

***TRANSPORTATION TECHNICAL
COMMITTEE***

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

DEPARTMENT OF TRANSPORTATION

1352 WEST OLIVE AVENUE
P.O. BOX 12616
FRESNO, CA 93778-2616
PHONE (559) 281-1241
FAX (559) 445-6173
TTY (559) 488-4066



*Flex your power!
Be energy efficient!*

May 28, 2009

Mr. Tony Boren
Executive Director
Council of Fresno County Governments
2035 Tulare St.
Fresno, CA 93721

Subject: Update of State Route 99 Business Plan and New Financial Program

Dear Mr. Boren:

I am pleased to announce that the draft update of the State Route 99 Business Plan is available for review and comment. It has been developed through a Technical Advisory Committee composed of Caltrans and San Joaquin Valley Metropolitan Planning Organization (MPO) representatives. I would like to make an introductory presentation to your committees and the Fresno COG Board during the month of June.

The original SR 99 Business Plan was completed and endorsed by each San Joaquin Valley MPO in December 2005. It has provided appropriate guidance for managing and improving the 275 mile corridor toward our primary objective of a minimum 6 lane freeway throughout the corridor.

The update of the Business Plan addresses two primary objectives. First, it updates all Business Plan data and project information to current status. Second, a new volume, Financial Program, has been developed to help advance remaining unfunded Business Plan projects. You can go to www.dot.ca.gov/dist6/planning to access copies.

If you need any additional information, I can be reached at (559) 281-1241.

Sincerely,

A handwritten signature in black ink, appearing to read "Alan McCuen".

ALAN McCUEN
San Joaquin Valley Coordinator
California Department of Transportation
District 6

***TRANSPORTATION TECHNICAL
COMMITTEE***

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



2035 Tulare Street, Suite 201
Fresno, California 93721

Telephone (559) 233-4148 • FAX: (559) 233-9645
Website Address: www.fresnocog.org

April 9, 2009

Carrie Pourvahidi, Deputy Director
Merced-to-Bakersfield High-Speed Train
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Ms. Pourvahidi,

Subject: Merced-to-Bakersfield Scoping Comments

With regard to Merced-to-Fresno Scoping Comments, the Council of Fresno County Governments (Fresno COG) reiterates the attached official comments previously provided the Authority. In addition, however, given the amount of time that has passed, the Fresno COG would emphasize the following points and seeks their full discussion in the project level environmental document.

The first point is the location of a heavy maintenance facility/operations center in Fresno County. We believe Fresno County can provide the best location for this facility and stand ready to work with the Authority and the consultant team to identify and secure the best site possible.

The second point is the rail consolidation project in Fresno. The Fresno COG and others are already working with the Authority to determine a plan that will work best for both the high-speed train and rail consolidation. Alternatives defined in the project level environmental document must be appropriate for rail consolidation as well as the high-speed train. Because of the relationship between these two projects, there must be an alternative that provides for a bypass loop/corridor west of the metropolitan area that could be used to relocate one or more of the rail freight services and high-speed train express tracks.

Thank you for your attention to these comments and for fully addressing them in the Merced-to-Bakersfield environmental document. Please feel free to contact either myself or Planning Coordinator Clark Thompson with questions or comments.

Sincerely,

A handwritten signature in black ink that reads "Tony Boren".

Tony Boren, Executive Director
Council of Fresno County Governments

RECEIVED

APR 10 2009

Enclosure

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

Cc: Honorable Barbara Boxer, US Senator
Honorable Diane Feinstein, US Senator
Honorable Jim Costa, Congressman
Honorable Dennis Cardoza, Congressman
Honorable Dave Cogdill, State Senator
Honorable Dean Florez, State Senator
Honorable Mike Villines, Assemblymember
Honorable Juan Arambula, Assemblymember



2100 Tulare Street, Suite 619
Fresno, California 93721-2111

Telephone: (559) 233-4148 • Fax: (559) 233-9645
Website Address: www.fresnocog.org

August 27, 2004

Mehdi Morshed, Executive Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Morshed:

**Subject: Official Comments from the Council of Fresno County Governments
Regarding the Draft Program Environmental Impact
Report/Environmental Impact Statement**

The following statements are the official comments of the Council of Fresno County Governments on the Draft Program Environmental Impact Report/Environmental Impact Statement. We look forward to the responses to these official comments from the Authority and the Federal Railroad Administration in the Final Program EIR/EIS.

Farmland Impacts

The potential impacts of high-speed rail on farmland must be analyzed and minimized. It is preferable that, where possible, existing railroad rights-of-way should be utilized because they would be least disruptive to farmland.

Level of Service

In addition to non-express trains, at least five (5) of the daily "express trains" in each direction must stop in Fresno to accommodate commuters to the major metropolitan areas.

Freight Capability

In light of State air quality issues, the high-speed rail system should still consider accommodating truck trailers and containers, thereby reducing congestion on highways and improving air quality. Freight service should be feasible at times when it does not interfere with passenger service. The greater the system's freight capability, the greater its financial viability.

Growth and Economic Impacts

Creating a high-speed rail connection to other parts of the State is paramount in moving people and improving air quality, while creating jobs and improving our economy. It will also relieve congestion and provide modal choice. However, construction of lengthy overpasses and/or underpasses through the smaller cities of Fowler, Selma and

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

Kingsburg would jeopardize the viability of their downtown business, given the size of those towns relative to construction.

Station Location

The high-speed rail station in Fresno County should be located in downtown Fresno. This location must allow for the maximum multimodal interface with other means of regional and local passenger transportation.

Alignment

High-speed trains through portions of the cities of Fowler, Selma, and Kingsburg are not supported. If the decision is made to utilize the UPRR corridor, an alternative alignment around these three cities will be developed and any additional cost associated with this option must be included in the high-speed rail financing. All high-speed trains, including express, operating within the Fresno Metropolitan Area, will operate along the UPRR corridor. Furthermore, the \$780 million identified in the Draft EIR/EIS to construct a bypass loop around the City of Fresno will be used to relocate Amtrak and BNSF services within the UPRR corridor. If it is determined that relocating Amtrak and BNSF services into this corridor is not technically feasible, the HSR Authority will meet with the County of Fresno, City of Fresno, Fresno COG, and the affected railroads to determine how these funds would be used to effectively mitigate the impact to rail consolidation/relocation and other regional rail issues created by the placement of high-speed trains within the UP corridor.

Maintenance and Storage Facility

The HSR Authority should consider locating the proposed maintenance and storage facility in the City of Fresno or Fresno area.

Project Phasing

The Central Valley segment of the high-speed rail system should be completed first since its construction is not as complex or costly.

Should you have any questions about any of these official comments, please feel free to contact either myself or Clark Thompson of my staff at (559) 233-4148.

Sincerely,

Clark C. Thompson, for

BARBARA GOODWIN, Executive Director
Council of Fresno County Governments

Cc: Carrie Pourvahidi, Deputy Director
Rachel Vandenburg, PE

***TRANSPORTATION TECHNICAL
COMMITTEE***

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

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION 2009-22

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

RESOLUTION DETERMINING IF
THERE ARE AREAS WITHIN THE
JURISDICTION OF THE COUNCIL OF
FRESNO COUNTY GOVERNMENTS
WITH UNMET PUBLIC TRANSPORTATION
NEEDS WHICH CAN REASONABLY BE MET

WHEREAS, the California Public Utilities Code, Section 99401.5 requires that the transportation planning agency hold a public hearing and make a determination that there are no unmet transportation needs within its jurisdiction which can be reasonably met before claims for Local Transportation Funds for streets and roads may be approved; and

WHEREAS, the Council of Fresno County Governments (Fresno COG) in compliance with Section 99401.5, defines unmet public transportation needs as those public transportation or specialized transportation services that are identified in the Regional Transportation Plan and/or documented through the Fresno COG's Annual Unmet Transit Needs Public Hearing Process that have not been implemented or funded.

WHEREAS, the Fresno COG Board, after consultation with its Social Services Transportation Advisory Council, held such public hearing on June 25, 2009 and received testimony from all interested persons; and

WHEREAS, the complete report contains responses delivered to all comments received during the information gathering meetings; and

WHEREAS, the Cities of Fresno and Clovis will provide fixed route transit service in accordance with Federal and State policies, and also will provide demand-responsive public transportation service to the general public, elderly and disabled residents within its jurisdiction; and

WHEREAS, the following jurisdictions are members of the Fresno County Rural Transit Agency (FCRTA) and provide service under contract with that joint powers agency: Coalinga, Firebaugh, Fowler, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma and Fresno County; and

WHEREAS, such contracts for service and direct service results in the delivery of public transportation service within Fresno COG's jurisdiction and is in conformance with and satisfies the service requirements of the adopted Regional Transportation Plan for Fresno County.

NOW, THEREFORE, BE IT RESOLVED, that the Council of Fresno County Governments, pursuant to California Public Utilities Code Section 99401.5(d,2), finds for each of the following entities that there are no unmet transit needs that are reasonable to meet: Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma and Fresno County.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 25th day of June, 2009.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: _____
Trinidad M. Rodriguez, Chairman

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 25th day of June, 2009.

Signed: _____
Tony Boren, Executive Director

***TRANSPORTATION TECHNICAL
COMMITTEE***

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

- 1996). The authors also found that the frequency of use of the Internet was positively related to the frequency of use of the telephone, and that the frequency of use of the Internet was negatively related to the frequency of use of the television. The authors also found that the frequency of use of the Internet was positively related to the frequency of use of the computer, and that the frequency of use of the Internet was negatively related to the frequency of use of the radio. The authors also found that the frequency of use of the Internet was positively related to the frequency of use of the mobile phone, and that the frequency of use of the Internet was negatively related to the frequency of use of the newspaper.
20. Roberts, J. A., & Smith, P. (1997). The use of the Internet in the workplace. *Journal of Management Information Systems*, 14(2), 115-130.
21. Roberts, J. A., & Smith, P. (1998). The use of the Internet in the workplace: A review of the literature. *Journal of Management Information Systems*, 15(2), 115-130.
22. Roberts, J. A., & Smith, P. (1999). The use of the Internet in the workplace: A review of the literature. *Journal of Management Information Systems*, 16(2), 115-130.
23. Roberts, J. A., & Smith, P. (2000). The use of the Internet in the workplace: A review of the literature. *Journal of Management Information Systems*, 17(2), 115-130.
24. Roberts, J. A., & Smith, P. (2001). The use of the Internet in the workplace: A review of the literature. *Journal of Management Information Systems*, 18(2), 115-130.
25. Roberts, J. A., & Smith, P. (2002). The use of the Internet in the workplace: A review of the literature. *Journal of Management Information Systems*, 19(2), 115-130.

Manuscript accepted 12 November 2003

Correspondence: Dr J. A. Roberts, School of Management, University of Bath, Bath, BA2 9AY, UK. E-mail: j.a.r@bath.ac.uk

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SB 716 California Transportation Development Act of 1971 Update (Revised as of 05/27/09)

- SB 716 - the current California Transportation Development Act (TDA) of 1971 was passed out of the Senate Transportation and Housing Committee on May 12, 2009 by a vote of 6 to 3, and has been amended as of May 19 to change the rural designation for counties with a population of 500,000 or more to urban designation, as of the 2000 federal decennial census and each decennial census thereafter.
- The 2000 census has a reported population for Fresno County of 799,407, well over the threshold set by the amendment to SB 716.
- The California Transportation Development Act has been one of the funding sources for road maintenance. In the current fiscal year, 2008-2009, after transit needs have been reasonably met, the remaining balance was \$5.8 million. The proposed change of our county's rural to urban status will have an unfavorable negative impact on the funding stream that Fresno County has relied on for rural road maintenance during the past thirty-seven years.

