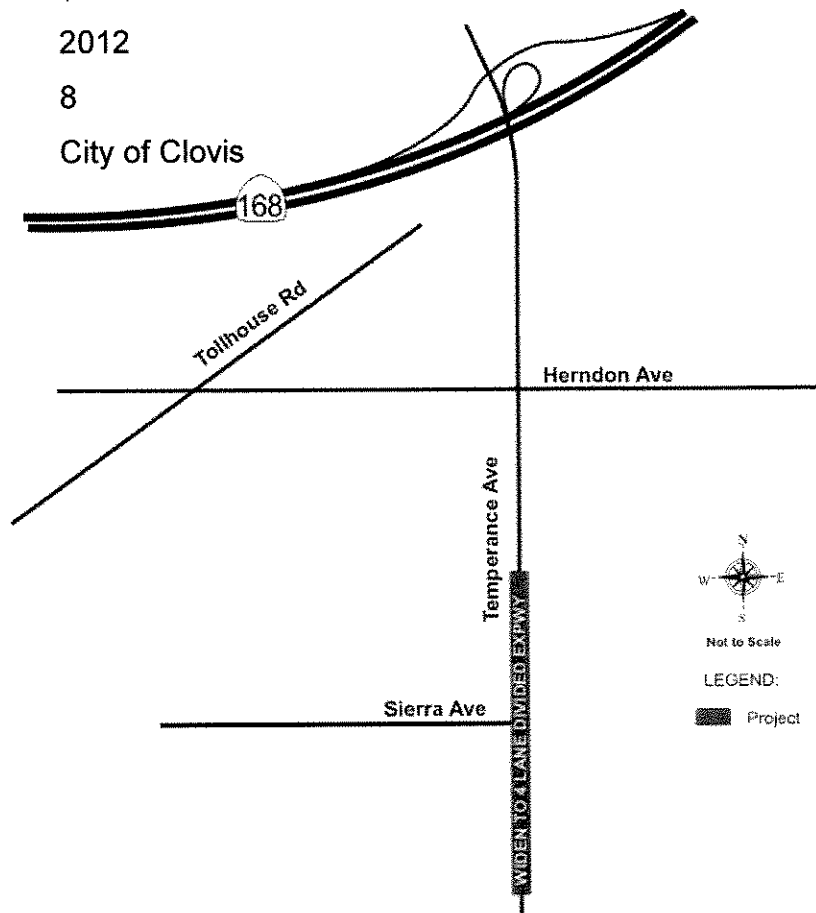
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT E2 TEMPERANCE AVE. NORTH AND SOUTH OF SIERRA AVE.

Planned Improvement: Widen to 4 Lane Divided Expressway/Arterial & Install Traffic Signal
 Inflated Cost: \$2.507 million
 Year of Completion: 2012
 Priority Number: 8
 Responsible Agency: City of Clovis



Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1	2010/11	2010/11					\$0.295				\$0.295
Right-of-Way *2											
Construction *3	2011/12	2011/12						\$2.212			\$2.212
TOTAL COST							\$0.295	\$2.212			\$2.507
FUNDING PROGRAM											
Measure "C" Extension							\$0.194	\$1.060			\$1.254
Federal Aid							\$0.101	\$1.152			\$1.253
TOTAL FUNDING							\$0.295	\$2.212			\$2.507 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT E3 TEMPERANCE AVE. SHEPHERD. AVE TO NEES AVE.

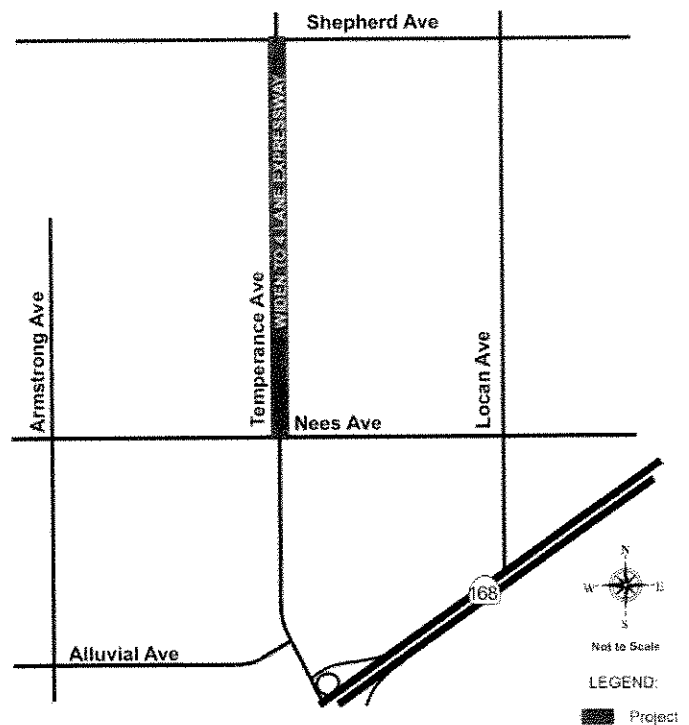
Planned Improvement: Widen to 4 Lane Divided Expressway/Arterial & Install Traffic Signal, Purchase Right-of-Way, Curb & Gutter, Sidewalk, Street Lights & Landscaping

Inflated Cost: \$1.767 million

Year of Completion: 2014

Priority Number: 8

Responsible Agency: City of Clovis



Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1	2012/13	2012/13							\$0.228		\$0.228
Right-of-Way *2	2013/14	2013/14								\$0.186	\$0.186
Construction *3	2013/14	2013/14								\$1.353	\$1.353
TOTAL INFLATED COST									\$0.228	\$1.539	\$1.767
FUNDING PROGRAM											
Measure "C" Extension									\$0.182	\$1.231	\$1.413
Local Development Fees									\$0.046	\$0.308	\$0.354
TOTAL FUNDING									\$0.228	\$1.539	\$1.767 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PS/E), Environmental

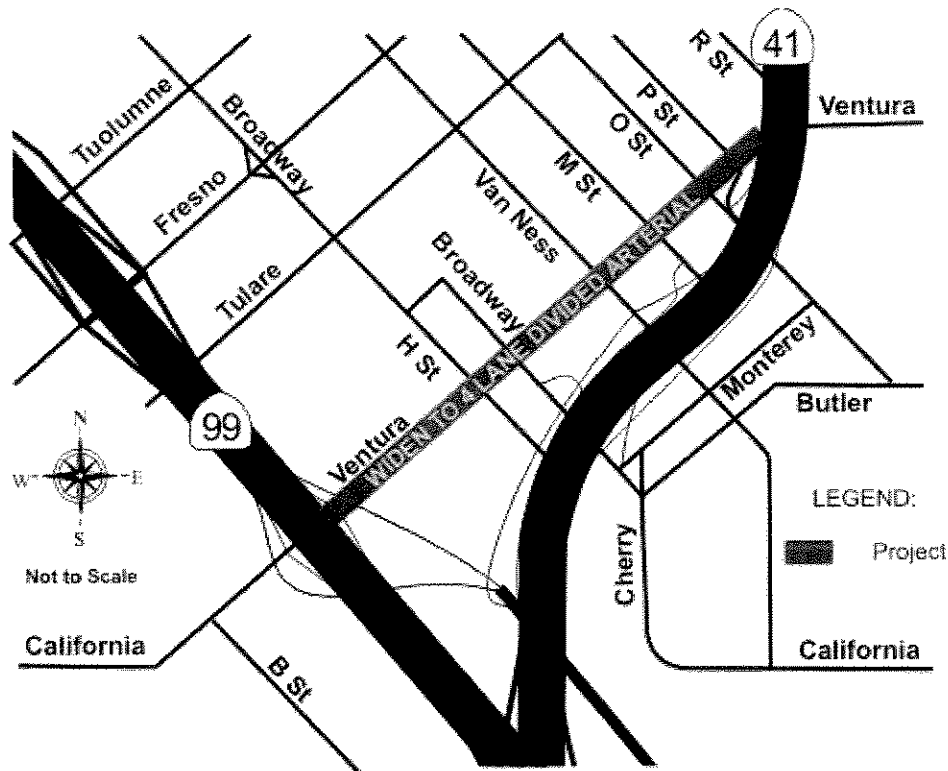
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT F VENTURA ST. SR 41 TO SR 99

Planned Improvement: Widen to 4 Lane Divided Arterial
Inflated Cost: \$6.221 million
Year of Completion: 2012
Priority Number: 3
Responsible Agency: City of Fresno



Project Schedule /Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1	2011/12	2011/12	\$0.200								\$0.200
Right-of-Way *2	2011/12	2011/12						\$4.108			\$4.108
Construction *3	2011/12	2011/12						\$1.913			\$1.913
TOTAL INFLATED COST			\$0.200					\$6.021			\$6.221
FUNDING PROGRAM											
Measure "C" Extension								\$6.021			\$6.021
Local Development Fees			\$0.200								\$0.200
TOTAL FUNDING								\$6.021			\$6.221 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT G MONTEREY BRIDGE BROADWAY TO GOLDEN STATE BLVD.

