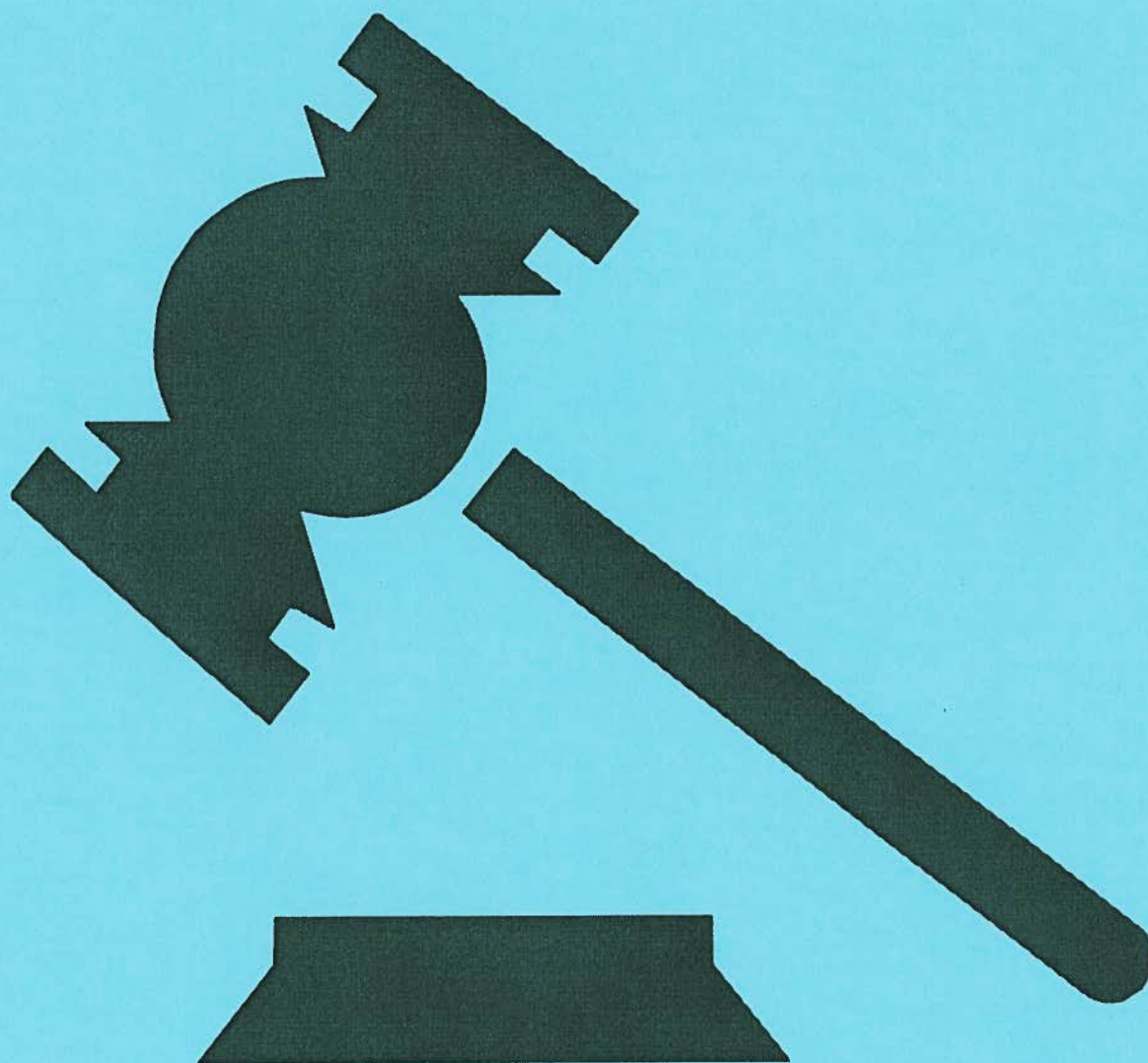




***TRANSPORTATION
CONSENT ITEMS
AGENDA ITEMS II. A.-G.***

Interstate Cost Estimate Summary By County (April 8, 2009)

This table is based upon discussions with FHWA representatives. When an actual application is submitted these assumptions could change. This table is the result of a cursory estimate cost costs that would be associated with those improvements that would remain to be necessary to either satisfy specific Interstate standards. Since there is high risk of changes line items for "FHWA adds" and "contingencies" are included.