Under the proposed change Fresno County could no longer allocate TDA funds to street and road improvements. The current California Transportation Development Act of 1971 has allowed us the flexibility to allocate Local Transportation Funds (LTF) to each City and the County by a statutory formula.

TDA Funding 2008-2009 After Transit Needs Met	
Jurisdiction	Net Available Amount (\$)
Clovis	37,494
Coalinga	544,617
Firebaugh	104,552
Fowler	81,019
Fresno City	(All TDA Funds to Transit)
Huron	111,245
Kerman	235,859
Kingsburg	198,034
Mendota	94,297
Orange Cove	140,436
Parlier	281,130
Reedley	303,976
Sanger	444,474
San Joaquin	69,899
Selma	224,768
Fresno Co.	3,002,941
TOTAL	5,874,741

In Fresno County, over 50% of the funding goes to City of Fresno's Fresno Area Express (FAX) transit service, and will not be affected by the proposed change. The City of Fresno's population makes up 52.63% of the County's current population of 942,298.

The current arrangements have allowed us to provide balanced services to the 446,385 small incorporated city and rural unincorporated community residents, dispersed throughout our County, which covers an area of 6,017 square miles.

Fresno County has the most maintained county rural road miles of any other County in the State, making up 56% of the county's maintained road miles of 7,134. The 4,009 miles (*including in the 13 rural cities*) of our rural roadways need a stable funding source.

At today's roadway reconstruction costs, we are only able to resurface about ten miles per year. We continue to fall behind in our efforts to maintain a road system to serve the public and effectively operate the transit service vehicles.

Current Status of Bill: 6-3, 5/12/09 AYES: Lowenthal, DeSaulnier, Kehoe, Oropeza, Simitian, Wolk, NOES: Ashburn, Harman, Hollingsworth, NO VOTE RECORDED: Huff, Pavley; 5/19/2009 Read second time. Amended. To third reading. An act to amend Sections 99232, 99400, and 99401.6 of the Public Utilities Code, relating to transportation.

See reverse for Members of the Senate Transportation & Housing Committee discussing SB 716.

Members of the Senate Transportation & Housing Committee discussing SB 716:

Senator Lois Wolk, 5th District - Bill Author
State Capitol, Room 4032
Sacramento, CA 95814
Phone: (916) 651-4005
Fax: (916) 323-2304

Senator Alan Lowenthal, 27th District – Chair
State Capitol, Room 2032
Sacramento, CA 95814
Phone: (916) 651-4027
Fax: (916) 327-9113

Senator Robert Huff, 29th District - Vice Chair
State Capitol, Room 3048
Sacramento, CA 95814
Phone: (916) 651-4029
Fax: (916) 324-0922

Senator Roy Ashburn, 18th District
State Capitol, Room 3060
Sacramento, CA 95814
Phone: (916) 651-4018
Fax: (916) 322-3304

Senator Mark De Saulnier, 7th District
State Capitol, Room 2054
Sacramento, CA 95814
(916) 651-4007

Senator Tom Harman, 35th District
State Capitol, Room 3070
Sacramento, CA 95814
Phone: (916) 651-4035
Fax: (916) 445-9263

Senator Dennis Hollingsworth, 36th District
State Capitol, Room 305
Sacramento, CA 95814
Phone: (916) 651-4036
Fax: (916) 447-9008

Senator Christine Kehoe, 39th District
State Capitol, Room 5050
Sacramento, CA 95814
Phone: (916) 651-4039
Fax: (916) 327-2188

Senator Jenny Oropeza, 28th District
State Capitol, Room 5114
Sacramento, CA
95814
Phone: (916) 651-4028
Fax: (916) 323-6056

Senator Fran Pavley, 23rd District
State Capitol, Room 4035
Sacramento, CA 95814
Phone: (916) 651-4023
Fax: (916) 324-4823

Senator Joe Simitian, 11th District
State Capitol, Room 2080
Sacramento, CA 95814
Phone: (916) 651-4011
Fax: (916) 323-4529

Other Contacts of Importance:

Assemblymember Juan Arambula 31st District
Fresno Office - Hugh Burns State Building
2550 Mariposa Mall
Suite 5031
Fresno, CA 93721
(559) 445-5532
(559) 445-6006 fax

Senator Dean Florez, 16th District
Fresno Office
Phone: (559) 264-3070
Fax: (559) 445-6506
2550 Mariposa Mall,
Suite 2016
Fresno, CA 93721

Senator Dave Cogdill, 14th District
State Capitol, Room 5097
Sacramento, CA 95814
Phone: (916) 651-4014
Fax: (916) 327-3523

Assemblymember Danny Gilmore, 30th District
Hanford Office
1489 W. Lacey Blvd., Suite 103
Hanford, CA 93230
559-585-7170
559-585-7175 fax 916-319-2130 fax

Assemblymember Mike Villines, 29th District
6245 N. Fresno Street, #106
Fresno, CA 93710
(559) 446-2029
(559) 446-2028 fax

Steve Samuelian, California Consulting, LLC
1530 East Shaw Avenue, Suite 114
Fresno, CA 93710
Phone: (559) 244-0801
Fax: (559) 244-0804

The Honorable Alan Lowenthal

June 3, 2009

Chair, Senate Transportation & Housing Committee
State Capitol, Room 2209
Sacramento, CA 95814

RE: SB 716 (Wolk) Transportation Development Act Expenditures - OPPOSE

Dear Chairman Lowenthal,

On behalf of the Council of Fresno County Governments, I am writing to inform you of our **OPPOSITION** to **SB 716 (Wolk)**. Our objection is due to the amendment language, which creates a static definition for urban and rural counties. This status will have a devastating impact on the funding stream that Fresno County has relied on during the past thirty-seven years. The current arrangements have allowed us to provide balanced services to the 446,385 small incorporated city and rural unincorporated community residents, dispersed throughout our County, which covers an area of 6,017 square miles.

The current California Transportation Development Act (TDA) of 1971 has allowed us the flexibility to allocate Local Transportation Funds (LTF) to each City and the County by a statutory formula. In Fresno County, over 50% of the funding goes to City of Fresno's Fresno Area Express (FAEX) transit service. Their entire apportionment of LTF is for transit, and will not be affected by the proposed change. The City of Fresno's population makes up 52.63% of the County's current population of 942,298. The other half of the County's population (446,385) reside in thirteen small cities; their relative percentage of LTF revenues and corresponding percentage of population range in size from 0.43% to 2.73%, combined small cities makeup 18.86% of both the population and total funds available to Fresno County. One medium sized City (Clovis) represents 10.10% of the total, and the remaining 18.41% of the population is dispersed throughout the unincorporated areas.

The apparent purpose of this latest amendment to SB 716 is to require rural jurisdictions to spend more on transit. The Fresno COG's mandated Social Service Transportation Advisory Council (SSTAC) goes through an elaborate public process to determine, address, and document transit needs in Fresno County. It oversees the development of transit plans, transit budgets, and annually does a productivity evaluation of each transit operator to ensure that the public interests are met for each City and the County.

The current practice allocates funding first to meet transit needs. Once those needs have been met, any remaining difference may be legally used for street and roads for repairs and maintenance.

As the Agricultural Capital of the World, we must have access from the farm to consumers, **Fresno County has the most maintained county rural road miles of any other County in the State, making up 56% of the total maintained road miles of 7,134.** The 4,009 miles of rural roadways need a stable funding source, TDA has been one of the funding sources for road maintenance. In the current fiscal year, 2008-2009, after transit needs have been reasonably met, the difference was \$5.8 million. At today's roadway reconstruction costs, we are only able to resurface about ten (10) miles per year. We continue to fall behind in our efforts to maintain a road system to serve the public and effectively operate the transit service vehicles.

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

Our Board has consistently opposed any effort to reclassify our County as an Urban County. This amendment would negate the existing balance of traditional urban and rural communities. If this proposal were to move forward, it will damage an already struggling economy, by interfering with our local option to balance transit services versus allowable provisions for street and road maintenance for our residents.

For these reasons, we urge you and our local valley representatives to **OPPOSE SB 716 (Wolk).**

Thank you for your consideration.

Respectfully,

Tony Boren, EXECUTIVE DIRECTOR
Council of Fresno County Governments

Cc: The Honorable Lois Wolk
Members of the Senate Transportation & Housing Committee
Art Bauer, Staff Director, Senate Transportation & Housing Committee
Ted Morley, Transportation Consultant, Senate Republican Caucus
Assemblymember Juan Arambula 31st District;
Senator Dean Florez, 16th District;
Senator Dave Cogdill, 14th District;
Assemblymember Danny Gilmore, 30th District;
Assemblymember Mike Villines, 29th District;
Steve Samuelian, California Consulting, LLC.

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



April 24, 2009

1100 K Street
Suite 101
Sacramento
California
95814

Telephone
916.327-7500

Facsimile
916.441.5507

The Honorable Lois Wolk
California State Senate
State Capitol, Room 4032
Sacramento, CA 95814

**Re: SB 716 (Wolk): Local Transportation Funds
As Introduced on 2/27/09 – OPPOSE**

Dear Senator Wolk:

The California State Association of Counties (CSAC) regrets to inform you of our opposition to your Senate Bill 716, which would authorize the use of Transportation Development Act (TDA) funds to acquire vans for farm worker vanpools and to subsidize the operations of such vanpools.

As you know, the main purpose of TDA funding is to support transit services across the state. The law also provides that a county with a population of 500,000 or less can use TDA funds for local street and road purposes should all the transit needs in the county be met.

The TDA program, created in 1971, is the only permanent, statewide source of revenue for transit in California. Given recent state budget actions which all but eliminate state transit assistance through 2013, SB 716 would allow for competition of scarce transit funding at a time when it is most needed. Some counties have reported that their transit systems currently rely 100% on TDA funding. Furthermore, combined with the economic downturn and recent legislative mandates to reduce greenhouse gases, government should be providing more funding to transit not diluting it.

Counties also benefit from TDA funds in instances where all transit needs have been met. Local streets and roads provide the transit right-of-way, therefore the maintenance and preservation of the local system is integral to a functioning and efficient transit system. As the Senate Transportation and Housing Committee analysis notes, in 2007, \$1.4 billion was generated for TDA purposes, 11% of which was used for local streets and roads. Diversion of funds away from the secondary purpose of TDA funding will have deleterious effects on transit systems as well.

For these reasons, we must respectfully oppose SB 716. Should you have any questions or need any additional information on our position please feel free to contact me at (916) 327-7500 ext. 509 or dbaker@counties.org.

Sincerely,

A handwritten signature in cursive script that reads 'DeAnn Baker'.

DeAnn Baker
Senior Legislative Representative

cc: Members and Consultants, Senate Transportation and Housing Committee
Edward Morley, Senate Republican Caucus
Nick Ynda, Governor's Office of Planning and Research

***TRANSPORTATION TECHNICAL
COMMITTEE***

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

the 1990s, the number of people in the world who are under 15 years of age has increased from 1.1 billion to 1.5 billion, and the number of people aged 65 and over has increased from 0.2 billion to 0.5 billion (United Nations 1999).

There is a growing awareness of the need to address the needs of the young and the old. The United Nations (1999) has identified the need to address the needs of the young and the old as one of the eight Millennium Development Goals. The United Nations (1999) has also identified the need to address the needs of the young and the old as one of the eight Millennium Development Goals. The United Nations (1999) has identified the need to address the needs of the young and the old as one of the eight Millennium Development Goals.