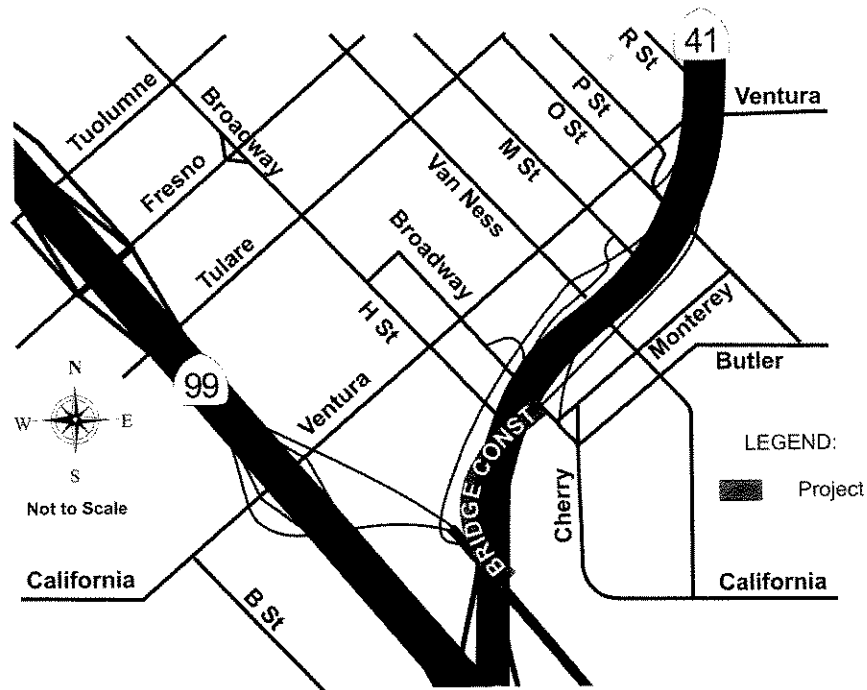
Planned Improvement: Matching Funds to Highway Bridge Replacement
(HBR) Program Funds to Replace Bridge

Inflated Cost: \$8.007 million

Year of Completion: 2011

Priority Number: 2

Responsible Agency: City of Fresno



Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1	2008/09	2008/09			\$0.773						\$0.773
Right-of-Way *2							\$7.234				\$7.234
Construction *3	2010/11	2010/11									
TOTAL COST					\$0.773		\$7.234				\$8.007
FUNDING PROGRAM											
Measure "C" Extension					\$0.155		\$1.447				\$1.602
Other State					\$0.618		\$5.787				\$6.405
TOTAL FUNDING					\$0.773		\$7.234				\$8.007 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

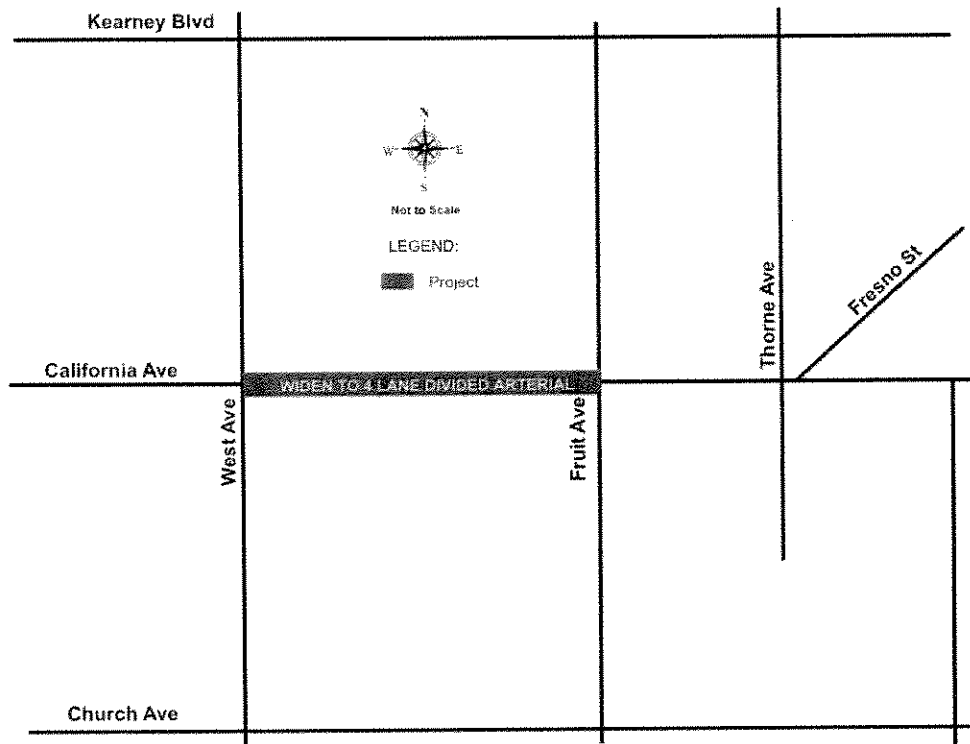
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT H1 CALIFORNIA AVE. WEST AVE. TO FRUIT AVE.

Planned Improvement: Widen to 4 Lane Divided Arterial
Inflated Cost: \$4.635 million
Year of Completion: 2009
Priority Number: 6
Responsible Agency: City of Fresno



Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1											\$0.000
Right-of-Way *2											\$0.000
Construction *3	2008/09	2008/09			\$4.635						\$4.635
TOTAL INFLATED COST					\$4.635						\$4.635
FUNDING PROGRAM											
Measure "C" Extension					\$4.035						\$4.035
Other Local					\$0.600						\$0.600
TOTAL FUNDING					\$4.635						\$4.635 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT I2 PEACH AVE. JENSEN AVE. TO BUTLER AVE.

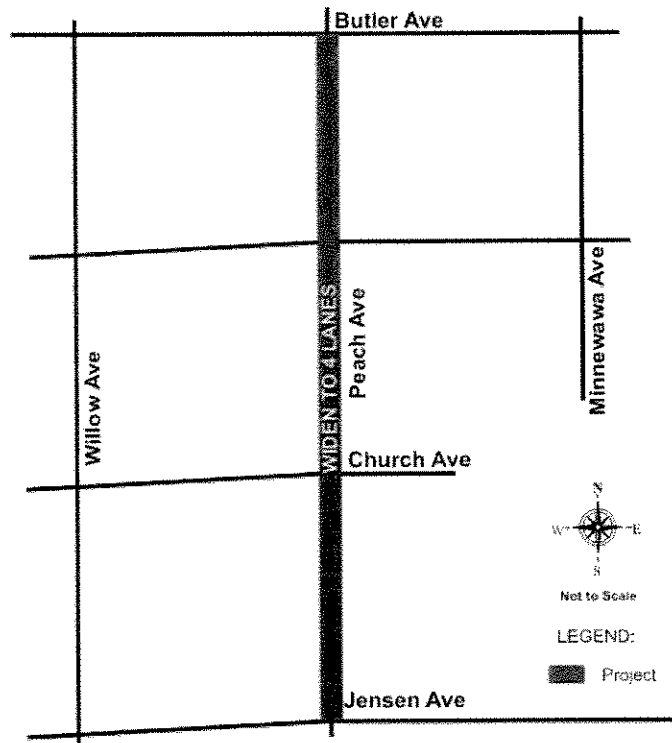
Planned Improvement: Widen to 4 Lanes

Inflated Cost: \$9.393 million

Year of Completion: 2013

Priority Number: 1

Responsible Agency: City of Fresno



Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1	2009/10	2009/10				\$0.485					\$0.485
Right-of-Way *2	2012/13	2012/13							\$1.111		\$1.111
Construction *3	2012/13	2012/13							\$7.797		\$7.797
TOTAL COST						\$0.485			\$8.908		\$9.393
FUNDING PROGRAM											
Measure "C" Extension						\$0.485			\$8.908		\$9.393
TOTAL FUNDING						\$0.485			\$8.908		\$9.393 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short Range Regional Transportation Program

URBAN PROJECT I3 PEACH AVE. SR 180 TO BUTLER AVE.