COUNTY	Estimated Cost (millions)	Description/Comments
San Joaquin	\$55	Mostly auxiliary lanes with some inside shoulder widening. Auxiliary lanes such as between Woodbridge Rd and Acampo Rd, Acampo and Peltier Rd, Peltier and Jahant Rd, Jahant and Collier Rd, and Collier and Liberty Rd.
Stanislaus	\$45	Mostly widen inside and outside shoulders. Some bridge widening.
Merced	\$150	Mostly auxiliary lanes to mitigate ramp closures of half interchanges such as at G St, Franklin Rd, Buhach Rd, Atwater Blvd. and some shoulder widening.
Madera	\$45	Mostly widen inside and outside shoulders. Auxiliary lanes such as between SR 145 and 4 th St and between Cleveland and Ave 16.
Fresno	\$55	Mostly widening northbound and southbound outside shoulders. Also auxiliary lanes such as between Rte. 180/99 and Belmont and NB and between Olive and McKinley and SB between Princeton and Clinton.
Tulare	\$140	Even split of cost between inside shoulder widening and auxiliary lanes to mitigate IC spacing such as between Ave 48 to Sierra St, Terra Bella Rd to Court St, SR 190 and Ave 152, Ave 200 NB to N99 K St., Cartmill to Oak, Ave 304 to Betty.
Kern	\$110	Mostly auxiliary lanes and some inside shoulder widening. Aux lanes such as between Ming Ave and Rte 99/58 and from Rte 99/58 to Calif. Ave., Calif. Ave. and Rosedale Hwy, Rosedale and Airport Ave., Airport and Olive. Also Aux lane from Norris to Rte 65 off ramp, Woolomes to Central Delano IC, Central Delano IC to 13 th Ave., and 13 th Ave to Cecil Ave.
Sub-Total	\$600	Caltrans estimate
Est. FHWA Adds	\$200	Possible adds per FHWA
Contingency	\$120	Future cost and unit cost contingency
Grand Total	\$920	

EXPECTED INTERSTATE DESIGNATION APPROACH

13 Controlling Criteria

No.	CRITERIA	INTERSTATE STANDARD	CALTRANS STANDARD	STATUS / EXPECTED APPROACH
1	Design Speed	50 mph Urban 70 mph Rural	55-80 mph Urban 70-80 mph Rural	No issues. One or two isolated locations. Design Exception w/o proj. work.
2	Lane Width	12 feet	Same	No issues.
3	Shoulder Width	4 Lanes 4 feet Inside Shoulder 10 feet Outside Shoulder	4 Lanes 5 feet Inside Shoulder Same	Existing 2' shoulders will be made compliant with project work. Design Exceptions with project work where justified.
		6 Lanes 10 feet Inside Shoulder 10 feet Outside Shoulder	6 Lanes Same Same	Design Exceptions with project work where justified. Design Exceptions with project work where justified.
4	Bridge Width	Road Approach Width	Same	Some locations may require project work.
5	Horizontal Alignment	Design Speed Dependent	Same	Design Exceptions with project work where justified.
6	Vertical Alignment	Sight Distance Dependent	Same	Design Exceptions with project work where justified.
7	Grade	Maximum of 3% - Level Maximum of 4% - Rolling	Same Same	One or two isolated locations. Design Exceptions w/o proj. work. One or two isolated locations. Design Exceptions w/o proj. work.
8	Stopping Sight Distance	50 mph, (425 feet) 70 mph, (730 feet)	50 mph, (755 feet) 70 mph, (1,100 feet)	Design Exceptions w/o project work. Design Exceptions w/o project work.
9	Cross Slope	2% Preferred 1.5% min. to 2.5% max.	New Pavement 2% Exist. Pavement 1.5% to 3%	Isolated locations. Design Exceptions w/o Proj. work per range.
10	Superelevation	0.2% to 0.10% Shoulder Width	0.2 % to 0.12% Same	Design Exceptions w/o project work. Design Exceptions w/o project work.
11	Horizontal Clearance	16.0 Feet Single Urban Rte.	16.5 Feet Urban Route	Numerous locations. Design Exceptions w/o project work.
12	Vertical Clearance	16.0 Feet Rural Rte. 14.0 Feet as Interstate Alt. Rte.	16.5 Feet Rural Route Not Applicable	Numerous locations. Design Exceptions w/o project work. Not Applicable
13	Bridge Struct. Capacity	HS 20 Loading	Same	All currently compliant.