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County of Fresno

BOARD OF SUPERVISORS
SUPERVISOR HENRY PEREA – DISTRICT THREE

May 21, 2009

Tony Boren
Executive Director
Fresno COG
2035 Tulare Street, #201
Fresno, CA 93721

Dear Mr. Boren:

As you know, the North Fork Mono Rancheria is petitioning the U.S. Department of the Interior to allow them to establish a casino along Highway 99, a distant 40 miles from its foothill reservation. If given approval, this casino will be a great detriment to Fresno County's roads, water and air quality. The County's cities located along Highway 99, specifically, will feel the brunt of these negative environmental impacts.

I have enclosed a resolution opposing this proposed casino that I would like to have included in the COG's June agenda. I would like to urge COG members to join me in opposing this project by passing the resolution and sending it to Secretary of the Interior Ken Salazar with copies to Congressman George Radanovich and Senator Diane Feinstein.

Please let me know if you have any questions. You may reach me at (559) 488-3663.

Respectfully,

Henry Perea
Supervisor, District 3
Board of Supervisors
County of Fresno

WHEREAS, The Fresno County Council of Governments affirms its support of Proposition 1A as passed by the voters in 1999 to permit gaming on Tribal lands; and

WHEREAS, the Fresno County of Governments supports Tribal efforts to engage in economic development for the benefit of the welfare of Tribal members; and

WHEREAS, the Fresno County Council of Governments opposes the practice of reservation shopping by Tribes to acquire additional lands away from established Tribal lands; and

WHEREAS, the North Fork Tribe of Mono Indian's proposed casino on Highway 99 in Madera County is forty miles away from the tribe's tribal lands; and

WHEREAS, this proposed casino would likely increase traffic on Highway 99 worsening traffic congestion in and around Fresno County; and

WHEREAS, the San Joaquin Valley Air Basin currently is designated as "extreme" nonattainment for the 1-hour ozone standard. In the next 3 to 6 months, the San Joaquin Valley Air Pollution Control District anticipates the United States Environmental Protection Agency will classify the Valley as "extreme" non-attainment for the 8-hour ozone standard, a standard tougher than the 1-hour ozone standard. The increased traffic directly related to the proposed casino will worsen the Valley's air quality situation, particularly in Fresno County and its cities located along Highway 99; and

WHEREAS, increased air pollution emissions from this proposed casino would adversely impact the economy of Fresno County by putting the region at additional risk of federal sanctions for nonattainment of ozone and particulate matter standards; and

WHEREAS, the proposed casino and the intensive development it represents could place additional demands on the already over-taxed surface water supplies of the San Joaquin River and could make Fresno's water supply situation more tenuous.

THEREFORE BE IT RESOLVED that the Fresno County Council of Governments opposes the North Fork Tribe's off reservation casino project and urges its rejection by the United States Department of Interior.

***TRANSPORTATION TECHNICAL
COMMITTEE***

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

The first part of the paper discusses the importance of the study of the history of the English language. It is a branch of linguistics which deals with the changes in the language over time. The study of the history of the English language is important for many reasons. It helps us to understand the development of the language and the influence of other languages on it. It also helps us to understand the social and cultural changes that have taken place in the English-speaking world.

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*Request for Proposal for the County of Fresno
Council of Governments*

Project Tracker Software as a Service Package

Prepared For:
Fresno COG

October 20, 2008

Submitted By:
EcolInteractive Inc.
508 2nd Street, Suite 208
Davis, California 95616

Executive Summary

Overview: The County of Fresno Council of Governments (Fresno COG) is requesting to utilize EcoInteractive's customized ProjectTrak Software as a Service (SaaS) package. EcoInteractive's ProjectTracker software has a proven track record of success in supporting government agencies throughout California with the necessary tools to manage the RTIP business process.

Benefits of software as a service:

- Reduces software management costs and provides a high return on investment
- Eliminates upfront investments and speeds implementation
- Enhances security and performance
- Improves hosting infrastructure and provides reliable emergency backup
- Supports easier upgrades, fast proactive service, and change management
- Incorporates emerging technologies

EcoInteractive, Inc. (www.ecointeractive.com) is a Davis California company founded in 1993 to provide software and consulting services dedicated to leveraging the power of the Internet and enterprise data systems. EcoInteractive has customized and supports ProjectTracker SaaS systems for:

- San Diego Association of Governments (SANDAG)
- Sacramento Area Council of Governments (SACTrak system)
- San Luis Obispo council of Government (TransInfo)
- Los Angeles Metropolitan Transportation Agency
- Santa Barbara County Association of Governments (EZTrak)
- Orange County Transportation Agency (OCTA)

Any new functionality added by any one government agency will be made available for use or customization for all users, thus enabling synergy between the government agencies that use customized versions of EcoInteractive's ProjectTracker solution.

1.0 ProjectTracker Overview

The following datasheet describes ProjectTracker features.



ProjectTracker

Managing Transportation Projects

ProjectTracker gives MPOs and RTPAs tools to gain control of and easy access to up-to-date transportation project data. ProjectTracker streamlines communication by effectively electronically linking regional staff, local agencies, and state databases. ProjectTracker provides an array of real-time interactive management reports, saving significant staff time and resources previously spent collecting and assembling data. The ProjectTracker solution supports diverse business needs from managing transportation projects, producing RTP/RTIP reports, financial constraint analysis, GIS maps, to tracking payments of regional transportation tax dollars.

IMPLEMENTATION

EcoInteractive provides ProjectTracker software as a service to MPOs and RTPAs via the Internet. Because no two agencies are completely alike, EcoInteractive customizes ProjectTracker for individual agencies. We work to provide the best value and quickest time frame to meet your specific implementation needs.

Annual ProjectTracker service packages include Help Desk support and technical support. This means that as your needs change, EcoInteractive will quickly respond.

FEATURES

Project Management

Enables project managers to track information and funding for individual project versions for a specific adoption of an amendment. Includes spell check and other QA features.

Electronic Submission

Easy to use tools for local agencies to electronically submit new projects, carry-over projects, or amend projects.

Review & Notification of Electronic Submission

Robust tools enable MPO or RTPA staff to review electronic project submissions. Highlights new changes to the project to streamline the review process. Includes automated email notifications.

Financial Constraints Manager

Provides easy, complete and efficient, real-time financial analysis to manage and track total revenues, programmed, and remaining balance for funds.

Local Project Manager

Enables robust tracking of local transportation projects outside of the state FTIP. Allows MPOs and RTPAs to track, store, and report all of their transportation data in a single data management system.

Automated Data Exchange

Streamlines reporting and uploading to state data management systems (CTIPs) and downloading/import of STIP and SHOPP data. Fully compliant with the new Caltrans FASS system.

Adoption Manager

Efficiently provides status and summary information for each project from the previous document cycle.

Non-Federal Funds Match Alert

Provides an easy to use interface to track non-federal fund match requirements.

ProjectTracker GIS Net

Extensively developed technology seamlessly connects all ProjectTracker modules with a GIS interface.

Document Archiver

Enables organizations to upload and immediately share electronic documents.

User Profile Manager

Allows MPO/RTPA staff to easily "point and click" to manage any user's access to various screens and reports.

EcoInteractive
ENVIRONMENTAL DATA SOLUTIONS

508 Second Street, Davis, California 95616 | www.ecointeractive.com

2.0 Scope of Work

Fresno COG seeks to utilize ProjectTracker software as a service to manage their RTP and RTIP transportation projects business process. It is expected that this service will be used Fresno COG and their member agencies. In Task 1, EcoInteractive will customize our base ProjectTracker software to meet Fresno COGs specific needs. In Task 2, EcoInteractive will provide ongoing software as a service (SaaS) to provide Fresno COG and their member agencies access to the customized Fresno COG ProjectTracker application. The SaaS package will also include integration of Google maps. EcoInteractive will provide technical/ help desk support (available 8:00 AM to 5:00 PM Monday through Friday).

EcoInteractive will provide the ProjectTracker software solution for Fresno COG as a service over the Internet. Fresno COG will own the data and be responsible for data quality at all times. For ongoing SaaS services EcoInteractive will provide hardware, software licenses, network security, network resources, and 24x7 support at a co-location facility. The EcoInteractive SaaS will provide Fresno COG with access to the ProjectTrak functionality, which is a customized version of our ProjectTracker application (including database infrastructure, network, and security). EcoInteractive's software as a service package includes updates to the core ProjectTracker technology software. Therefore, as EcoInteractive continues to develop core software to take advantage of the latest technology available, these upgrades will be incorporated into the Fresno COG's ProjectTrak system.

Task 1. Provide one-time customizations for Fresno COG's specific needs

- Perform Software as a Service infrastructure set-up
- Import Fresno COG data from CTIPs into the ProjectTracker application.
- Import Fresno COG RTP data into the ProjectTracker application.
- Modify the ProjectTracker look and feel to more closely resemble the Fresno COG website look and feel. Implement changes to host the Fresno COG ProjectTracker application via a Fresno COG URL (with Fresno COG direction).
- Modify reports where needed to meet Fresno COG's specific needs.

Task 2. Provide Ongoing Software as a Service. This package of services includes maintenance, ASP hosting, technical support, and software modifications. These services include:

A. Provide access to SaaS infrastructure in co-location facility including monitoring, and secured data storage for up to 1 Terabyte of data for the customized Fresno COG ProjectTracker application

- Provide high quality bandwidth and network capacity
- Provide near 24x7 access
- Provide up to 1 terabyte system capacity

B. Provide access to all hardware and software for the SaaS environment for the customized Fresno COG ProjectTracker application including:

- Database server(s)
- Application server(s)
- Authentication server(s)
- Internet map server(s)
- Firewall
- Intrusion detection system
- Failover servers
- Network Infrastructure
- Database software
- GIS software

C. Provide staffing capability to support the SaaS hosting environment

- Database Administrator functions
- GIS Administrator functions
- Network Administrator functions
- Internet Application Support functions
- Security Administrator functions
- Help desk functions
- User business process analysis

D. Provide maintenance support for the customized Fresno COG ProjectTracker application:

- Support software for programming changes required to work with new operating system and database software
- Includes appropriate software and hardware updates
- Does not include software enhancements or new functionality

E. Provide Ongoing Technical Support for the customized Fresno COG ProjectTracker application:

- Provide resources to:
 - Support data issues and conversion efforts
 - Help desk support
 - Training
 - Add new features - Valid value changes or Addition of new fields
 - Add new features - Modifications to existing reports or screens or creation of new reports
 - Customize data exchange processes as needed to report data to other databases

Assumptions:

- Fresno COG will be responsible for authorizing access to the ProjectTracker system for their staff, member agencies, and other users.
- Fresno COG will provide a key point of contact to act as the interface between EcoInteractive and Fresno COG.
- EcoInteractive will provide access to Google maps and Google GIS interface. Fresno COG will provide all other GIS map data (and any licenses required), which EcoInteractive will use for all ProjectTracker projects online mapping/database applications.
- Fresno COG will identify in writing any confidential information or data.
- If maintenance fees are not renewed, EcoInteractive will remove Fresno COG's (and member agencies') projects and access to ProjectTracker at the end of the contract period, but not before successfully transferring data into an interim data arrangement.
- Implement reasonable practices to help ensure the integrity of Fresno COG information, including: measures to help protect Fresno COG information from unauthorized access, modification, destruction, or disclosure and measures to help ensure the physical security of those resources.

2.0 Pricing

Task 1. Provide one-time customizations for Fresno COG's specific needs

EcoInteractive will provide up to 200 hours over the first six months for customizations, data import, and initial start-up services. Because EcoInteractive is committed to a long-term relationship with Fresno COG, there will be no charge for these one-time services.