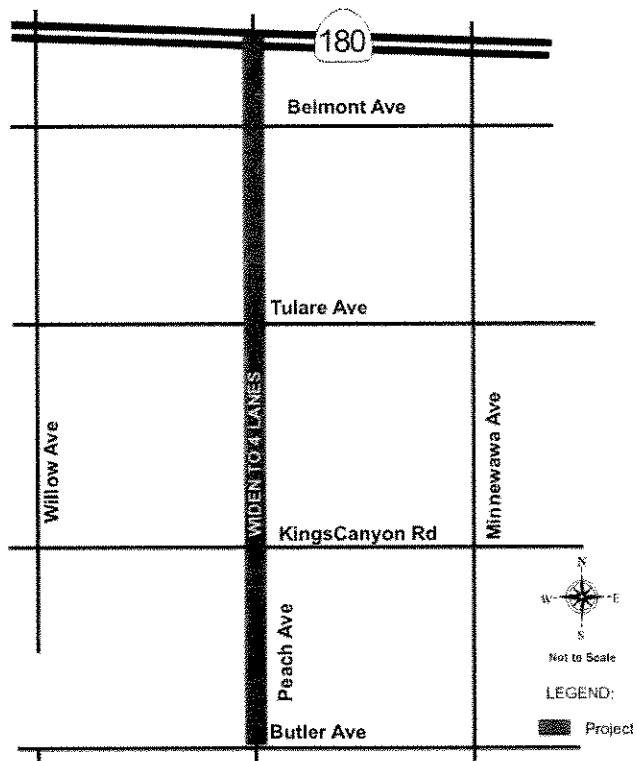
Planned Improvement: Widen to 4 Lanes

Inflated Cost: \$15.685 million

Year of Completion: 2013

Priority Number: 1

Responsible Agency: City of Fresno



Project Schedule/Cost Estimates/Fee Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1	2008/09	2008/09			\$0.849						\$0.849
Right-of-Way *2	2008/09	2008/09			\$5.562						\$5.562
Construction *3	2012/13	2012/13							\$9.274		\$9.274
TOTAL COST					\$6.411				\$9.274		\$15.685
FUNDING PROGRAM											
Measure "C" Extension					\$4.411				\$1.274		\$5.685
TCRP					\$2.000				\$8.000		\$10.000
TOTAL FUNDING					\$6.411				\$9.274		\$15.685 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PS/E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT K1 HERNDON AVE. WILLOW AVE. TO CLOVIS AVE.

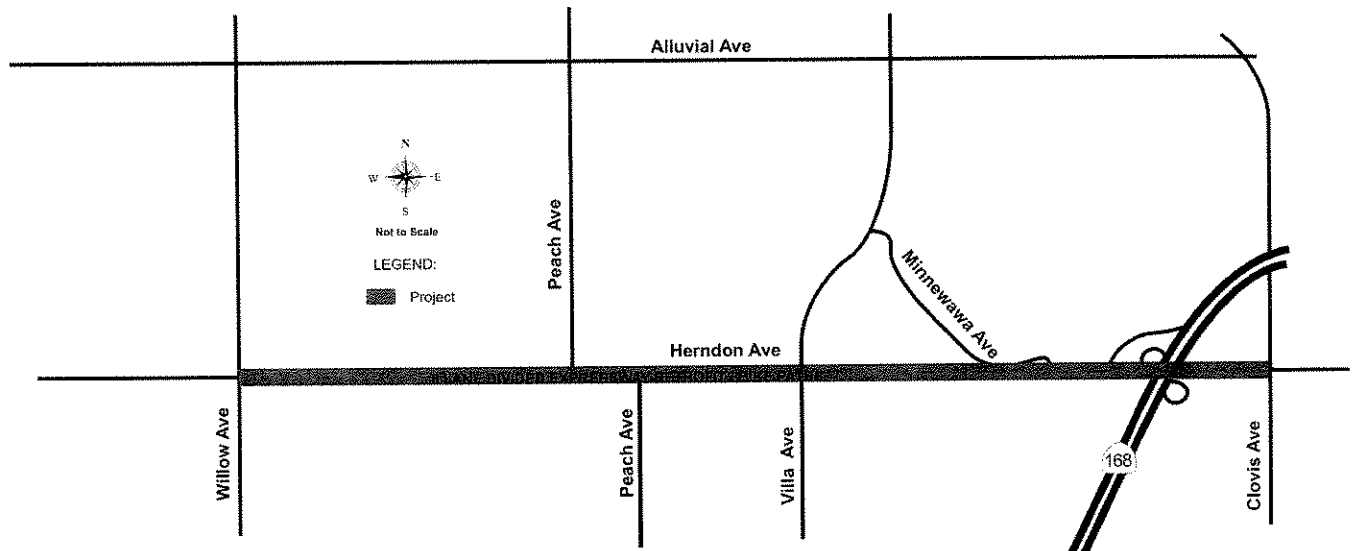
Planned Improvement: Widen & Install Dual Left Turn Lanes, Traffic Signal, Sidewalks,
Median & Curb & Gutter

Inflated Cost: \$3.265 million

Year of Completion: 2009

Priority Number: 5

Responsible Agency: City of Clovis



Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1	2008/09	2008/09			\$0.161						\$0.161
Right-of-Way *2	2008/09	2008/09			\$1.092						\$1.092
Construction *3	2008/09	2008/09			\$2.013						\$2.013
TOTAL COST					\$3.266						\$3.266
FUNDING PROGRAM											
Measure "C" Extension					\$0.633						\$0.633
TCRP					\$2.632						\$2.632
TOTAL FUNDING					\$6.411						\$3.266 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT K2 HERNDON AVE. CLOVIS AVE. TO FOWLER AVE.

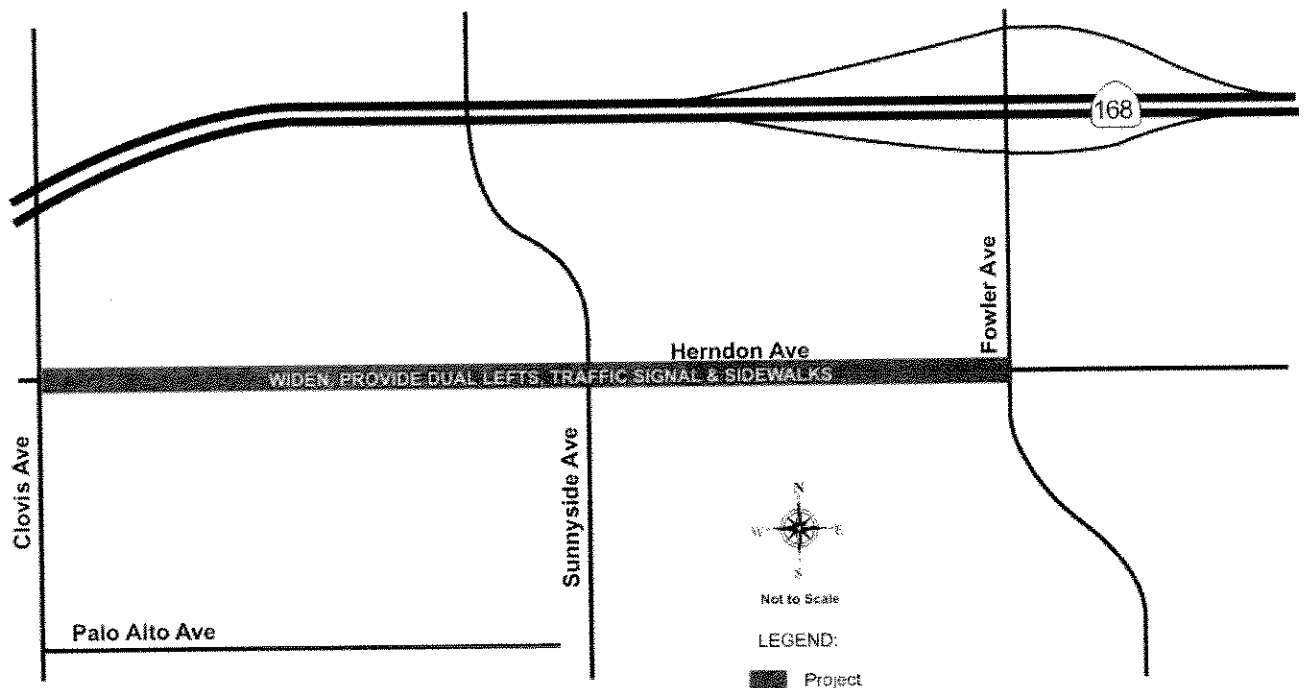
Planned Improvement: Widen, Provide Dual Left Turn Lanes, & Install Traffic Signal & Sidewalks

Inflated Cost: \$1.325 million

Year of Completion: 2012

Priority Number: 5

Responsible Agency: City of Clovis



Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1	2009/10	2009/10				\$0.168					\$0.168
Right-of-Way *2	2009/10	2009/10				\$0.022					\$0.022
Construction *3	2011/12	2011/12						\$1.135			\$1.135
TOTAL COST						\$0.190		\$1.135			\$1.325
FUNDING PROGRAM											
Measure "C" Extension						\$0.152		\$0.908			\$1.060
Local Development Fees						\$0.038		\$0.227			\$0.265
TOTAL FUNDING						\$0.190		\$1.135			\$1.325 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT K6 HERNDON AVE. VALENTINE AVE. TO MARKS AVE.