OTHER APPLICABLE FHWA POLICIES OR STANDARDS

	20 Years	Same	No current issues
Design Period (Traffic)	20 Years	Same	No current issues
Access Control	Full	Same	Issue associated with parallel RR ROW w/o Access Control.??
Side Slopes	1 Verticle to 4 Horizontal	Same	Isolated locations. Design Exceptions w/o project work.
Interchange Spacing	1 Mile Urban 3 Miles Rural	Same 2 Miles Rural	Numerous locations. Design Exceptions with project work. Several locations. Design Exceptions with project work.
Median Width	10 Feet Urban 36 Feet Rural	22 Feet Urban 22 Feet Rural	Numerous locations. Design Exceptions w/o project work. Numerous locations. Design Exceptions w/o project work.

Date: 4/18/09

Claimant: City of Fresno

**TRANSPORTATION FUNDING CLAIM
FOR FISCAL YEAR: 2008/09**

TO: Council of Fresno County Governments
2100 Tulare Street, Suite 619
Fresno, California 93721

FROM: Applicant: City of Fresno - Dept. of Transportation/FAX
Address: 2223 G Street
City: Fresno Zip Code: 93706
Contact: Kathleen Healy Phone: (559) 621-1441

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

Local Transportation Fund

Apportionment	\$ <u>17,161,571</u>
Surplus (Prior Years)	\$ <u>1,034,539</u>
Unexpended, Held by Claimant	\$ <u>0</u>
Other Agency	\$ <u>1,654,764</u>
City of Clovis	\$ <u>211,031</u>

State Transit Assistance Fund

Estimate	\$ <u>1,255,008</u>
Prior Year Carryover	\$ _____
Unexpended, Held by Claimant	\$ _____

Other

Audit Exception/Impairment (required General Fund Payback)	\$ _____
Other	\$ _____

TOTAL \$ 21,316,913

In accordance with Title 21, Chapter 3, Subchapter 2 and 2.5 of the California Code of Regulations, it is requested that an allocation be made in the total amount of

Twenty one million, three hundred and sixteen thousand, nine hundred thirteen dollars
(spell out amount)

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund

Authorized Signature: _____

Title: Director of Transportation

Date: April 18, 2009

Claimant: City of Fresno

PURPOSE	AMOUNT	SUB-TOTAL
1. Bicycle & Pedestrian Facilities (Art. 3)	\$ 343,191	
(Art. 8a)	\$ _____	
Audit Exceptions (General Fund Payback)	\$ _____	
Unexpended Funds Held By Claimant	\$ _____	
	SUB-TOTAL	\$ 343,191
2. Regional Transportation Planning		SUB-TOTAL \$ 479,267
3. Public Transportation (Art. 4)	\$ 15,496,228	
(Art. 8c).....	\$ _____	
Other Agency (County).....	\$ 1,654,764	
Other Agency (Clovis).....	\$ 211,031	
State Transit Assistance Funds	\$ 1,255,008	
Audit Exceptions (General Fund Payback)	\$ _____	
Unexpended Funds Held By Claimant	\$ _____	
Other, specify (Surplus).....	\$ 1,034,539	
	SUB-TOTAL	\$ 19,651,570
4. Community Transit Service (CTSA, Art. 4.5)		SUB-TOTAL \$ _____
5. Streets & Roads (Art. 8a)	\$ _____	
Audit Exceptions (General Fund Payback)	\$ _____	
Unexpended Funds Held By Claimant	\$ _____	
	SUB-TOTAL	\$ _____
6. To Be Claimed By: (Fresno County Rural Transit Agency).....	\$ _____	
(Consolidated Transp. Serv. Agency)	\$ 842,885	
Other (.....)	\$ _____	
Other (.....)	\$ _____	
Other (.....)	\$ _____	
	SUB-TOTAL	\$ 842,885
7. Reserved in Fund Pending Further Claiming		SUB-TOTAL \$ _____

GRAND TOTAL	<u>\$ 21,316,913</u>
(Claim Total Must Agree With Total On First Page)	
Minus All Unexpended Funds Held By	\$ _____
GRAND TOTAL PAYABLE TO CLAIMANT	<u>\$ 21,316,913</u>

Allocation instructions and payment by the Fresno County Auditor-Controller to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the rules and regulations of the Transportation Development Act.

Date: 04/18/2009

Claimant: City of Fresno

BICYCLE AND PEDESTRIAN FACILITIES

Two percent (2%) of the claimant's Local Transportation Fund apportionment must be spent on bicycle and pedestrian facilities (PUC 99233.3 and 99234); such claims are to be filed as Article 3. Claims for projects in excess of 2% may be filed as Article 8a (PUC 99400(a)). If other funding is to be used with Local Transportation Funds to implement projects, such funding should be shown on the claim form.