Task 2. Provide Ongoing Software as a Service.

EcoInteractive is committed to providing long-term ProjectTrak SaaS to Fresno COG. Annual pricing for future years will include a small increase annually (approximately 3.5%) for inflation. A fixed monthly fee will be billed at the end of each month following contract initiation.

Item	Item Cost	
Task 1. Provide one-time customizations for Fresno COG's specific needs	Up to 200 hours (billed at \$125 per hour)	Discounted - no charge
Task 2. SaaS for July 2009 to June 2010 12-month Software as a Service (includes up to 120 hours of helpdesk/technical support)	\$4000 per month; fixed price billed monthly	\$48,000
	Total Cost	\$48,000

4.0 Company Qualifications

EcoInteractive has had consistent success in providing access to robust databases that handle millions of e-government transactions. We have very significant experience with Internet driven data exchange systems and have implemented systems used by thousands of businesses and hundreds of agencies throughout California. We have a consistent record of success for meeting or exceeding client expectations and delivering data systems on time and on budget.

The EcoInteractive team provides great service to our clients and EcoInteractive enjoys a strong track record of client satisfaction. Our solutions are continually held up as technical innovations nationally. Over the last ten years our EcoInteractive team has had a history of consistent success with local, state, and Federal government agencies including:

- Caltrans
- State Water Resources Control Board
- California Energy Commission
- Department of Toxic Substance Control
- U.S. Department of State
- Santa Clara County

***TRANSPORTATION TECHNICAL
COMMITTEE***

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

the 'information' and 'communication' fields. The 'information' field is defined as:

...the study of the nature, use and management of information, and the development of the means of its acquisition, storage, dissemination and communication. (p. 1)

The 'communication' field is defined as:

...the study of the nature, use and management of communication, and the development of the means of its acquisition, storage, dissemination and communication. (p. 1)

The 'information science' field is defined as:

...the study of the nature, use and management of information and communication, and the development of the means of its acquisition, storage, dissemination and communication. (p. 1)

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\$1.5 BILLION TIGER DISCRETIONARY GRANTS PROGRAM OUTLINE OF SOLICITATION AND SELECTION CRITERIA

Interim Notice of Funding Availability: On Monday, May 18, 2009, the Department of Transportation published a notice of funding availability and solicitation of applications from applicants seeking funds under this program.

Public Comments: The solicitation announces the availability of funding for TIGER Discretionary Grants, project selection criteria, application requirements and the deadline for submitting applications, which is September 15, 2009. Because this is a new program, however, the solicitation also provides two weeks for comments on the proposed selection criteria and guidance for awarding TIGER Discretionary Grants. The Department will take all comments into consideration and may publish a supplemental notice revising some elements of the solicitation. Any such amendment will be published by June 17, 2009.

Eligible Applicants: Funds under this program will be awarded to State and local governments, including U.S. territories, tribal governments, transit agencies, port authorities, other political subdivisions of State or local governments, and multi-State or multi-jurisdictional applicants.

Eligible Projects: Projects that are eligible for TIGER Discretionary Grants include, but are not limited to, capital investments in: (1) highway or bridge projects; (2) public transportation projects; (3) passenger and freight rail transportation projects; and (4) port infrastructure investments, including projects that connect ports to other modes of transportation and improve the efficiency of freight movement.

Selection Criteria: TIGER Discretionary Grants will be awarded based on the following selection criteria, which incorporate the criteria specified in the Recovery Act:

- (a) **Long-Term Outcomes:** The Department will give priority to projects that have a significant impact on desirable long-term outcomes for the Nation, a metropolitan area, or a region. The following types of long-term outcomes will be given priority:
 - (i) **State of Good Repair:** Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs.
 - (ii) **Economic Competitiveness:** Contributing to the economic competitiveness of the United States over the medium- to long-term.
 - (iii) **Livability:** Improving the quality of living and working environments and the experience for people in communities across the United States.
 - (iv) **Sustainability:** Improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefitting the environment.
 - (v) **Safety:** Improving the safety of U.S. transportation facilities and systems.
- (b) **Job Creation & Economic Stimulus:** Consistent with the purposes of the Recovery Act, the Department will give priority to projects that are expected to quickly create and preserve jobs and stimulate rapid increases in economic activity, particularly jobs and activity that benefit economically distressed areas.
- (c) **Innovation:** The Department will give priority to projects that use innovative strategies to pursue the long-term outcomes outlined above.
- (d) **Partnership:** The Department will give priority to projects that demonstrate strong collaboration among a broad range of participants and/or integration of transportation with other public service efforts.

The solicitation provides additional guidance on the selection criteria. The Department will give more weight to the Long-Term Outcomes and Jobs Creation & Economic Stimulus criteria than

to the Innovation and Partnership criteria. Projects that are unable to demonstrate a likelihood of significant long-term benefits in any of the five long-term outcomes will not proceed in the evaluation process. For the Jobs Creation & Economic Stimulus criterion, a project that is not ready to proceed quickly is less likely to be successful.

Program-Specific Criteria: The Department will use certain program-specific criteria to help differentiate between similar projects (for example, New Starts projects, or bridge replacements). To the extent two or more similar projects have similar ratings based on the selection criteria the program-specific criteria will be used to assign priority among these projects.

Distribution of Funds: The Recovery Act prohibits the award of more than 20 percent of the funds made available under this program to projects in any one State. The Recovery Act also requires that the Department take measures to ensure an equitable geographic distribution of funds and an appropriate balance in addressing the needs of urban and rural communities.

Waiver of Minimum Grant Size Requirement: The Recovery Act specifies that TIGER Discretionary Grants may be no less than \$20 million and no greater than \$300 million. However, the Department has discretion under the Recovery Act to waive the \$20 million minimum grant size requirement for significant projects in smaller cities, regions or States. Applicants for TIGER Discretionary Grants of less than \$20 million are encouraged to apply.

TIFIA: Up to \$200 million of the \$1.5 billion available for TIGER Discretionary Grants may be used to pay the subsidy and administrative costs of the TIFIA program if it would further the purposes of the TIGER Discretionary Grants program. Given the average subsidy cost of the existing TIFIA portfolio, \$200 million in TIGER TIFIA Payments could support approximately \$2 billion in Federal credit assistance. Applicants seeking TIGER TIFIA Payments should apply in accordance with all of the criteria and guidance specified for TIGER Discretionary Grant applicants and will be evaluated concurrently with all other applications.

Grant Administration: The Department expects that each TIGER Discretionary Grant will be administered by the modal administration in the Department with the most experience and/or expertise in the relevant project area. Applicable Federal laws, rules and regulations will apply to projects that receive TIGER Discretionary Grants, including all of the reporting and other requirements included in the Recovery Act.

***TRANSPORTATION TECHNICAL
COMMITTEE***

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

2008/09
COUNCIL OF FRESNO COUNTY GOVERNMENTS
Transportation Development Act
Article 4 & 8 Apportionment
Revised Estimate
05/26/09

MEMBER	Total Art. 4 & 8 Available	Clov's Public Transit	FAX Transit	FCRTA Transit	Net Available Article 8	Original Claims Article 8	Reduction Article 8	FAX Reduction Article 4	Over Allocated Article 8
Clovis	2,842,310	2,593,785	211,031		37,494	1,126,086	(1,088,592)		(245,375)
Coalinga	625,817			81,200	544,617	607,683	(63,066)		
Firebaugh	205,388			100,836	104,552	182,509	(77,957)		
Fowler	167,852			86,833	81,019	144,979	(63,960)		(8,924)
Fresno City	14,926,690		14,926,690		0		0	(2,859,085)	
Huron	227,871			116,626	111,245	197,594	(86,349)		
Kerman	418,461			182,602	235,859	394,762	(158,903)		
Kingsburg	339,627			141,593	198,034	326,710	(128,676)		(20,566)
Mendota	294,950			200,653	94,297	206,517	(112,220)		
Orange Cove	324,883			184,447	140,436	263,789	(123,353)		
Parlier	401,772			120,642	281,130	424,769	(143,639)		
Reedley	771,247			467,271	303,976	597,090	(293,114)		
Sanger	755,611			311,137	444,474	730,849	(286,375)		
San Joaquin	135,682			65,783	69,899	122,298	(52,399)		
Selma	702,461			477,693	224,768	490,964	(266,196)		
Fresno Co.	5,256,922	30,027	1,654,764	569,190	3,002,941	4,993,894	(1,990,953)		(442,681)
FCRTA	13,185			13,185	0				
TOTALS	28,410,729	2,623,812	16,792,485	3,119,691	5,874,741	10,810,493	(4,935,752)	(2,859,085)	(717,546)

***TRANSPORTATION TECHNICAL
COMMITTEE***

***ACTION / DISCUSSION ITEMS
AGENDA ITEM III. K. 2.***



SAVE OUR AIR, SAVE ON GAS, WIN CASH!

June 2009

Thanks to Fresno County voters who passed the Measure C ½-cent transportation sales tax in November 2006, a new program is available to provide incentives to commuters. The Council of Fresno County Governments and the Fresno County Transportation Authority will kick off the new Measure C Carpool Program on July 1, 2009. We hope you will partner with us to spread the word about this new, exciting opportunity to "Save our Air, Save on Gas, and Win CASH!"

The enclosed flyer briefly explains the program and the opportunities available to your business to partner with us. We have also included a copy of our promotional outreach flyers currently used at Measure C Roadshow Events (in English and Spanish) and an Interest Level Form for your completion. Simply fill out the form indicating your desired participation level, and your efforts and contributions will be recognized based on your degree of participation.

Measure C has continued to strive to improve our county's transportation needs. We have come a long way, and with your help, Fresno County can reach unprecedented levels of truly becoming an eco-friendly and commuter-friendly area.

Thank you for expressing interest in our Carpool Program, and for setting a wonderful example for our community.

Sincerely,

Brenda Lauchner
Public Information Officer
Council of Fresno County Governments

Melissa Garza
Measure C Carpool Program Manager
Council of Fresno County Governments



VIBRANT ECONOMY



CLEAN AIR



LEVERAGING FUNDS

MEASURE C CARPOOL

Starting July 1, 2009, carpoolers can win a monthly \$1,000 cash prize for carpooling! Each eligible entry also qualifies participants for annual grand prize drawings, where carpoolers could win a new car and other prize packages valued at no less than \$5,000 — all to encourage green living!

Carpooler Participation Requirements:

- Carpool at least twice a week with at least one person to work or school
- Carpool to or from Fresno County
- Register your carpool at www.valleyrides.com
- Complete your Carpool Log at the web site each week you carpool

For a complete list of requirements visit www.valleyrides.com

Join us as a Sponsoring Partner, Participating Partner, or Both

Sponsoring Partners will provide additional subsidy funds to help leverage Measure C Dollars, or they may provide all or portions of the Grand Prize Packages to be awarded in July 2010. There are four Prize Packages with varying themes, all of which need items. They include the following:

Adventure Package – There are many exciting things to do in and around the Valley. This package could include sporting equipment, sports store gift certificates, trips to Yosemite, Shaver Lake or Bass Lake with hotel stay, whitewater rafting, sports game tickets, etc.

Commuter Package – This package is all about the commuter's car... tires, GPS system, gas cards, beverages to fill that commuter cup, car washes, tune-ups, detailing, etc.

Entertainment Package – Fun, fun, fun! This could include gift certificates for dining, shopping or movies, tickets for concert and shows... this list is limitless. Other fun items include electronic entertainment such as a Wii, Nintendo DS, iPod and other games or game systems.