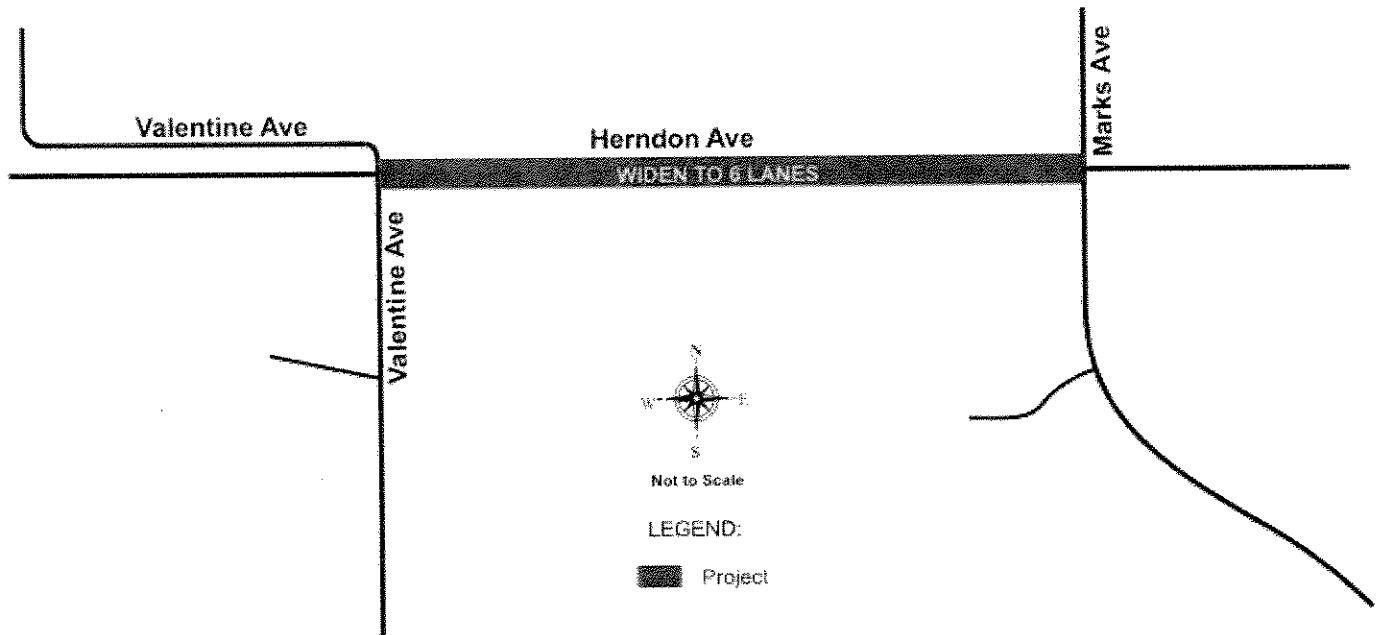
Planned Improvement: Widen to 6 Lanes

Inflated Cost: \$2.936 million

Year of Completion: 2010

Priority Number: 5

Responsible Agency: City of Fresno



Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1	Prior	Prior	\$0.115								\$0.115
Right-of-Way *2	Prior	2008/09	\$0.266		\$0.396						\$0.396
Construction *3	2009/10	2009/10				\$2.159					\$2.159
TOTAL COST			\$0.381		\$0.396	\$2.159					\$2.936
FUNDING PROGRAM											
Measure "C" Extension						\$0.807					\$0.807
Federal Aid			\$0.381		\$0.396	\$1.352					\$2.129
TOTAL FUNDING			\$0.381		\$0.396	\$2.159					\$2.936 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT K7 HERNDON AVE. SR 99 TO WEBER AVE.

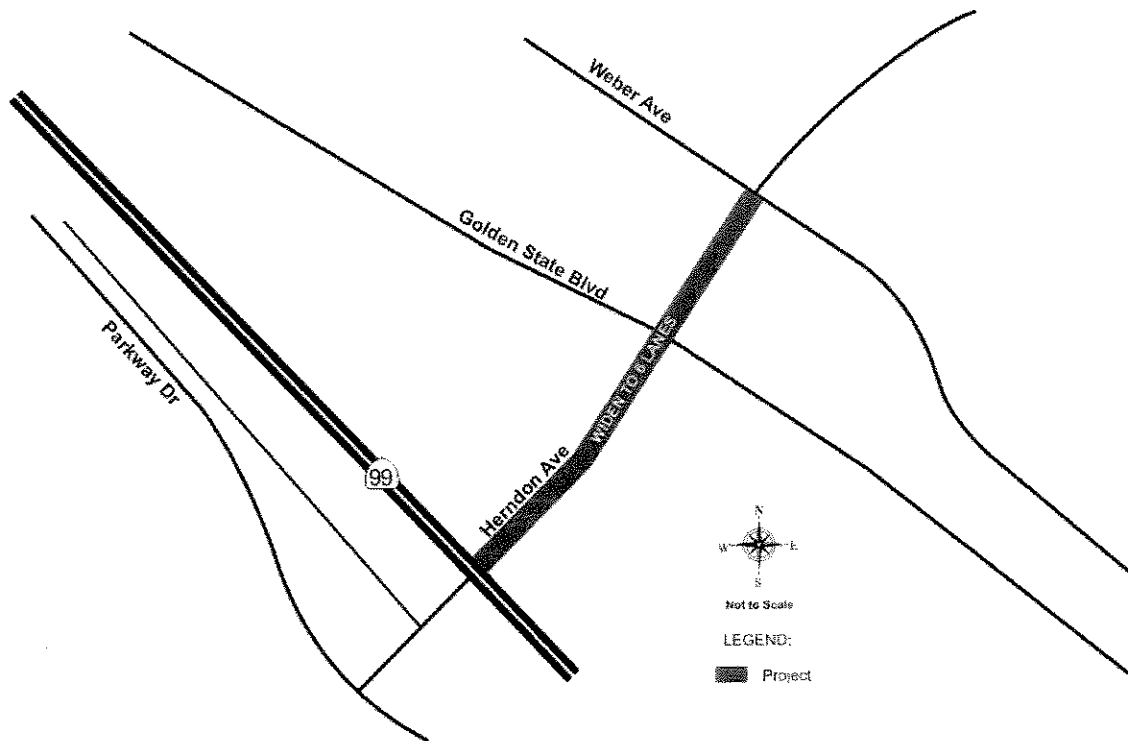
Planned Improvement: Widen to 6 Lanes & Provide Dual Left Turns at Golden State Boulevard

Inflated Cost: \$5.524 million

Year of Completion: 2010

Priority Number: 5

Responsible Agency: City of Fresno



Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1	Prior	Prior	\$0.275								\$0.275
Right-of-Way *2	Prior	Prior	\$0.305								\$0.305
Construction *3	2009/10	2009/10			\$4.944						\$4.944
TOTAL INFLATED COST			\$0.580		\$4.944						\$5.524
FUNDING PROGRAM											
Measure "C" Extension					\$0.996						\$0.996
Federal Aid			\$0.580		\$3.948						\$4.528
TOTAL FUNDING			\$0.580		\$4.944						\$5.524 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

*2 Right-of-Way Acquisition

Short-Term Regional Transportation Program

URBAN PROJECT L1 SHAW AVE. LOCAN AVE. TO DEWOLF AVE.

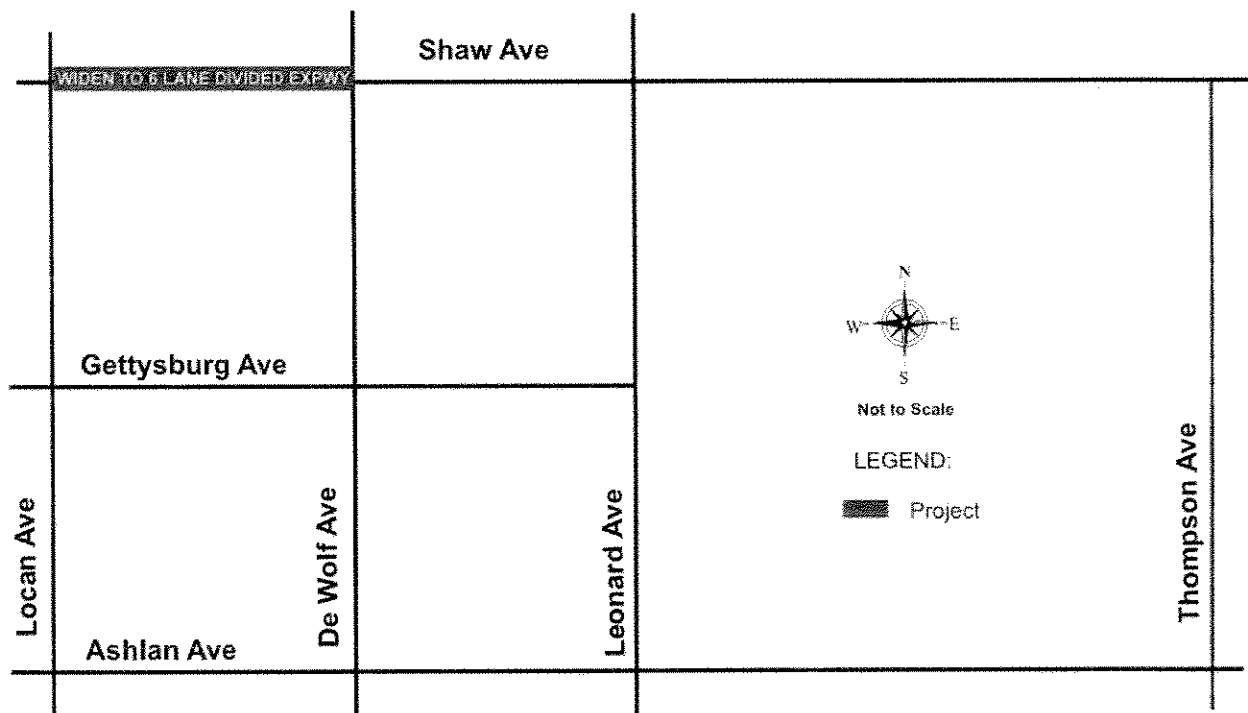
Planned Improvement: Widen to 6 Lane Divided Expressway & Install Curb & Gutter, Street Lights, Sidewalk, & Traffic Signal

Inflated Cost: \$1.895 million

Year of Completion: 2013

Priority Number: 5

Responsible Agency: City of Clovis



Project Schedule/Cost/Fee Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1	2011/12	2011/12						\$0.209			\$0.209
Right-of-Way *2	2011/12	2011/12						\$0.371			\$0.371
Construction *3	2012/13	2012/13							\$1.315		\$1.315
TOTAL INFLATED COST								\$0.580	\$1.315		\$1.895
FUNDING PROGRAM											
Measure "C" Extension								\$0.464	\$1.052		\$1.516
Local Development Fees								\$0.116	\$0.263		\$0.379
TOTAL FUNDING								\$0.580	\$1.315		\$1.895 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT L2 SHAW AVE. DEWOLF AVE. TO MCCALL AVE.