Project Title and Brief Description	Project Cost
1. (Generic) Various Bicycle and Pedestrian facilities throughout the claimant's jurisdiction;	\$ <u>343,191</u>
AND/OR	
1. (Specific)	\$
2. (Specific)	\$
(add sheets if necessary)	
TOTAL PROJECT COSTS.....	\$ <u>343,191</u>

Revenue Source & Amount

LTF (Article 3) \$ 343,191
LTF (Article 8a) \$
Other: \$
Other: \$
Audit Exception - G.F. Payback ... \$

STREETS AND ROADS CLAIM

Local Transportation Funds coming to claimants within Fresno County may be used for streets and roads improvements and maintenance pursuant to Article 8 (PUC 99400), but only after Fresno COG makes a finding that public transportation needs within the claimant's jurisdiction are reasonably met by satisfying the service requirements set forth by the Regional Transportation Plan (PUC 99401.5).

Project Title and Brief Description	Project Cost
1. (Generic) Development, Construction and Maintenance of Facilities.....	\$
AND/OR	
1. (Specific)	\$
2. (Specific)	\$
(add sheets if necessary)	
TOTAL PROJECT COSTS.....	\$

Revenue Source & Amount

LTF (Article 8a) \$
Other: \$
Other: \$
Audit Exception - G.F. Payback ... \$

Date: 04/18/2009Claimant: City of Fresno

PUBLIC AND SPECIALIZED TRANSPORTATION SERVICE CLAIM CLAIM FOR OPERATING AND CAPITAL EXPENSES

Project Description**Project Cost**

General Transportation Service (Proposed) **TOTAL** \$ 47,308,900

(Prior Year) \$ 42,136,115

Percentage Change 12.3 %

(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceeding year unless claim is accompanied by supporting documentation)

Revenue Source & Amounts	<u>Operating</u>	<u>Capital</u>
LTF (Article 4)	\$ <u>18,396,562</u>	\$ _____
LTF (Article 8)	\$ _____	\$ _____
STA	\$ _____	\$ <u>1,255,008</u>
Fares	\$ <u>8,410,000</u>	\$ _____
Other: <u>Current Year FTA/CMAQ Reimbursement</u>	\$ <u>12,021,000</u>	\$ <u>18,285,900</u>
Other:	\$ <u>8,481,338</u>	\$ _____
Unexpended, Held By Claimant	\$ _____	\$ _____
Audit Exception - G. F. Payback	\$ _____	\$ _____

Project Description**Project Cost**

Elderly/Handicapped Service (Proposed)

TOTAL \$ _____

(Prior Year) \$ _____

Percentage Change %

(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceeding year unless claim is accompanied by supporting documentation)

Revenue Source & Amounts	<u>Operating</u>	<u>Capital</u>
LTF (Article 4)	\$ _____	\$ _____
LTF (Article 8)	\$ _____	\$ _____
STA	\$ _____	\$ _____
Fares	\$ _____	\$ _____
Other:	\$ _____	\$ _____
Other:	\$ _____	\$ _____
Unexpended, Held By Claimant	\$ _____	\$ _____
Audit Exception - G. F. Payback	\$ _____	\$ _____

Project Description**Project Cost**

Consolidated Trans Service Agency (Prop.)

TOTAL \$ _____

(Prior Year) \$ _____

Percentage Change %

(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceeding year unless claim is accompanied by supporting documentation)

Revenue Source & Amounts	<u>Operating</u>	<u>Capital</u>
LTF (Article 4.5)	\$ _____	\$ _____
LTF (Article 8c)	\$ _____	\$ _____
STA	\$ _____	\$ _____
Fares	\$ _____	\$ _____
Other:	\$ _____	\$ _____
Other:	\$ _____	\$ _____
Unexpended, Held By Claimant	\$ _____	\$ _____
Audit Exception - G. F. Payback	\$ _____	\$ _____

Date: 04/18/2009Claimant: City of Fresno

PUBLIC AND SPECIALIZED TRANSPORTATION SERVICE CLAIM SUMMARY SHEET

REQUIRED OPERATING/FAREBOX CALCULATIONS

General Transportation Services:

1. Total Operating Expenses Minus Exclusions*	\$ 47,308,900
(Amount Excluded \$	)
2. Farebox Revenues.....	\$ 8,410,000
3. Other Local Support.....	\$ 8,481,338
4. Total Local Support (add lines 2 & 3)	\$ 16,891,338
5. Farebox Revenue/Operating Expense Ratio (divide line 2 by line 1)	% 17.7%
6. Required Minimum Ratio	% 20.0%
7. Total Local Support/Oper. Expense Ratio (divide line 4 by line 1)	% 35.7%
8. Required Minimum Ratio	% 20.0%