Healthy Air Living Package – This package is for all of those "green" products that encourage healthy air living. Let's start with a new scooter to ride over to our local organic market, farm or juice smoothie shop.

Sponsoring Partners would receive recognition for their partnership relative to the value of their contribution. This could include some or all of the following:

- Recognition on Measure C Carpool Program public outreach/marketing and media materials; could include radio and television spots
- Online feature articles regarding your company's partnership on www.valleyrides.com
- Recognition at the July 2010 Annual Partnership Luncheon and Grand Prize unveiling
- Thank you piece for display at your place of business



MEASURE C CARPOOL

FRESNO COUNTY TRANSPORTATION AUTHORITY

Participating Partners will promote the Carpool Program to their employees or members. Free printed and electronic materials will be provided to you. All you have to do is forward them on.

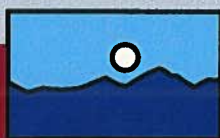
Participating Partners will receive:

- Inclusion on all printed and electronic Participating Partners listings
- Recognition at the July 2010 Annual Partnership Luncheon and Grand Prize unveiling
- A feature success story sent with news release and posted to www.valleyrides.com to highlight innovative and successful carpoolers and their employers
- Mentions in radio spots for company challenges or other creative marketing opportunities

Benefits to Employers:

- Tax advantages. Contributing toward commuting costs of your employees is a tax-free benefit to them and a tax-deductible business expense to you, reducing FICA and other payroll taxes
- Assistance meeting the requirements of the San Joaquin Valley Air Districts New Employee Trip Reduction Rule 9410 - www.valleyair.org
- Rideshare incentive programs also help employers qualify for the national Best Workplaces for Commuters designation, which is given to employers who offer commuter option programs and meet the National Standard of Excellence criteria
- Reduce employee stress and improve attendance
- Reduce employee turnover and enhance recruitment of new hires
- Improve employee morale and productivity
- Reduce traffic congestion and air pollution
- Enhance company image by becoming an environmentally friendly and socially responsible organization
- Reduce capital and operating costs for employee parking

The Measure C Carpool Program is funded by Measure C, Fresno County's 1/2-cent sales tax for transportation purposes. This incentive program encourages Fresno County residents to carpool with at least one other person, two days per week.





2009 - 2010 PARTNERSHIP INTEREST FORM

☐ **YES, my company/organization is interested in becoming a partner of the 2009-2010 Measure C Carpool Program.** Upon submitting this form, you will be contacted with further details about the program sponsorship levels. Please indicate below the Partnership Interest Level(s) you will support and the additional Partner Information requested.

☐ **NO, my company/organization is not interested in participating this year.**

Company Name/Contact: _____

Address: _____

Thank you in advance for your commitment and support to help "Save our air, Save on Gas, and Win Cash". This is the perfect opportunity to demonstrate how your organization is environmentally friendly and socially responsible.

PARTNERSHIP INTEREST LEVELS

☐ Sponsoring Partner - Please contact me to discuss an item/items for the following package(s):

- ___ Adventure Package
- ___ Commuter Package
- ___ Entertainment Package
- ___ Healthy Living Package
- ___ Other

☐ Participating Partner

PARTNER INFORMATION (Please print clearly)

Corporation/Organization Name (As you wish it to appear in print) _____

Primary Contact _____ Title _____

Address _____

Phone _____ Fax _____

Email _____

Signature _____ Date _____

Completed forms can be returned by the following methods:

Email this form to brendal@fresnocog.org or mgarza@fresnocog.org

FAX it to 559-233-9645

Mail to: Council of Fresno County Governments, 2035 Tulare Street, Suite 201, Fresno, CA 93721

For additional information or questions, please call Brenda Lauchner or Melissa Garza at 559-233-4148.

CARPOOL

IT'S A **WIN-WIN-WIN!**

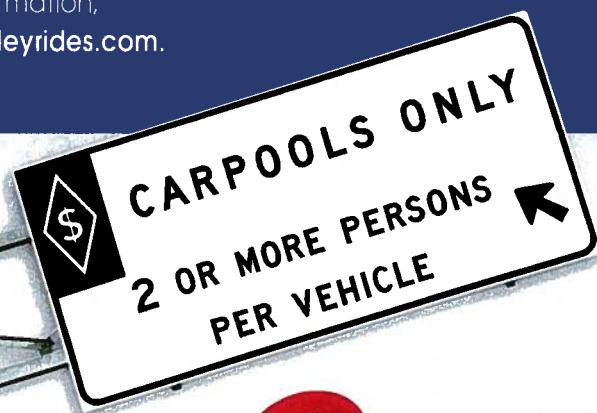
SAVE OUR AIR, SAVE ON GAS, WIN CASH!

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VIBRANT ECONOMY



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IGUALAR FONDOS

***TRANSPORTATION TECHNICAL
COMMITTEE***

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



Fact Sheet

What? The California Transportation Plan (CTP) is a statewide, long-range transportation plan for meeting our future mobility needs. The CTP defines goals, policies, and strategies to achieve our collective **vision for California's future transportation system**. This plan, with a minimum 20-year planning horizon, is prepared in response to federal and State requirements and is updated every five years. The current California Transportation Plan, the CTP 2030, is now being updated for a 2035 planning horizon.

Why? The purpose of the CTP is to provide a **common policy framework** that will guide transportation investments and decisions by all levels of government and the private sector. This policy plan (which by statute does not include projects) provides strategic direction to the regional transportation plans prepared by California's 44 regional transportation planning agencies (RTPAs), who have responsibility for the planning, prioritizing and funding of transportation projects within their regions. The CTP is supported by the California Transportation Investment System Tool that maps short and long-range projects planned by the State and the regional transportation planning agencies.

When? The California Transportation Plan 2025 was approved in 2006 and updated by an Addendum in October of 2007 to comply with new federal planning requirements governing development of the plan. The 2035 update was initiated with a Futures Symposium in early September 2008 to explore emerging trends and challenges, and will conclude with plan approval by the Secretary of the California Business, Transportation and Housing Agency in September of 2010.

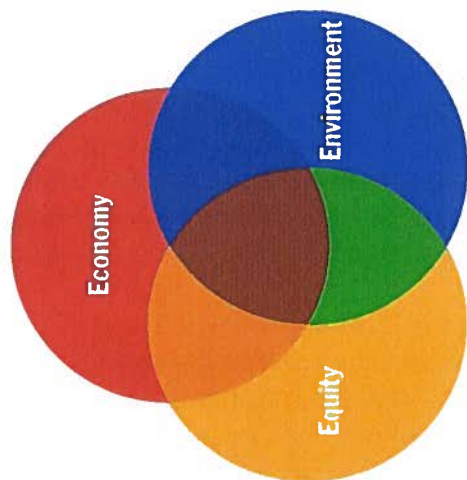
How? The California Transportation Plan 2035 will be developed in collaboration with transportation partners and stakeholders across the State and through ongoing public engagement as outlined in the State's CTP Public Participation Plan. The vision of the CTP 2030 is one of a fully integrated, multimodal, **sustainable transportation system** that supports the three outcomes (3Es) that define quality of life – prosperous economy, quality environment, and social equity.

Beginning with the vision and policy framework of the 2030 plan (see reverse), this update will focus on updating that framework to meet new trends and challenges, such as climate change. In addition, the CTP 2035 will build on the foundation laid in the 2007 Addendum for SAFETEA-LU* compliance to better integrate transportation planning with environmental and natural resource planning.

Contact: Pam Korte, Project Manager, at (916) 653-2593 or Pam.Korte@dot.ca.gov. For more information see our web portal at <http://www.californiatransportationplan2035.org/>.

(continued on reverse)

* Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users is the federal legislation authorizing transportation funding through 2009.



THE VISION

Sustainability

THE GOALS

Improve
Mobility
&
Accessibility

Preserve
the
Transportation
System

Support
the
Economy

Enhance
Public Safety
&
Security

Reflect
Community
Values

Enhance
the
Environment

THE POLICIES

Increase
System
Capacity

Preserve
&
Maintain
System

Enhance
Goods
Movement

Improve
System
&
System
User
Safety

Expand
Collaboration
in Planning
&
Decision-
Making

Conserve
Natural
Resources

Support
Research
to Advance
Mobility &
Accessibility

Provide
Viable
Transportation
Choices

Manage &
Operate an
Efficient
Intermodal
System

Provide
Additional
&
Flexible
Funding

Provide
for
System
Security

Manage
Growth

Commit
to Clean
& Efficient
Energy
System

California Transportation Plan 2035 Draft Strategies

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CALIFORNIA TRANSPORTATION PLAN 2035 DRAFT STRATEGIES

The following is a compilation of strategies, arrayed by the existing CTP policy framework of goals and policies, taken from:

- 1) California Transportation Plan 2025
- 2) Strategies gathered during recent CTP forums and related efforts for consideration by the CTP 2035 Policy Advisory Committee (PAC)
- 3) New strategies proposed by PAC members

Legend:

- ~~Strikeouts~~ – PAC suggested deletions.
- *Italics (blue text)*: Revisions, comments, and new strategies. Where more than one PAC member has suggested alternate wording, all versions are displayed for consideration (e.g., see #17).

Goal 1. Improve Mobility and Accessibility

1) Policy: Manage and operate an efficient intermodal transportation system

1. Improve the operating efficiency, system management, and connectivity of the State's transportation system by using advanced transportation applications.
 - a. Integrate standardized services and technologies statewide so that: transportation services are seamless; consumer devices (such as collision avoidance, navigation and mayday systems) function regardless of location; and market size reaches levels needed for low-cost mass production.
 - b. Provide State leadership by promoting and negotiating cross-jurisdictional coordination to bring about improved efficiencies and connectivity, including those at ports-of-entry, for the movement of people, goods, services, and information.
 - c. Embed the necessary hardware for advanced technologies during new road construction or reconstruction.
 - d. Continue upgrading traffic transportation management centers and traffic management devices, as innovations are proven effective.
2. Continue to support and expand freeway service patrols to rapidly respond to incidents and restore traffic flow.
3. Maximize transportation investments through a coordinated approach to capacity and operational improvements, such as providing express bus service on High Occupancy Vehicle (HOV) lanes.
 - a. Coordinate with regional transit providers to maximize the use of HOV lanes and park and ride facilities.
4. Enhance connectivity between transportation modes.
 - a. Integrate and interconnect transit service among transit providers and with other modes; and collaborate with private transportation providers to improve and coordinate service.
 - b. Deploy cross-jurisdictional advanced transit-transportation systems to improve safety, provide traveler information, and coordinate transit service schedule and fare purchases.
 - c. Collaborate with private sector and transportation providers to develop and implement a statewide electronic payment system for such things as transit fares, toll collection, parking fees, and bicycle lockers.