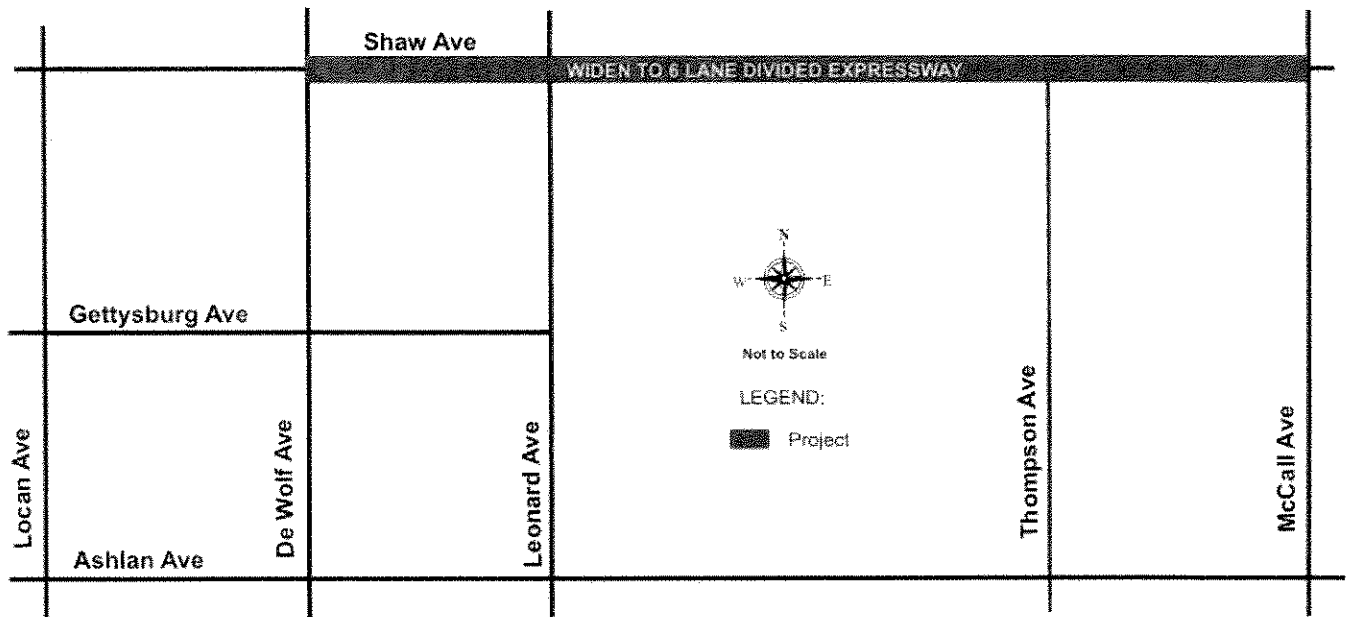
Planned Improvement: Widen to 6 Lane Divided Expressway & Install Outside Travel Lane, Curb & Gutter, Street Lights, Median, Landscaping & Undercrossing

Inflated Cost: \$10.034 million

Year of Completion: 2014

Priority Number: 5

Responsible Agency: City of Clovis



Project Schedule/Cost/Fee Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1	2012/13	2012/13							\$0.840		\$0.840
Right-of-Way *2	2013/14	2013/14								\$1.986	\$1.986
Construction *3	2013/14	2013/14								\$7.208	\$7.208
TOTAL INFLATED COST									\$0.840	\$9.194	\$10.034
FUNDING PROGRAM											
Measure "C" Extension									\$0.672	\$7.355	\$8.027
Local Development Fees									\$0.168	\$1.839	\$2.007
TOTAL FUNDING									\$0.840	\$9.194	\$10.034 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT N1 VETERANS BLVD. SR 99 INTERCHANGE & GRADE SEPARATION

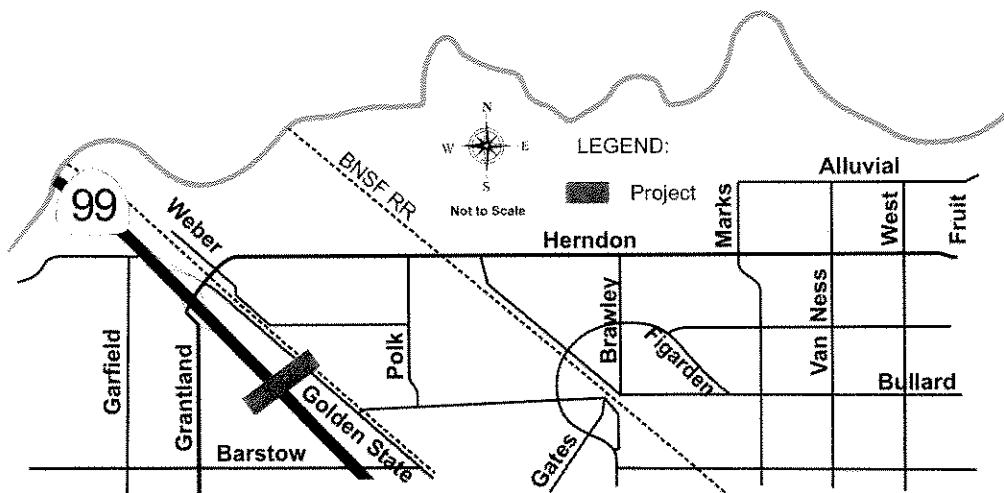
Planned Improvement: Freeway Interchange & Grade Separation at Union Pacific Rail Road & Golden State Blvd. (Preliminary Engineering Only- Construction to be scheduled in Mid- & Long-Term Program)

Inflated Cost: \$2.000 million

Year of Completion: 2010

Priority Number: 9

Responsible Agency: City of Fresno



Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1	2008/09	2009/10			\$1.000	\$1.000					\$2.000
Right-of-Way *2											
Construction *3											
TOTAL INFLATED COST					\$1.000	\$1.000					\$2.000
FUNDING PROGRAM											
Measure "C" Extension					\$0.750	\$0.750					\$1.500
Local Development Fees					\$0.250	\$0.250					\$0.500
TOTAL FUNDING					\$1.000	\$1.000					\$2.000 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PS/E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT A SR 180 WEST YUBA AVE. TO JAMES RD.

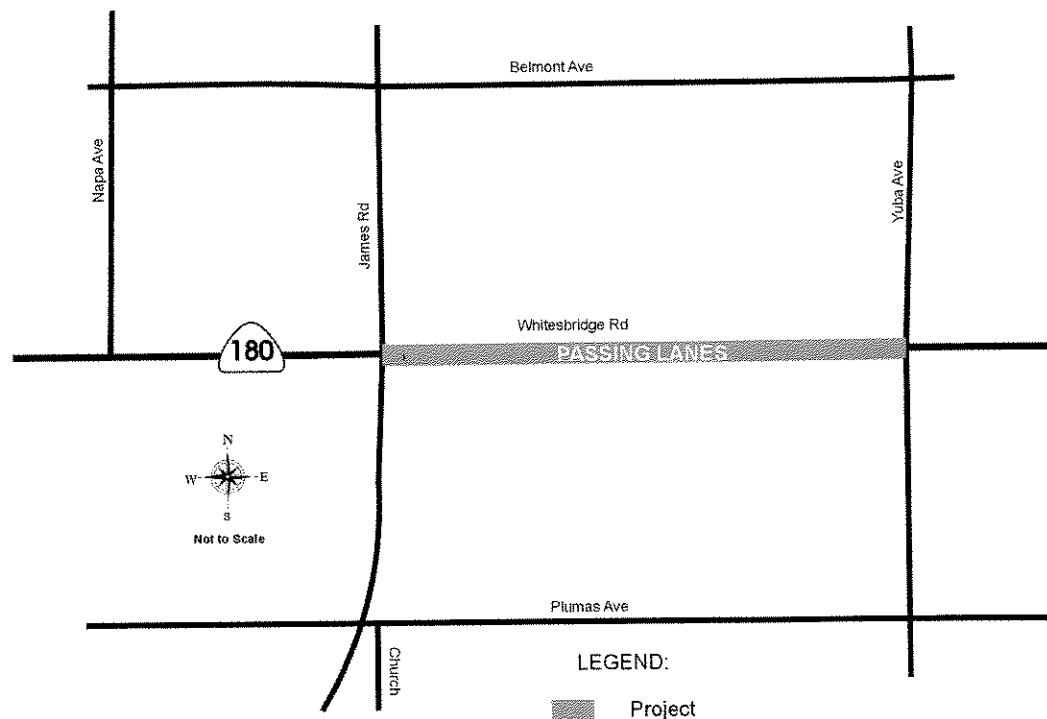
Planned Improvement: Construct Passing Lanes