Elderly/Handicapped Service:

1. Total Operating Expenses Minus Exclusions	\$
(Amount Excluded \$	)
2. Farebox Revenues.....	\$
3. Other Local Support	\$
4. Total Local Support (add lines 2 & 3)	\$
5. Farebox Revenue/Operating Expense Ratio (divide line 2 by line 1)	%
6. Required Minimum Ratio	%
7. Total Local Support/Oper. Expense Ratio (divide line 4 by line 1)	%
8. Required Minimum Ratio	%

Consolidated Transportation Service Agency Service:

1. Total Operating Expenses Minus Exclusions	\$
(Amount Excluded (\$	)
2. Farebox Revenues.....	\$
3. Social Service Agency Match.....	\$
4. Total Local Support (add lines 2 & 3)	\$
5. Farebox Revenue/Operating Expense Ratio (divide line 2 by line 1)	%
6. Required Minimum Ratio	%
7. Total Local Support/Oper. Expense Ratio (divide line 4 by line 1)	%
8. Required Minimum Ratio	%

Summary Totals

1. Total of All Operating Expenses Plus Exclusions	\$ 47,308,900
(All excluded costs should be added back to the total)	
2. Total of All Capital Projects.....	\$
3. Grand Total	\$

Revenue Source and Amount

	LTF Art. 4	LTF Art. 4.5	LTF Art. 8c	STA	Local Support	Fed\State Grants	Other local support	TOTAL
OPERATING	18,396,562				16,830,600	12,021,000	60,738	47,308,900
CAPITAL				1,255,008		18,285,900		19,540,908
TOTAL	18,396,562			1,255,008	16,830,600	30,306,900	60,738	66,849,808

Date: 04/18/2009

Claimant: City of Fresno

CONTINGENCY PROJECT LISTING

Should additional Local Transportation Fund or State Transit Assistance Fund monies be made available during the current fiscal year, they are hereby also claimed for the following purposes:

() **ARTICLE 3, BICYCLE & PEDESTRIAN FACILITIES**

Project Title & Brief Descriptions

Project Cost

1. Various Bicycle and Pedestrian facilities throughout \$ Amount of Add'l
the claimant's jurisdiction funds made available
in current FY.

AND/OR

1. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

() **ARTICLE 4, PUBLIC TRANSPORTATION**
OR

() **ARTICLE 8C, PUBLIC TRANSPORTATION**

Project Title & Brief Descriptions

Project Cost

1. \$

2. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

() **ARTICLE 8, STREETS AND ROADS**

Project Title & Brief Descriptions

Project Cost

1. Development, Construction and Maintenance of Facilities \$ Amount of Add'l
throughout the claimant's jurisdiction funds made available
in current FY.

AND/OR

1. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

Date: 04/18/2009

Claimant: City of Fresno

**SUPPLEMENTAL INFORMATION REQUIRED OF TRANSIT CLAIMANTS
(CCR 6632)**

Attached to the claim are submitted the following documents:

- ☒ Budget (or proposed budget) for the (2009) year
- ☒ Statement for prior year revenues and expenditures (projections acceptable)
- ☒ California Highway Patrol Certification pursuant to PUC 99251 (No claim may be approved unless accompanied by this certification). Date on this certification must be within 13 months of the proposed claim approval date.
- ☒ Transit Efficiency Calculation - PUC 99314.6

**BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2009-11**

In the Matter of:)
)
TRANSPORTATION)
DEVELOPMENT ACT)
OF 1971)
_____)

**RESOLUTION OF APPROVAL
TRANSPORTATION FUNDING
CLAIM FOR THE CITY OF
FRESNO, FY 2008-09**

WHEREAS, the Council of Fresno County Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the City of Fresno has submitted a Transportation Funding Claim for its FY 2008-09 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the City of Fresno has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the City of Fresno has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or area-wide public transportation needs.
3. On June 26, 2008 the COG Board approved Resolution 2008-23 which found that public transportation needs within the City of Fresno and its sphere of influence will be reasonably met in FY 2008-09.

BE IT FURTHER RESOLVED, that the COG hereby approves the Transportation Funding Claim submitted by the City of Fresno and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Council of Fresno County Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 21st day of May, 2009.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 21st day of May, 2009.