Goal 1 Improve Mobility and Accessibility, Policy 1: Manage and Operate an Efficient Intermodal System (con't)

- d. Enhance system connectivity and convenience between motorized and non-motorized transportation modes.
- e. Include infrastructure to support non-motorized modes during the planning and design phases of project development.
5. Support systems for comprehensive multimodal planning and system performance analysis that incorporate all transportation modes.
 - a. Accelerate deployment of data collection technologies and communications.
 - b. Improve analytical methods for assessing performance data.
6. Enable travelers to better manage their individual trips.
 - a. Continue development of a statewide traveler information website that effectively integrates local, regional, and interregional public services with private for-profit services.
 - b. Continue deployment of statewide "511" traveler information telephone service that effectively integrates existing and planned telephone-based systems.
 - *Comment - need to be ADA compliant*
7. *Provide safe, convenient, and continuous routes for pedestrians and bicyclists of all types that interface with and complement a multimodal transportation system.*
8. *Consider people mobility rather than vehicle throughput in transportation planning and decision-making.*
9. *Enhance mobility within and between metropolitan areas by managing demand (including shifting trips to transit, bicycle and pedestrian modes) before expanding physical capacity of roadways.*
10. *Use a comprehensive, multimodal and innovative funding approach (see Mobility Pyramid) that invests in multiple strategies to yield the highest results.*
11. *Measure results by monitoring and evaluating transportation system performance.*
12. *Integrate and coordinate all travel modes through corridor system management planning to increase transportation options and improve travel times.*
13. *Focus on cost-effective strategies, such as intelligent transportation systems, that employ proven methods and technology to improve performance.*
14. *Identify multimodal funding that invests in multiple strategies (see Mobility Pyramid) to yield the highest results and cost-effective strategies, such as intelligent transportation systems, that employ proven methods and technology to improve performance.*
15. *Implement travel demand management: pricing measures, parking policies, travel demand management programs, mileage based insurance, traffic calming, complete streets policies, and telework.*
16. *Implement programs to reduce vehicle trips while preserving personal mobility, such as employee transit incentives, telework programs, car sharing, parking policies, public education programs and other strategies that enhance and complement land use and transit strategies.*

2) Policy: Increase system capacity of all efficiency and the integration of multi-modal transportation modes

17. Expand repair, and upgrade existing and develop additional roadways to increase access for walking, bicycling and public transit use.

Goal 1 Improve Mobility and Accessibility, Policy 2: Increase system capacity of all transportation modes (con't)

- *Expand existing and develop additional roadways, only when other transportation demand management strategies are infeasible.*
- *Improve the efficiency of the transportation system by expanding existing and developing additional roadways.*
 - a. Add lanes and roads where feasible and determined to be the best alternative among the suite of other transportation alternatives.
 - b. Redesign and modernize interchanges to reduce or eliminate bottlenecks or restraints to smooth traffic flow, and to reflect current traffic-flow patterns.
 - c. Increase the capacity on major arterial streets through improved design, grade separation, signal timing, and other innovative solutions.
 - d. Complete the HOV network and supporting facilities.
- 18. Expand and improve transit services.
 - a. Expand dedicated guideway, bus rapid transit service and facilities, smart shuttles and shared car programs where proven effective.
 - b. Improve multimodal ground access to airports, including intercity bus service connecting small urban and rural communities to passenger air service.
 - c. *Facilitate the expansion and improvement of inter- and intra-regional transit connectivity.*
 - d. *Establish new dedicated funding sources for Public Transportation Account.*
- 19. Provide State leadership, in cooperation with local, regional and federal agencies and Native American Tribal Governments, to develop an efficient cargo and passenger aviation system and mitigate their impacts.
- 20. Continue incremental improvements to the State's intercity rail system and passenger rail services, while providing for connectivity to a future high-speed rail network, and local transit networks.
 - *Note: Need system to be user-friendly to older adults and adults with disabilities.*
- 21. Incorporate safe pedestrian and bicycle facilities in roadway capacity improvement and rehabilitation projects.
 - *Note: Design must be user-friendly to older adults and adults with disabilities.*
 - *Note: Governor's Office of Planning and Research (OPR) is developing "Complete Street" guidance in their General Plan Guidelines (AB 1358)*
- 22. Use technology to make vehicles "smarter."
 - a. Allow more vehicles to safely share the road through advanced vehicle control and guidance systems.
 - b. Improve bus design and fare systems in order to more quickly move people in and out of vehicles for increased efficiency.
- 23. *Create more opportunities for bicycling and walking to both improve public health and reduce our carbon footprint*

3) Policy: Provide viable transportation choices

- 24. Support the California High-Speed Rail Authority's activities in planning for a comprehensive high-speed rail system that is integrated with the existing conventional intercity rail system.
 - *Consider vehicle miles traveled (VMT) impact on rural communities adjacent to rail line.*
- 25. Provide greater access to information, products and services without the need for physical travel.

Goal 1 Improve Mobility and Accessibility, Policy 3: Provide Viable Transportation Choices (con't)

- a. Increase use of telecommuting, video conferencing, web casts, e-commerce, and e-government services.
 - *Note: Governor's California Broadband Task Force Report*
26. Expand on-call, alternative door-to-door paratransit services, to improve mobility for persons with disabilities and elder Californians.
27. Facilitate use of advanced transportation systems to flexible transit service operators, such as vehicle location, dispatch and scheduling software, safety and security systems.
 - a. Share best practices and guidance with other transportation entities.
 - b. Gain insight and guidance from other entities regarding solutions to common problems.
28. Support the goals and further the efforts initiated by the California Blueprint for Bicycling and Walking.
 - a. Integrate bicycling into mainstream transportation models and modeling, including cost benefit analysis of bicycle facilities, and other factors including injury reduction, reduced asthma and other disease rates.
 - b. Remove barriers to walking and bicycling,
 - c. Educate California's youth and people of all ages on the cost of driving and benefits of health and air quality benefits of making trips by bicycle or foot and use of public transit.
 - d. *Provide linkage and access to public transit, trails, and*
 - e. *Provide incentives to walk, bike, or use public transit.*
29. Promote use of technology to increase accessibility and reduce need for physical travel.
 - a. *Provide information in a manner useful to older adults and adults with disabilities.*
30. *Integrate the needs of those traveling by active modes into transportation projects using a "complete streets" approach.*
31. *Enable cities and counties to plan for Neighborhood Electric Vehicles (NEVs) as an alternative transportation mode on local arterials.*
32. *Support implementation of high-speed rail system.*
33. *Provide people the freedom to choose how they get around by designing streets that are safe and inviting for pedestrians, cyclists, and transit users.*

4) Policy: Support research to advance safe and environmentally responsible mobility and accessibility

34. Test geospatial, digital, and other advanced imaging systems to evaluate environmental and social and health impact data related to infrastructure projects and to minimize project costs.
 - *Use geospatial, digital, and other advanced imaging systems to evaluate environmental and social data related to infrastructure projects and to minimize project costs.*
35. Develop new materials to extend the life and performance of the transportation system.
36. Research methods and technologies to better operate, manage, and maintain the transportation system, and to improve system safety and security.
 - *Comment - This is too broad and general elements are covered more specifically in others.*
37. Research successful models (*specify*) in other states and countries and determine their value if implemented in California.
38. Explore alternatives, opportunities, and challenges for new ideas and solutions.

Goal 1 Improve Mobility and Accessibility, Policy 4: Support Research to advance safe and environmentally responsible mobility and accessibility (con't)

- *Comment - Be more specific e.g., transit services, transportation in general, highway safety, managing the transportation/highway system, etc.?*
- 39. Collaborate with federal and State agencies, universities, and other states to explore alternative fuels and fuel infrastructure.
- 40. Expand the existing research and knowledge about older adult traffic safety.
 - *Promote demonstration and pilot testing of various strategies such as annual testing, provisional or restricted driver's licenses.*
- 41. Pursue research and public education to ensure that drivers are not distracted by and know how to use in-vehicle technologies.
- 42. ~~Continue to enhance the~~ Implement better understanding of road ecology, a field of study that seeks to explain the relationship between roads and the natural environment.
 - *Comment – This needs further explanation.*
 - *Comment - Need to look at stormwater drainage from roadways and its treatment and reuse/recycling.*
 - *Comment - Move to Goal 6 – Enhance the Environment?*
- 43. ~~Continue to place a high priority on preserving~~ Preserve the existing transportation system and ~~protecting the public's multi-billion dollar investment.~~
 - *Comment - Need to address sustainability of components of system*

Goal 2. Preserve the Transportation System

5) Policy: Preserve and maintain the transportation system

- 44. Use technology, innovative techniques, and new materials to enhance the life of the transportation system, provide safer work sites, enhance productivity, and reduce traveler inconvenience.
 - a. Provide real-time construction and maintenance information, including anticipated delays, to enable travelers to plan their trips and avoid work zones.
 - b. Support research and development of improved construction and maintenance techniques and materials.
 - c. *Work with transit providers to provide free transit during construction on related routes.*
- 45. Increase private sector participation and coordinate transportation maintenance and rehabilitation projects with other transportation agencies, and with public utility projects, to minimize costs and traveler disruption.
 - *Leverage public-private partnerships developed for transportation for water and resource planning.*
- 46. Establish and enforce standards for proper vehicle maintenance to increase safety and reduce emissions.
- 47. Increase the use of diagnostic systems that detect problems and monitor routine maintenance on public transit and privately owned vehicles.
- 48. Support training programs that provide the necessary skill sets to operate and maintain technologically advanced transportation systems.
- 49. *Rebuild and maintain transportation infrastructure in a good state of repair.*

Goal 2 Preserve the Transportation System, Policy 5: Preserve and maintain the transportation system (con't)

50. *Develop a climate adaptation decision matrix to identify options for protecting transportation infrastructure investments that also support a greening technology.*
51. *Inventory transportation infrastructure that is vulnerable to sea level rise and develop mitigation strategies.*

Goal 3. Support the Economy

6) Policy: Enhance goods movement mobility, reliability, and system efficiency

52. Give goods movement needs and impacts full consideration in the development of a multimodal transportation system, in partnership with other governmental entities, community organizations, shippers and carriers, and other interested parties.
 - a. *Mitigate impacts to air quality, natural resources, and public health.*
 - *Comment - Reliance on expensive movement by trucks for high-density commodities should be discouraged where more efficient movement (especially by rail) is feasible. Trains are 2 to 4 times more fuel efficient compared to trucks and contribute less to emissions that damage health and spur the asthma epidemic. It is especially critical to actively engage food/agriculture sector, which accounts for the largest share of*
53. Establish a statewide coalition to promote the full consideration of goods movement projects in federal, State, and regional transportation planning and programming.
 - *Establish goods movement, as a national economic priority.*
 - *Comment - Need to incorporate health impact (e.g, asthma/injury rates), climate change impact, and sustainability. Additionally, need to engage sectors such as food/agriculture, construction, manufacturing, etc to improve overall sustainability of production, distribution and consumption practices*
54. Focus statewide system investments on corridors and gateways that handle the highest volumes of freight traffic and/or have the most significant transportation problems.
55. Promote flexibility to fund solutions to transportation problems that have significant public benefits, regardless of facility type, mode or ownership.
 - *Comment – Needs further explanation.*
 - *Comment - Yes, but consider guaranteed minimums for modes, so there is stable funding source to implement projects.*
56. Provide State leadership by promoting and negotiating cross-jurisdictional coordination to bring about improved efficiencies and connectivity, including at ports-of-entry for the movement of people, goods, services, and information.
57. Research, develop, demonstrate, and deploy cost-effective technologies and operational strategies to expedite goods movement, improve safety, and to reduce congestion, *and environmental impacts.*
58. Gather, develop, and refine data, tools, and techniques needed for assessing goods movement, system performance, and for evaluating project alternatives.
 - *Leverage analytical methods and tools for integrated resource planning.*
59. ~~Ensure that~~ *Identify* environmental, community, and land use impacts of goods movement activities ~~are identified~~ *are identified* early in the planning and project development process and *include* ~~resources are included~~ to help mitigate these impacts.