Inflated Cost: \$11.494 million

Year of Completion: 2014

Regional Priority: 8

Responsible Agency: Caltrans



Project Schedule /Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1	2011/12	2011/12						\$1.913			\$1.913
Right-of-Way *2	2012/13	2012/13							\$3.014		\$3.014
Construction *3	2013/14	2013/14								\$6.567	\$6.567
TOTAL COST								\$1.913	\$3.014	\$6.567	\$11.494
FUNDING PROGRAM											
Measure "C" Extension								\$1.913	\$3.014	\$6.567	\$11.494
TOTAL FUNDING								\$1.913	\$3.014	\$6.567	\$11.494 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT B SR 180 EAST TEMPERANCE AVE. TO ACADEMY AVE.

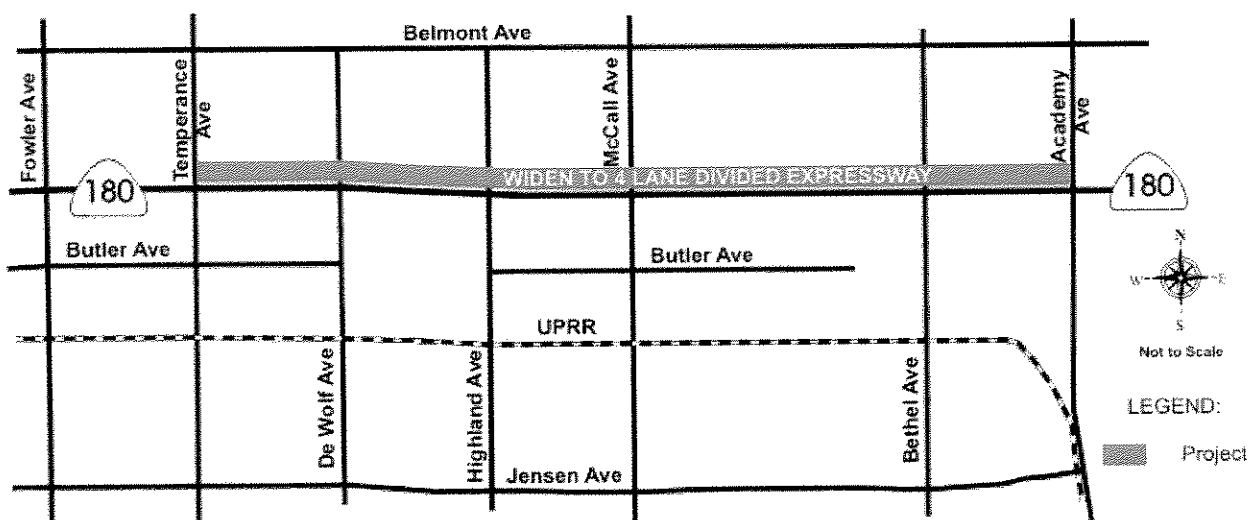
Planned Improvement: Widen to 4 Lane Divided Expressway

Inflated Cost: \$96.300 million

Year of Completion: 2013

Regional Priority: N/A - this is a carryover project from the original Measure "C"
Expenditure Plan

Responsible Agency: Caltrans



Project Schedule /Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1											
Right-of-Way *2											
Construction *3	Prior	20012/13	\$32.500						\$63.800		\$96.300
TOTAL COST			\$32.500						\$63.800		\$96.300
FUNDING PROGRAM											
Measure "C" Extension			\$32.500						\$31.000		\$63.500
STIP									\$32.800		\$32.800
TOTAL FUNDING			\$32.500						\$63.800		\$96.300 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PS/E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT C SR 180 EAST ACADEMY AVE. TO TRIMMER SPRINGS RD.

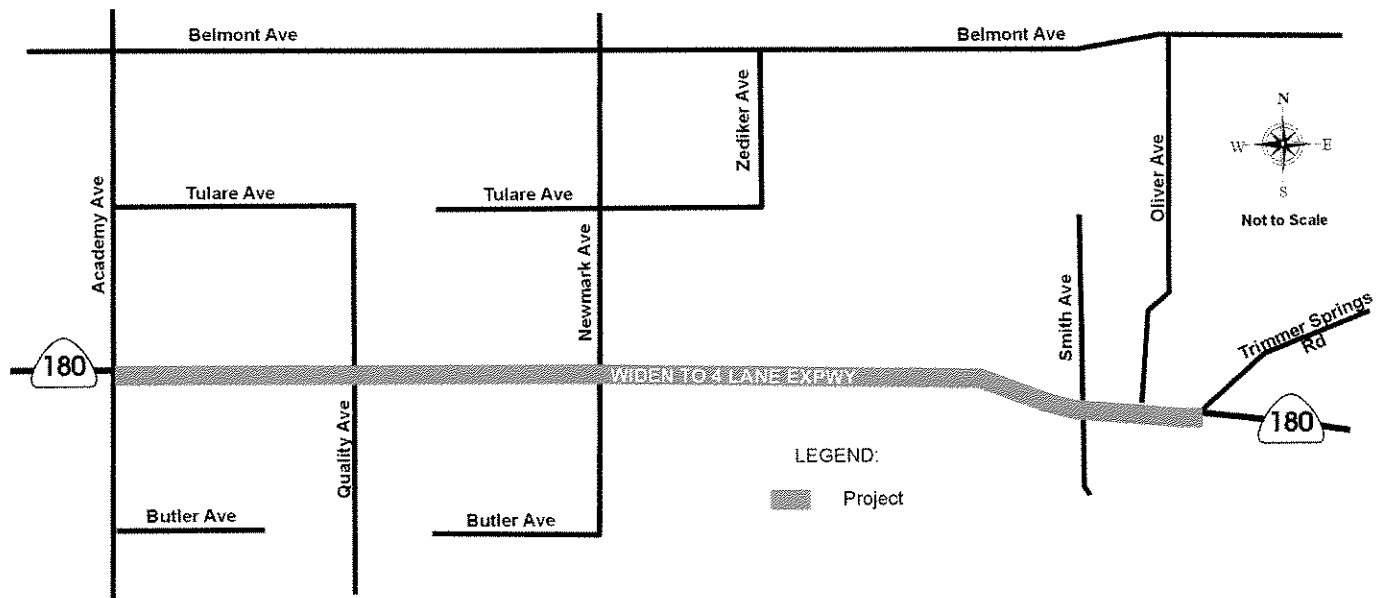
Planned Improvement: Widen to 4 Lane Expressway on 4 Lane Right-of-Way (Preliminary Engineering Only – Right-of-Way Acquisition & Construction to be Scheduled in Mid- & Long-Term Regional Transportation Program)

Inflated Cost: \$2.866 million

Year of Completion: 2015

Priority Number: 6

Responsible Agency: Caltrans



Project Schedule /Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14						TOTAL COST & FUNDING	
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13		2013/14
Preliminary Engineering *1	2013/14	2013/14								\$2.866	\$2.866
Right-of-Way *2											
Construction *3											
TOTAL COST										\$2.866	\$2.866
FUNDING PROGRAM											
STIP										\$2.866	\$2.866
TOTAL FUNDING										\$2.866	\$2.866 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT E FRIANT ROAD COPPER AVE. TO MILLERTON RD.