Signed: _____
Tony Boren, Executive Director

2009/10
COUNCIL OF FRESNO COUNTY GOVERNMENTS
LOCAL TRANSPORTATION FUND
APPORTIONMENT TO MEMBER AGENCIES
Final Estimate

05/01/09

2009/10 Estimate per Fresno County Auditor Controller
Less Administration
Gross Amount Available for Allocation

\$28,000,000
133,000
27,867,000

MEMBER	CENSUS POPULATION 01/01/09	PERCENT	GROSS AMOUNT AVAILABLE	ART. 3 BIC. & PED.FAC. (2%)	SHARE TOWARD ART. 4.5 (5%)	RTP (3%)	NET FOR ARTICLES 4 & 8	ADD TO CTSA's ART. 4.5	NET ART. 4, 4.5 & 8
Clovis	95,128	10.10%	2,813,674	56,265	138,282	78,574	2,540,573	148,175	2,688,748
Coalinga	19,109	2.03%	565,384	11,302	27,956	15,784	510,342		510,342
Firebaugh	6,807	0.72%	201,431	4,026	9,989	5,622	181,794		181,794
Fowler	5,671	0.60%	167,665	3,354	8,172	4,684	151,455		151,455
Fresno City	495,913	52.63%	14,660,134	293,319	712,901	409,618	13,244,296		13,244,296
Huron	7,836	0.83%	231,459	4,635	11,077	6,472	209,275		209,275
Kerman	14,064	1.49%	415,894	8,318	20,353	11,617	375,606		375,606
Kingsburg	11,427	1.21%	337,887	6,759	16,509	9,439	305,180		305,180
Mendota	9,870	1.05%	291,940	5,838	14,353	8,152	263,597		263,597
Orange Cove	10,930	1.16%	323,199	6,465	15,800	9,028	291,906		291,906
Partier	13,555	1.44%	400,767	8,017	19,542	11,196	362,012		362,012
Reedley	25,723	2.73%	760,962	15,214	37,520	21,247	686,981		686,981
Sanger	25,417	2.70%	751,567	15,033	36,731	20,994	678,809		678,809
San Joaquin	4,060	0.43%	120,815	2,401	6,630	3,354	108,430		108,430
Selma	23,301	2.47%	689,472	13,782	34,147	19,246	622,297		622,297
Fresno Co.	173,487	18.40%	5,134,750	102,612	255,541	143,298	4,633,299		4,633,299
FCRTA								424,726	424,726
FCEOC								792,582	792,582
TOTALS	942,298	100%	27,867,000	557,340	1,365,483	778,325	25,165,852	1,365,483	26,531,335

**BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2009-13**

In the Matter of:)
)
TRANSPORTATION)
DEVELOPMENT ACT)
OF 1971)
_____)

**RESOLUTION SETTING FORTH
FINDINGS OF APPORTIONMENT
FOR THE LOCAL TRANSPORTATION
FUND**

WHEREAS, the Council of Fresno County Governments (Fresno COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and

WHEREAS, Fresno COG is required to annually certify and adopt Findings of Apportionment under adopted Rules and Regulations concerning administration of the Local Transportation Fund.

NOW, THEREFORE, BE IT RESOLVED, that the Council of Fresno County Governments hereby certifies and adopts the attached schedule as Findings of Apportionment for fiscal year 2009-10, which is hereby made a part of this resolution.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 21st day of May, 2009.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 21st day of May, 2009.

Signed: _____
Tony Boren, Executive Director

**BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2009-12**

In the Matter of:

FRESNO/MADERA URBAN
STATE ROUTE 99 CSMP

RESOLUTION OF APPROVAL
OF THE FRESNO/MADERA URBAN
STATE ROUTE 99 CORRIDOR SYSTEM
MANAGEMENT PLAN (CSMP)

WHEREAS, the Council of Fresno County Governments (Fresno COG) is a Regional Transportation Planning Agency (RTPA) and a Metropolitan Planning Organization (MPO), pursuant to State and Federal designation, and;

WHEREAS, the preparation of a Corridor System Management Plan (CSMP) is a California Transportation Commission (CTC) requirement for the use of "Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006" funds; and

WHEREAS, the purpose of the CSMP is to assess current performance, identify causal factors for congestion, and based on testing of alternative corridor management improvement scenarios (typically through traffic analysis) propose the best mix of improvements, strategies and actions to restore throughput, improve travel times, reliability, safety, and preserve the corridor; and;

WHEREAS, Caltrans has developed the CSMP for SR-99 between Fresno and Madera and is requesting Fresno COG Policy Board approval.