Goal 3: Support the Economy, Policy 6: Enhance goods movement, reliability, and system efficiency (con't)

- *Identify, avoid, minimize, and mitigate unavoidable environmental, community, and land use impacts of goods movement activities early in the planning and project development process.*
- 60. *Assess economic benefits of implementing elements of Goods Movement Action Plan that support future State and federal funding for goods movement in a global economy.*
- 61. *Provide for increased program capacity to support the safe and efficient movement of goods in corridors that are crucial to national security and economic vitality.*

7) Policy: Provide additional and more flexible transportation financing

- 62. Study the reliability and viability of ~~future~~ *alternative* transportation financing stream scenarios.
 - a. Evaluate *existing and* past transportation financing initiatives.
 - b. Learn from other states' and countries' efforts to move toward a user-based fee structure.
 - c. Evaluate the impact on transportation revenues of shifting to alternative fuels.
 - d. *Consider financial incentive/disincentives that are aligned with the full cost of transportation choices.*
- 63. Develop statewide framework for developing long-range financing forecasts required for the regional transportation plans.
- 64. Increase private sector investment in transportation.
 - a. Implement a process to monitor and incorporate private sector mobility services and investments within transportation planning and programming.
 - b. Facilitate making private instruments, such as the Location Efficient Mortgage Program, more widely available.
 - c. Seek opportunities with State funds to leverage and complement other public and private investments in goods movement facilities to the maximum extent possible.
- 65. Support the following *California?* Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users reauthorization strategies:
 - a. Ensure that California receives an increased share of highway funding based on its contributions to the Highway Trust Fund and preeminent role in the national economy.
 - b. Increase funding levels by raising annual obligation limits and spending down the unobligated balances in the Highway Trust Fund.
 - c. Remove barriers to funding projects and programs that improve efficient operation of the existing transportation system.'
 - d. Advocate for stable and adequate operating and capital funding for Amtrak.
 - e. Promote a stronger commitment of resources to public/private partnerships.
 - f. Advocate for flexibility to use federal funds to address highway safety and congestion problems caused by goods movement-related congestion.
 - g. Provide for increased program capacity to support the safe and efficient movement of goods in corridors that are crucial to national economic security and vitality, and provide for the mitigation of their congestion and environmental effects.
 - h. Support California's Native American Tribal Governments in their effort to obtain an equitable return from Native American transportation programs.

Goal 3: Support the Economy, Policy 7: Provide additional and more flexible transportation financing (con't)

- i. Work to incorporate climate change and energy efficiency measures in the criteria for federal transportation funding.
 - *Comment - Need to reflect principles developed for stimulus financing, including health and environment impact considerations.*
- 66. Increase flexibility in jet fuel tax, airport, and passenger facility charge revenues for use on projects, such as cargo and ground access and security needs.
- 67. *Develop multiple-objective investing criteria addressing 3Es (economy, equity, environment).*
 - *Comment - Need more specifics; clarify*
- 68. *Ensure the financial integrity of the Highway and Transit Trust Funds.*
- 69. *Educate the public on transportation's major role as an economic stimulus that supports a prosperous economy.*
- 70. *Identify mobility improvements that support a vibrant economy, and give priority to low income, disadvantaged communities and support sustainable businesses.*
- 71. *Ensure the financial integrity of the Highway and Transit Trust Funds while pursuing innovative financing to ensure continued transportation investments.*
- 72. *Evaluate the impact on transportation revenues of shifting to alternative fuels.*
- 73. *Identify and educate the public on the benefits of pursuing innovative financing measures to ensure stable funding source for transportation investments.*
- 74. *Determine public support for public-private partnerships (P3) initiatives that support a stable funding source for transportation investments.*
- 75. *Determine public support for congestion pricing and other user fee initiatives that support a stable funding source for transportation investments, such as mileage-based user fees.*
- 76. *Determine public support for innovative financing strategies tied to greening including a green user fee on the price of gas at the pump.*
- 77. *Conduct studies on states' and countries' efforts to move toward a user-based fee structure.*
- 78. *Ensure economic development efforts include investments in low-income communities to share equally in the benefits of economic growth and prosperity as the more affluent communities.*
- 79. *Identify measures to accelerate transportation bond programs in order to stimulate the economy.*

Goal 4. Enhance Public Safety and Security

8) Policy: Improve system and user safety

- 80. Increase education and outreach programs that address safe transportation behavior, including drivers training, awareness of pedestrian and bicyclists, safe biking practices, and truck driver training.
 - a. Continue to work with Office of Traffic Safety to promote safety through education and outreach.
 - b. Continue to promote Operation Lifesaver, a rail safety program to encourage safe behavior both vehicle and pedestrian at railroad grade crossings.
 - c. Continue to improve at-grade railroad crossing safety devices, or close unprotected crossings, as appropriate.
 - d. Include safe pedestrian and bicycle facilities in the design of new or upgraded roadways.

Goal 4: Enhance Public Safety and Security, Policy 8: Improve system and user safety (con't)

- e. Reduce the response time to motor vehicle, bicycle, and pedestrian incidents, and the rate of fatalities, injuries, and property damage on the transportation system.
- f. *Promote bicycling and walking and reducing injuries through programs such as Safe Routes to School, bicycle education/helmet distribution, and assuring child passenger safety laws comply with national/federal standards.*
- 81. Continue to deploy and promote the use of advanced systems that enhance transportation safety.
 - a. Deploy infrastructure-based detection and warning safety systems, as appropriate, such as fog, dust, ice, and curve speed-warning systems.
 - b. Provide incentives to vehicle manufacturers to deploy vehicle-based safety systems, for instance, mayday, vision enhancement, and collision avoidance systems.
 - c. Expand the use of in-vehicle and passenger-facility transit safety systems, such as surveillance and monitoring devices, and vehicle location and distress notification systems.
- 82. Increase patrols to enforce speed restrictions, minimize aggressive driver behavior and driving under the influence of alcohol or other drugs, and provide greater security at airports, transit facilities, and on public transit vehicles.
 - *Comment - Need to address street/highway design (complete streets), reduced speed limits.*
- 83. Improve transportation system safety for older Californians.
 - a. Promote mature driver education programs specifically matched to participant's functional needs.
 - b. Institutionalize effective and equitable driver assessment and licensing practices within the California Department of Motor Vehicles, such as the 3-Tier Assessment System currently being evaluated.
 - c. Facilitate risk identification and reduction practices.
 - d. Establish roadway infrastructure and land use practices that promote safety.
 - e. Promote safer motor vehicle design, including using crash test "dummies" designed to more closely simulate the reactions and physical limitations of older drivers and equipping vehicles with crash avoidance systems, night vision windshields, and easily read displays.
 - f. *Promote safer transit vehicle design, including at-grade boarding.*
 - *Comment - Seniors prefer to substitute walking/transit use for auto trips as their driving abilities decline; however their neighborhoods/sidewalks are not conducive. Need to add strategies that address street/community design and transit oriented housing.*
- 84. *Improve safety for travelers of all ages and abilities.*
- 85. *Reduce likelihood and severity of transportation-related injuries, to bicyclists and pedestrians by reducing vehicle speeds in certain settings (similar to what is done in school zones).*

9) Policy: Provide for system security

- 86. Work closely with federal agencies, including TSA, Customs, and the Coast Guard to ensure the security of California's borders, seaports, and airports, while minimizing the impedance of people and goods, and balancing personal privacy and security needs.

Goal 4: Enhance Public Safety and Security, Policy 9: Provide for system security (con't)

87. Work with State and federal agencies to ensure that emergency response services are rapidly deployed in the event of an emergency.
88. Develop a transportation system security plan, including risk assessment, monitoring methods, pre- and post-incident preparedness, response and recovery, crisis management and evacuation plans, and viable transportation alternatives.
 - a. Coordinate with FTA Technical Assistance Teams.
 - b. Analyze best practices identified by FTA and those of countries that have experienced and responded to security threats.
 - c. Evaluate design of transportation facilities for security risks.
 - d. Develop security guidelines for all modes and facilities, including goods movement facilities.
 - e. Coordinate with emergency response agencies, such as law enforcement, medical services, and media.
 - f. Train personnel in emergency procedures and develop testing programs. Continue to invest in advanced technologies, such as explosive, biohazard, and chemical trace detection, surveillance, and cargo tracking systems to help increase transportation system security.

Goal 5. Reflect Community Values

10) Policy: ~~Expand opportunities for~~ Initiate early and ongoing collaboration in transportation planning and decision-making

89. Develop and implement ongoing public information and involvement programs, including research regarding the public's expectations and preferences.
 - *In accordance with SAFETEA-LU, ensure that the public has access and adequate time to review and comment on land use and transportation planning documents.*
 - *Comment - Need to continue to focus on including low income and disadvantaged communities.*
90. Consult and coordinate with local, regional, *non-governmental organizations*, and Native American Tribal Governments, *and the public* during development of their general plans and other long-term planning efforts.
 - *Comment - Leverage this networking for water and other resource planning and management.*
91. Involve businesses, communities, community-based organizations, and institutions early in the transportation planning and decision-making process.
 - a. Develop a collaborative approach to resolve transportation issues and to develop performance criteria and indicators.
 - b. Develop, implement, and advertise web-based and other easily accessed public participation systems, consisting of informational and educational materials, online surveys and focus groups, and online voting, to enhance decision-making.
 - c. Design and implement public participation strategies to include those traditionally underrepresented in the public planning and decision-making process.
 - d. Develop techniques to effectively convey information to the public
92. Assess and provide the full benefits and costs (direct, indirect, societal, environmental, governmental, and personal) of transportation by mode.

Goal 5: Reflect Community Values, Policy 10: Expand opportunities for early collaboration in transportation planning and decisionmaking (con't)

- a. Evaluate and provide cumulative environmental costs, including mitigation costs, such as habitat conservation programs, and land use impacts on a programmatic basis.
- b. Analyze and provide life cycle, social, health, and environmental costs for reasonable alternatives, including modal alternatives.
93. *Develop set of integrated planning principles for California.*
 - *Comment - Incorporate Strategic Growth Council State Planning Principles (coming soon)*
 - *Comment - Need to include principles responsive to older adults and adults with disabilities, and involving the local Area Agencies on Aging.*
94. *Coordinate State infrastructure planning.*
95. *Institute statewide collaborative interagency planning.*
 - *Comment - Strategic Growth Council multi-agency initiatives (coming soon)*
96. *Integrate State level and regional plans and identify shared goals and policies beyond traditional silos (e.g., California Water Plan, Climate Action Plan, Wildlife Action Plan, etc.)*
 - *Support integration of other state goals and strategies and coordinate state planning in a collaborative way.*
 - *Comment – Address how this will be done and initiate some of this cross-collaboration in the 2035 plan.*
97. *Improve transportation decision-making by considering lifecycle cost of assets.*
98. *Establish mechanisms for the ongoing participation of stakeholders from the aging and disability communities in transportation and land use decision-making and planning.*
99. *Consider environmental justice issues when making transportation planning decisions.*
100. *Balance community values and transportation needs to create solutions that are sensitive to their context.*

11) Policy: Manage Growth

101. Provide incentives to promote sustainable land use decisions that integrate land use, housing, and transportation through General Plans, regional transportation plans, and interregional cooperation.
 - a. Increase densities and *mix of land-uses to support transit service, walking, and bicycling designs strategically to facilitate effective transit service, including encouraging transit-oriented development within major transit corridors and providing the ability to conveniently walk to destinations.*
 - b. Promote street and urban design to encourage walking, and bicycling, *and transit ridership.*
 - c. Provide information, technical assistance, and best practices on transit-oriented development.
 - d. Facilitate the sale of State-owned “excess” or underutilized land near major transit stations for transit-oriented development.
 - e. Encourage localities to foster “smart growth” development in areas where transportation infrastructure can readily support it.
 - f. Encourage efficient land use through clean up and re-use of contaminated lands (brownfields).