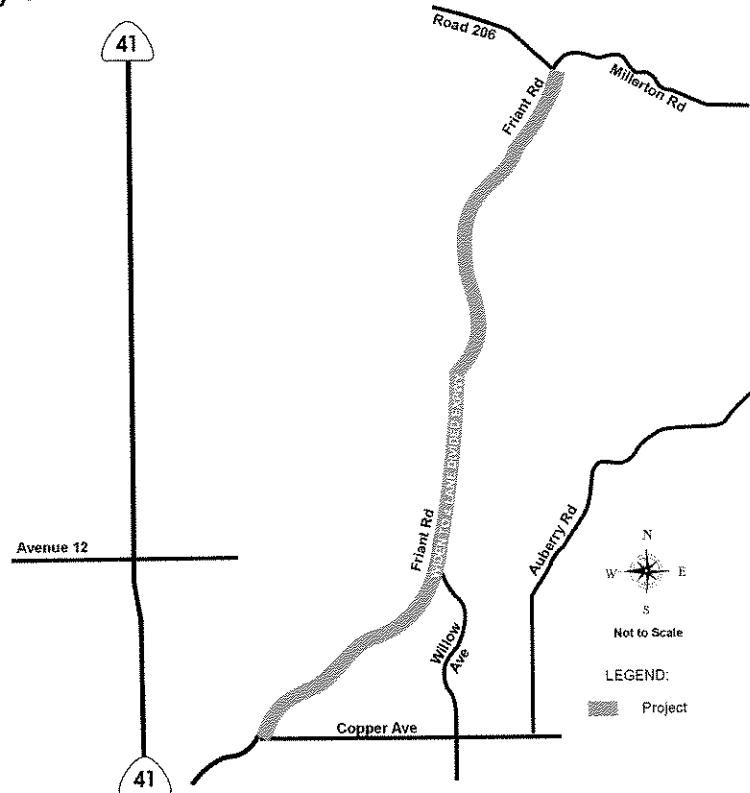
Planned Improvement: Widen to 4 Lane Divided Expressway (Phase 3 of a Three Phase Project)

Inflated Cost: \$4.120 million

Year of Completion: 2009

Priority Number: 1

Responsible Agency: County of Fresno



Project Schedule /Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1											
Right-of-Way *2											
Construction *3	2008/09	2008/09			\$4.120						\$4.120
TOTAL COST					\$4.120						\$4.120
FUNDING PROGRAM											
Measure "C" Extension					\$4.120						\$4.120
TOTAL FUNDING					\$4.120						\$4.120 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT F GOLDEN STATE BOULEVARD AMERICAN AVE. TO TULARE COUNTY LINE

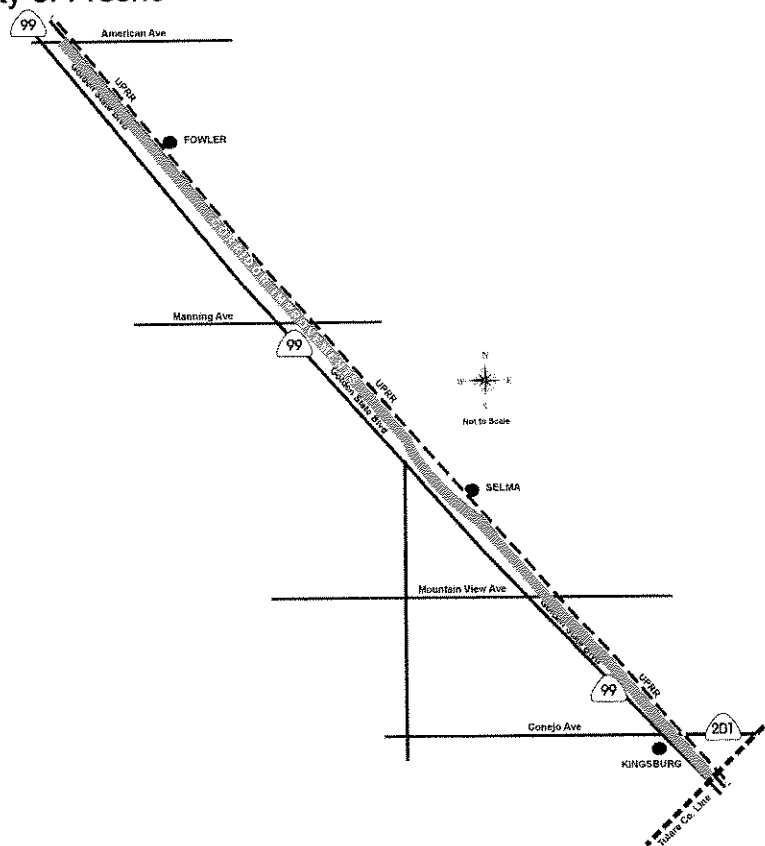
Planned Improvement: Provide Various Corridor Improvements (Preliminary Engineering Only – Construction to be Scheduled in Mid- & Long-Term Regional Transportation Program)

Inflated Cost: \$6.485 million

Year of Completion: 2014

Priority Number: 3

Responsible Agency: County of Fresno



Project Schedule /Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT TERM PROGRAM FY 2007/08 - 2013/14							TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	
Preliminary Engineering *1	2008/09	2013/14			\$0.515					\$5.970	\$6.485
Right-of-Way *2											
Construction *3											
TOTAL COST					\$0.515					\$5.970	\$6.485
FUNDING PROGRAM											
Measure "C" Extension					\$0.515					\$5.970	\$6.485
TOTAL FUNDING					\$0.515					\$5.970	\$6.485 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT I MOUNTAIN VIEW AVE. BETHEL AVE. TO TULARE COUNTY LINE

Planned Improvement: Widen to 4 Lane Divided Arterial

Inflated Cost: \$24.063 million

Year of Completion: 2011

Priority Number: 2

Responsible Agency: County of Fresno



Project Schedule /Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14						TOTAL COST & FUNDING	
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13		2013/14
Preliminary Engineering *1	2008/09	2008/09			\$2.060						\$2.060
Right-of-Way *2	2009/10	2009/10				\$2.334					\$2.334
Construction *3	2010/11	2010/11					\$19.669				\$19.669
TOTAL COST					\$2.060	\$2.334	\$19.669				\$24.063
FUNDING PROGRAM											
Measure "C" Extension					\$2.060	\$2.334	\$19.669				\$24.063
TOTAL FUNDING					\$2.060	\$2.334	\$19.669				\$24.063 M

*1 Preliminary Engineering, Preliminary Design/Engineering (P/S/E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT J ACADEMY AVE. MANNING AVE. TO INDUSTRIAL PARK

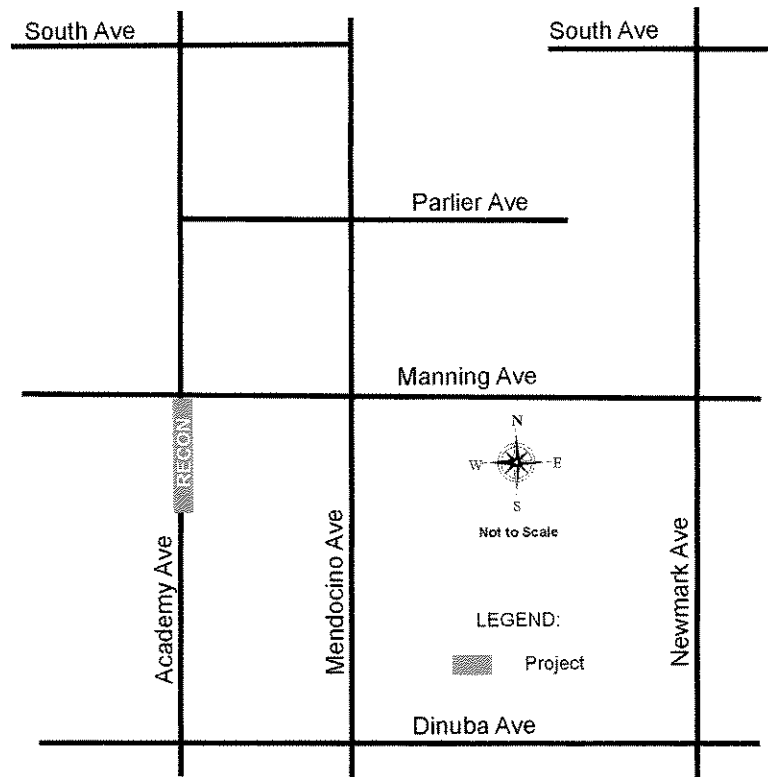
Planned Improvement: Reconstruction

Inflated Cost: \$3.536 million

Year of Completion: 2010

Priority Number: 5

Responsible Agency: City of Parlier



Project Schedule /Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2013/14						TOTAL COST & FUNDING	
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13		2013/14
Preliminary Engineering *1	2008/09	2008/09			\$0.219						\$0.219
Right-of-Way *2	2008/09	2008/09			\$0.371						\$0.371
Construction *3	2009/10	2009/10				\$2.946					\$2.946
TOTAL COST					\$0.590	\$2.946					\$3.536
FUNDING PROGRAM											
Measure "C" Extension					\$0.590	\$2.946					\$3.536
TOTAL FUNDING					\$0.590	\$2.946					\$3.536 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PS/E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

APPENDIX B

SHORT-TERM REGIONAL TRANSPORTATION PROGRAM

MEASURE "C" REVENUES

PROJECT CERTIFICATION AND INVOICE

TO: Fresno County Transportation Authority

FROM: _____

Responsible Agency Name

Address: _____ City: _____ Zip Code: _____

Contact: _____ Telephone: _____

FAX: _____ Email Address: _____

1. Applicable Funding Program: (Check One)

Regional Transportation Program

☐ Urban Subprogram

☐ Rural Subprogram

2. Project Identifier, Name & Limits: (Example: Rural Project A, Academy Ave. between Manning & Industrial Park)

3. The _____ ("responsible agency") is an eligible agency of funds for Short- Term

Responsible Agency Name

Regional Transportation Program purposes pursuant to California Public Utilities Code Section 142257.