NOW, THEREFORE BE IT RESOLVED that the Council of Fresno County Governments Policy Board hereby approves the Fresno/Madera Urban Route 99 Corridor System Management Plan:

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 21st day of May, 2009.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chair

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 21st day of May, 2009.

Signed: _____
Tony Boren, Executive Director

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

04/13/2009

PUC 99313 POPULATION 1,872,864
PUC 99314 OPERATOR 292,665

2008/09 Fund Estimate Per State Controller

2,165,529

This estimate is subject to change during the fiscal year.

MEMBER	CENSUS POPULATION 01/01/08	PERCENT	GROSS AMOUNT AVAILABLE	NET FOR 99314 OPERATOR	NET FOR 99313 POPULATION	2008/09 October Estimate	Further Reduction
Clovis	94,278	10.13%	191,908	2,272	189,636	384,000	(192,092)
Coalinga	19,063	2.05%	38,344		38,344	76,725	(38,381)
Firebaugh	6,811	0.73%	13,700		13,700	27,413	(13,713)
Fowler	5,572	0.60%	11,208		11,208	22,426	(11,218)
Fresno City	486,116	52.21%	1,255,008	277,208	977,800	2,511,217	(1,256,209)
Huron	7,553	0.81%	15,195		15,195	30,402	(15,207)
Kerman	13,878	1.49%	27,915		27,915	55,857	(27,942)
Kingsburg	11,257	1.21%	22,643		22,643	45,308	(22,665)
Mendota	9,787	1.05%	19,686		19,686	39,391	(19,705)
Orange Cove	10,774	1.16%	21,671		21,671	43,364	(21,693)
Parlier	13,325	1.43%	26,803		26,803	53,631	(26,828)
Reedley	25,584	2.75%	51,461		51,461	102,971	(51,510)
Sanger	25,046	2.69%	50,379		50,379	100,806	(50,427)
San Joaquin	4,521	0.49%	9,094		9,094	18,196	(9,102)
Selma	23,284	2.50%	46,835		46,835	93,714	(46,879)
Fresno Co.	174,249	18.69%	350,494		350,494	701,324	(350,830)
FCRTA			13,185	13,185		26,383	(13,198)
FCEOC							
TOTALS	931,098	100.0%	2,165,529	292,665	1,872,864	4,333,128	(2,167,599)
			2,165,529	292,665	1,872,864		

STATE SECTION 190 GRADE SEPARATION PROGRAM

The Section 190 Grade Separation Program is a State-funded safety program that provides for the elimination of existing at-grade railroad crossings. Most projects funded under this program are grade separations. However, consolidations or track removal projects that eliminate grade crossings can also be considered. Eligible projects are identified on the basis of the priority list established by the California Public Utilities Commission (CPUC). This list is developed every two years, and becomes effective in July of even numbered years. Local agencies, railroad companies or the Department can nominate projects. Nominated projects are prioritized on the basis of a formula that incorporates such factors as traffic volumes (both roadway and railroad), projected State contribution, accident history, and physical conditions at the crossing to be eliminated.

Once the CPUC list has been established, the Department administers the program. The annual amount of State funding for the program is \$15 million, with a maximum amount of \$5 million annually per project. In general, the State contribution for any one project is limited to 80 percent or \$5 million, whichever is less, of the project cost if the grade crossing to be eliminated has been in existence for at least ten years prior to the date of allocation of the funds. The railroad must contribute a minimum of ten percent of the total cost of the project, and the lead agency must cover the rest. (Note: if the lead agency elects to use Federal funding for a portion of the project, the railroad contribution is subject to statutory requirements which may reduce the railroad contribution to five percent).

The total project cost includes design, right-of-way (ROW) acquisition, utility relocation, and environmental clearance. In addition, it includes all construction elements (structures, approaches, ramps, connections, drainage, etc.) required to make the grade separation operable.

Requests for allocations are due to the Department on April 1 of each fiscal year. Within the limits of available funding, allocations are made by the Department, pursuant to a delegation from the California Transportation Commission (Commission), in priority order for all projects that meet the requirements. If a project only receives a partial allocation because of limited funding, it will be automatically eligible for the balance of its funding in the following fiscal year. Projects that do not receive an allocation within the two-year life of the CPUC priority list must be renominated in order to remain eligible. Grade separation projects are also eligible for STIP funding.