4. The Fresno County Transportation Authority has entered into an agreement with _____

Responsible Agency Name

allocating a total of \$_____ in Measure "C" Regional Transportation Program funds to the project identified below and available to the responsible agency. On behalf of the responsible agency, I hereby request release of the amount of such funds to the _____ in accordance with:

- (a) The amount shown in this invoice (below) **NOTE: Attach appropriate source documentation to substantiate costs**
- (b) Compliance with Steps 5 and 6 of the Short-Term Regional Transportation Program Handbook

DOUBLE CLICK TABLE BELOW TO ACCESS & FILL OUT / CLICK OUTSIDE TABLE TO SAVE INFORMATION

(Figures in Table are for example purposes only)

Requested Measure "C" Funding Amount

(This Invoice Only):

\$234,000.00

Project Phase:	Total Measure "C" Project Funding (Approved Allocation):	Requested Measure "C" Project Funding Using This Invoice:	Previous Measure "C" Project Funding Paid by FCTA for Previous Invoices:	Remaining Measure "C" Project Funding (Balance):
PE ¹	\$234,000.00	\$234,000.00	\$0.00	\$0.00
ROW ²	\$678,000.00	\$0.00	\$0.00	\$678,000.00
Construction ³	\$1,422,000.00	\$0.00	\$0.00	\$1,422,000.00
Total:	\$2,334,000.00	\$234,000.00	\$0.00	\$2,100,000.00

¹ Preliminary Engineering: Preliminary Design/Engineering (P/E), Environmental

² Right-of-Way Acquisition

³ Project Construction & Construction Management

5. On behalf of responsible agency, I hereby certify as follows:

- (a) That the Subprogram funds checked above are not being used to substitute for property tax funds which the responsible agency had previously used for regional or other transportation purposes. Such substitution of property tax funds is prohibited by California Public Utilities Code Section 142257
- (b) That the responsible agency has segregated property tax revenues from its other general fund revenues used to support the Subprogram of funds checked above so that verification of non-substitution can be proved through audit or that the non-substitution of funds shall apply to the responsible agency's entire general fund
- (c) That the responsible agency shall account for the Subprogram of funds checked above and received pursuant to Public Utilities Code Section 142257. The responsible agency shall maintain current records in accordance with generally accepted accounting principles, and shall separately record expenditures for each type of eligible purpose. The responsible agency shall make such records available to the Authority for inspection or audit at any time

6. The responsible agency understands that should financial or compliance audit exceptions be found, the Fresno County Transportation Authority will take immediate steps to resolve the exceptions in accordance with its adopted procedures.

Authorized Signature: _____

Title: _____

Date: _____

Approved by: Fresno County Transportation Authority Board Date: _____

Chairperson: _____

APPENDIX C

SHORT-TERM REGIONAL TRANSPORTATION PROGRAM

MEASURE "C" REVENUES

ANNUAL PROJECT REPORTING REQUIREMENTS

(Fill out 1 form for each capital project and reference the name of the project in Item 3 below)

TO: Fresno County Transportation Authority

FROM: _____
 (Responsible Local Agency Name)

Address: _____ City: _____ Zip Code: _____

Contact: _____ Telephone: _____

FAX: _____ Email Address: _____

1. Applicable Funding Program: (Check One)

Regional Transportation Program

☐ Urban Subprogram

☐ Rural Subprogram

2. Project Identifier, Name & Limits: (Example: Rural Project A, Academy Ave. between Manning & Industrial Park)

3. Allocation Breakdown

DOUBLE CLICK TABLE BELOW TO ACCESS & FILL OUT / CLICK OUTSIDE TABLE TO SAVE INFORMATION

(Figures in Table are for example purposes only)

Measure "C" Funding Amount Paid to

Responsible Agency: \$234,000.00

Project Phase:	Total Measure "C" Project Funding (Approved Allocation):	Measure "C" Project Funding Paid to Responsible Agency by FCTA:	Remaining Measure "C" Project Funding (Balance):
PE ¹	\$234,000.00	\$234,000.00	\$0.00
ROW ²	\$678,000.00	\$0.00	\$678,000.00
Construction ³	\$1,422,000.00	\$0.00	\$1,422,000.00
Total:	\$2,334,000.00	\$0.00	\$2,334,000.00

¹ Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

² Right-of-Way Acquisition

³ Project Construction & Construction Management

4. Project Funding By Fund Source

Amount (\$)	Amount (\$)
Measure "C" _____	Other _____
Other _____	TOTAL FUNDING: _____

5. Report Preparation

Prepared by: _____ Date: _____

This Reporting Form prepared under the direction of the Public Works Director, Engineer, or Other Authorized Official of the

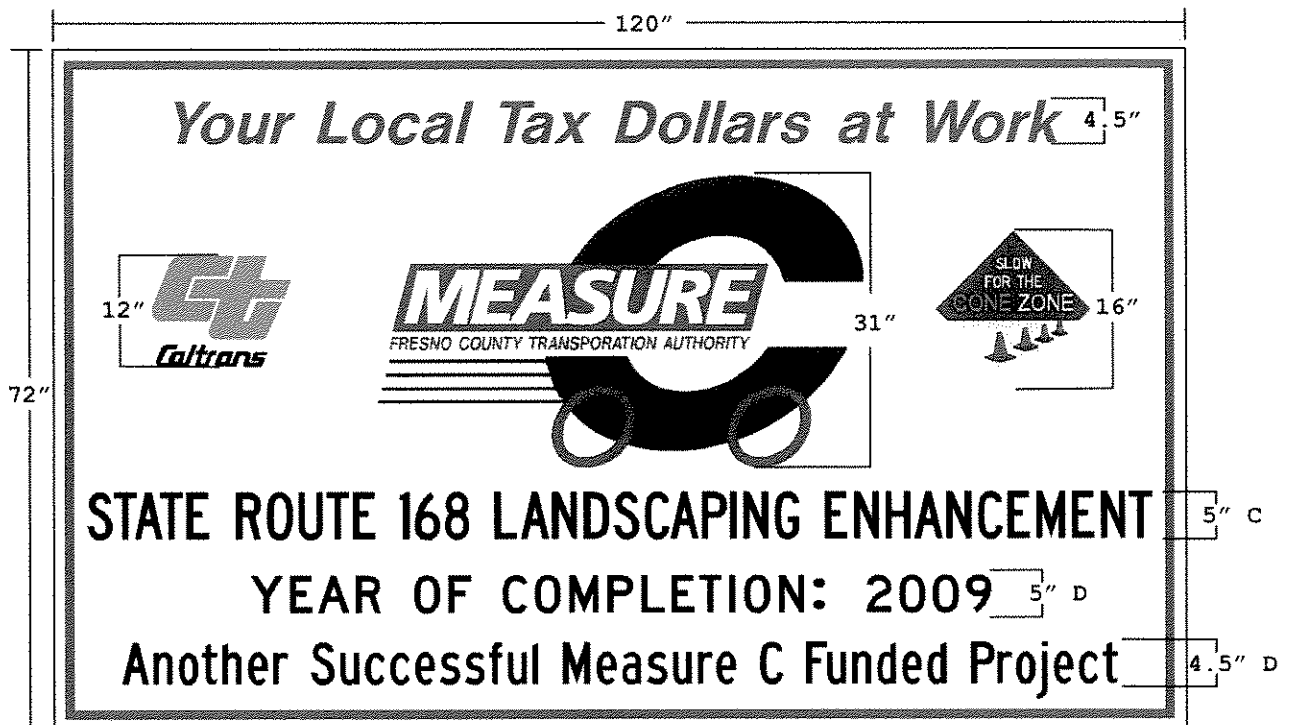
 (Responsible Agency Name)

Approved by: Fresno County Transportation Authority

Date: _____

Chairperson: _____

APPENDIX D
MEASURE "C" EXAMPLE PROJECT SIGNAGE SPECIFICATIONS



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

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

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

APPENDIX E

MEASURE "C" ENABLING LEGISLATION

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

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

LEGISLATIVE COUNSEL'S DIGEST

SB 110, Florez. Fresno County Transportation Authority:

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

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

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

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

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

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

DIVISION 15.

FRESNO COUNTY TRANSPORTATION AUTHORITY Chapter 1. General Provisions

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

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

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

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

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

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

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

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

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

142006. "County" means the County of Fresno.

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

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

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

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

Chapter 2. Creation of the Authority

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

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

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

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

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

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

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

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

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

Chapter 3. Administration

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

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

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

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

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

142105. The authority shall do all the following:

(a) Adopt an annual budget.

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

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

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

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

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

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

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

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

Chapter 4. Powers and Functions

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

Chapter 5. Transportation Coordination

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

Chapter 6. Transactions and Use Taxes

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(1) The nature of the tax to be imposed.

(2) The tax rate or the maximum tax rate.

(3) The period during which the tax will be imposed.

(4) The purposes for which the revenue derived from the tax will be used.

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

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

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

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

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

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

(2) The estimated costs of accomplishing those purposes.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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