PROPOSITION 1B HIGHWAY-RAILROAD CROSSING PROGRAM

Proposition 1B includes \$250 million for high priority grade separation and railroad crossing safety improvements from the new Highway-Railroad Crossing Safety Account. One hundred and fifty million dollars of these funds will

supplement the existing Section 190 Grade Separation Program. However, a dollar for dollar match will be required for these funds (unlike the existing Section 190 Program). One hundred million dollars of the funds will be used for high priority grade crossings. The 2007-08 Budget Act includes \$122.5 million from the Highway-Railroad Crossing Safety Account for grade crossing and grade separation projects.

FEDERAL SECTION 130 CROSSING IMPROVEMENT PROGRAM

Section 14036.4 of the Government Code requires the Department to report on the amount of funds available to the State under the Federal rail-highway crossing program (23 U.S.C. 130), including the cash balance, funds encumbered during the last year, and amounts anticipated to be received during the subsequent year. This information is included in *Figure 2F*.

Prior to Federal Fiscal Year (FFY) 2005-06, the Federal Section 130 Program provided about \$10.2 million per year in Federal highway funds for grade crossing safety projects. Beginning in FFY 2005-06 however, additional funds were made available. Pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), this amount increased to \$16.2 million. The Department supplements this program each year with other Federal funds to pay for grade crossing improvements on State routes. With the supplemental Federal funds, the total statewide financial commitment to grade crossing improvements will range from about \$19 million to \$21 million per year, with \$16 million allocated to projects to eliminate hazards at rail crossings on local streets and roads and the balance (\$3 to \$5 million) allocated to projects on State routes. Improvements include any treatment contained in the California Manual for Uniform Traffic Control Devices as determined by an engineering study at sites where data show a high hazard index.

Figure 2F

Section 130 Federal Crossing Improvement Program Funding Status Federal Fiscal Year 2006-07 – 2007-08 (\$ in thousands)			
Obligated/ Encumbered	2006-07 Entitlement	Expected in 2007-08	Cash Balance 10/1/07 (Includes prior entitlements)
\$12,500	\$16,000	\$16,000	\$29,128

Based on available funds, the Department selects projects from the priorities identified by the data for inclusion in the Section 130 Program Funding Plan programmed in the Federal STIP. Under Federal law, the annual grade crossing improvement program must be included in the Federal Transportation Improvement Programs (FTIPs) of the appropriate Metropolitan Planning Organizations and the statewide FSTIP prior to obligation of funding.

The Department administers Section 130 funding for projects involving railroad crossings of both State highways and local streets and roads. Program staff develops the financing for the construction of eligible projects; ensures that Federal and State law, policies, practices and standards are observed; issues agreements to railroad companies and local agencies; provides follow up on project delivery for grade crossing projects; and monitors Section 130 expenditures.

FEDERAL SECTION 1010/1103(C) RAILWAY-HIGHWAY CROSSING HAZARD ELIMINATION IN HIGH SPEED RAIL CORRIDORS PROGRAM

Section 1010 of the Intermodal Surface Transportation Efficiency Act (ISTEA) (23 U.S.C. 104(d)), which was enacted in 1991, provides \$5 million per year for elimination of hazards at railway-highway crossings. When ISTEA was reauthorized in 1998 as the Transportation Efficiency Act for the 21st Century, or TEA-21, Section 1010 was revised as Section 1103(c). In order for rail corridors to be eligible to compete for Section 1010 funding, they must include rail lines where railroad speeds of 90 mph are occurring or can reasonably be expected to occur in the future. California's existing State-supported intercity passenger rail routes, plus the Coast Route between San Jose and San Luis Obispo, together comprise one of the nationally designated corridors eligible to compete for the Section 1010 funding. Since FY 1992-93, the Department has received \$6.3 million in Federal funds from the program. The Department uses the Section 1010 funds for improvements in signaling at grade crossings, private grade crossing closures, and other grade crossing safety improvements.

STATION PROGRAMS

PARKING FACILITIES AT INTERCITY RAIL STATIONS

Section 14036.2 of the Government Code requires the identification of those rail passenger stations which require upgraded parking facilities to encourage automobile drivers to utilize available rail passenger service. Following is a description of the status of parking facilities at stations on the three intercity passenger rail routes.

Much progress has been made, and continues to be made, in providing additional parking at stations on the *San Joaquin* Route. Projects were completed in conjunction with the construction of new stations at Modesto in 1999, Bakersfield and Merced in 2000, and Martinez in 2001. A new parking structure was completed at Lodi in 2002. A new station was completed at Wasco in 2006 with 36 parking spaces. At Fresno, parking improvements include new paving and security fencing.