Goal 5: Reflect Community Values, Policy 11, Manage Growth (con't)

Goal 5: Reflect Community Values, Policy 10: Manage growth (con't)

- g. Encourage lending institutions to offer Location Efficient Mortgages Program to promote housing near transit.
- h. Promote the revision of zoning ordinances to provide for mixed-use development.
- i. *Encourage natural resource open space designation to distinguish natural resource open space with anticipated human influenced or park space.*
 - *Comment - Need to include AB 32 (Greenhouse Gas Reduction), SB 375 (Sustainable Communities Strategies – connecting greenhouse gas reduction and land use planning), SB 732 (Strategic Growth Council), and other growth and climate change management plans and strategies.*
 - *Comment - Revise to reflect goals of State Wildlife Action Plan and other overarching conservation goals.*
- 102. Incorporate community values and support context sensitive solutions for all transportation facilities and infrastructure.
 - *Comment - Define “community values”? (e.g., What local public opinion wants?)*
- 103. Investigate reforms to the local fiscal/land use relationship to provide incentives for communities to make better long-term land use decisions.
 - a. ~~Strengthen link between~~ *Provide incentives to minimize new transportation infrastructure and implement compact growth land use decisions and transportation planning.*
 - b. Explore innovative options, such as exchanging State-share property tax for local-share sales tax.
 - c. *Explore ways to make shared-tax base agreements more attractive to localities.*
- 104. Provide incentives for collaborative, integrated regional and sub-regional planning initiatives linked to sustainable development ~~criteria and State General Plan guidelines.~~
 - a. Encourage revenue and facility sharing, promote collaborative approaches to assessing housing and employment needs, and reduce fiscal competition between cities and counties.
 - b. *Ensure cities and counties general plans and zoning ordinances support regional blue print plans.*
 - c. *Provide incentives for land use projects, transit alternatives and transportation projects included in regional blue print plans that support the State’s environmental priorities.*
 - *Comment - Find ways to integrate/combine the Regional Blueprints with Integrated Regional Water Management and other regional resource planning/management.*
- 105. Ensure compatibility between airports and surrounding land use.
 - a. Promote awareness and adherence to the Department’s California Airport Land Use Compatibility Handbook.
 - *Ensure compatibility between neighboring land uses by considering compatibility early in the transportation planning and land use decision-making process.*
 - a. *For example, promote compatibility between airports and surrounding land uses by adhering to the Department’s “Airport Land Use Compatibility Handbook” and evaluate and minimize air pollution impacts of new projects and proposed land uses by following CARB’s “Air Quality and Land Use Handbook.”*
 - b. Promote awareness and adherence to the Department’s California Airport Land Use Compatibility Handbook.

Goal 5: Reflect Community Values, Policy 11: Manage growth (con't)

106. *Reward better planning through taxes, funding and streamlining*
 - a. *Tax breaks for employers who support transportation demand management strategies (e.g., carpooling, flextime, bike fleets)*
 - b. *Tax structures that reward employers that locate near transit or housing; developers that build housing near employment centers*
 - c. *Streamlined regulatory review for projects that prioritize smart land use*
 - d. *Prioritize projects consistent with Regional Blueprint Plans/SCS/APS*
 - *Comment - There is a need to provide incentives to social and health service providers and developers of supportive and retirement housing to locate near transit.*
 - *Comment - Consider "provide incentives" rather than "reward."*
107. *Streamlined environmental review of location-efficient development with impact fees and mitigations sensitive to smart mobility benefits.*
 - *Comment - Define terms (e.g., location-efficient, impact fees, smart mobility benefits)*
108. *Adoption of smart land development regulations including zoning and subdivision codes, urban design and street design standards, and airport land use compatibility plans.*
109. *Provide incentives for the most efficient use of land while being sensitive to regional differences*
 - *Comment - Describe types of incentives and who will benefit.*
110. *Encourage the role of the State as a data, information, and education provider for more efficient, consistent, and seamless local planning.*
111. *Create Statewide centralized information and data sets.*
 - *Provide a centralized location for MPOs to submit GIS data layers used in regional planning so that cross-regional planning can occur more easily.*
 - *Identify data standards for all regional transportation plans to use across the state to facilitate data-sharing and collaboration between regions.*
 - *Comment - Role of Strategic Growth Council is to "provide, fund, and distribute data to local governments and regional agencies to meet SGC goals."*
112. *Revise Regional Transportation Plan Guidelines and procedures consistent with AB 32 and SB 375.*
113. *Integration of context sensitive solutions and complete streets policies through adoption of related transect based (subdivision of community plans into zones ranging from rural to urbanized settings) standards.*
114. *Update City and County general plan guidelines consistent with AB 32, SB 375, and AB 1358 (Complete Streets.)*
 - *Comment - Governor's Office of Planning Research Climate Change Addendum to general plan guidelines*
115. *Develop models that integrate land use, transportation and environmental issues.*
 - *Comment - Continue to expand regional efforts, i.e., Regional Blueprint, and implement SB 375.*
116. *Funding criteria that reward agencies making land use decisions that promote compact development with pedestrian- and transit-friendly urban design features.*

Goal 5: Reflect Community Values, Policy 11: Manage growth (con't)

- *Comment - Develop funding criteria that reward agencies for making transportation and land use decisions with demonstrated avoidance of environmental resource impacts during the decision-making process. Specifically, these funding rewards would apply to agencies that can clearly describe how land-use and transportation networks were planned 1) to avoid specific land-based sensitive resources (wetlands, species habitat, vernal pools, wildlife connectivity, etc.) and 2) to improve air quality.*
- 117. *"Smart Mobility" performance measures (defined as part of the Smart Mobility Framework; see brochure) consistently applied in transportation decision making and programming activities.*
- 118. *Identify sustainability indicators to enhance current transportation system performance measures.*
 - *Comment - Consider adding a public health definition of sustainable community--A community's overall health depends on multiple factors, including the environment they live in. A healthier living environment reduces health risks and promotes better lifestyle choices. It creates a sustainable community. Key determinants of a healthy living environment are:*
 - Access to recreation and open space*
 - Access to healthy foods*
 - Access to medical services*
 - Access to public transit and safe active transportation*
 - Access to quality affordable housing*
 - Access to economic opportunities*
 - Completeness of neighborhoods*
 - Safe neighborhoods and public spaces*
 - Environmental quality*
 - Green and sustainable development and practices*
- 119. *Support long-range community visions for sustainable and efficient land use development.*
- 120. *Promote housing development in association with transit.*
- 121. *Provide incentives to encourage local jurisdictions to grow their communities in ways that support mobility options (walking, bicycling, and transit) and reduce the need to drive.*
- 122. *Provide incentives to local governments for well-designed land-use planning and infrastructure projects that lead to shorten commutes and encourage walking, bicycling, and the use of public transit.*
- 123. *Take advantage of opportunities for discussion and consensus on efficient land use and transportation planning supported by the State's Regional Blueprint Planning program and directed by recent legislation.*
- 124. *Participate in the Strategic Growth Council—the Governor's effort for State agencies to coordinate activities in the planning and development of sustainable communities.*
- 125. *Encourage interaction with local jurisdictions through a context sensitive solutions process.*
- 126. *Identify sustainability indicators (such as access to public transit, safe active transportation, recreation, economic opportunities, and medical services) to enhance current transportation system performance measures.*

Goal 6. Enhance the Environment

12) Policy: Conserve natural resources

127. ~~Develop or amend transportation planning tools to include land use impacts, demand management, efficient use of energy, and modal alternative analysis.~~ *Recommend as sub-strategy "c" to new strategy as follows:*
 - *Link Transportation Planning Decisions with Resources and Environmental Planning to enhance and preserve the environment.*
 - a. *Consider critical environmental issues and mitigation measures prior to making transportation decisions.*
 - b. *Incorporate mitigation measures into transportation plans and projects early in the process.*
 - c. *Develop and amend transportation planning tools to include land use and natural resource impacts, demand management, efficient use of energy and modal alternative analysis.*
 - *Comment - Include water, water quality, and stormwater factors.*
128. ~~Promote partnerships to address conservation and environmental issues early in the project planning phase.~~
 - *Develop and share planning and natural resource data to ensure informed transportation decisions that protect and conserve California's natural resources.*
 - a. *Develop data that is easily accessed, shared and used by planning and natural resource staff.*
 - b. *Promote regional planning that includes state and federal natural resource priorities and policies in regional plans.*
 - c. *Develop accurate and complete scenarios using planning and natural resource data that reflects state and federal priorities.*
 - d. *Make planning and natural resource data and information easily accessible to local, state, federal, tribal and other public entities.*
 - e. *Develop data that is consistent throughout the State and can be used for statewide assessments.*
129. ~~Continue to~~ Avoid and minimize *natural resource and ecological system* impacts to the greatest extent possible.
130. ~~Continue building~~ *Develop* conservation banking partnerships to protect ecosystems and preserve large contiguous and viable tracts of habitat to offset adverse impacts, and determine the most valuable land for banking.
 - a. Preserve wildlife corridors and implement other strategies to reduce the conflict between development and the natural environment.
 - b. Promote a greater understanding of the relationship between the natural environment and transportation.
 - c. Develop better tools to model cumulative impacts to the environment, *agricultural lands, open space* and wildlife.
131. ~~Minimize impermeable surfaces and install facilities to capture stormwater runoff.~~
 - *Design projects that minimize impacts to the environment, wildlife, agricultural and open space lands.*
 - a. *Minimize impermeable surfaces and install facilities to capture stormwater runoff.*
 - b. *Include design elements that facilitate the movement of wildlife, water quality, water conservation, etc.*

Goal 6: Enhance the Environment, Policy 12: Conserve natural resources (con't)

- *Comment - Need to capture, treat, convey, and reuse/recycle stormwater.*
- *Incorporate low impact development and green infrastructure techniques to design facilities for most effective and environmentally beneficial storm water runoff management.*
- 132. ~~Recycle and provide incentives to~~ *Increase the use of recycled materials and promote zero waste policy on all projects* ~~the use of recycled materials.~~
 - a. *Partner with private sector to increase use of recycled materials.*
 - b. *Develop best practices and implement zero waste programs.*
- 133. *Encourage processes or practices that integrate conservation and infrastructure planning at large regional scales (such as Regional Blueprint Planning, watershed planning, integrated planning models, and Natural Community Conservation Plans) in a way that institutionalizes landscape scale impacts addressed through off-site mitigation and partnering in planning: 1) consideration of environmental impacts and mitigation at the landscape scale, and 2) partnering in planning.*
- 134. *Promote for conservation and infrastructure at a scale large enough to address identify the cumulative effects on regional resources such as water, air, and habitat connectivity, as well as quality of life and use the information gained through early planning to avoid, minimize, and mitigate unavoidable impacts.*
- 135. *Identification of high-valued resources for protection through early collaborative interagency planning.*
 - *Engage in early, collaborative interagency planning to identify high-value resources that should be protected and avoided. If certain high-value resources cannot be avoided, this early engagement should focus on ways to then minimize and mitigate impacts.*
- 136. *Explore creative programs, such as Transnet in San Diego, to promote advanced mitigation and habitat protection.*
- 137. *Educate public and stakeholders on multiple benefits of sustainable infrastructure planning that includes our "green" infrastructure.*
- 138. *Cooperatively develop new policies and legislation that promote earlier, large-scale mitigation.*
- 139. *Develop a system to provide real-cost valuation of environmental resources (in terms of ecosystem services) and public health in order to determine the actual benefit-cost of these resources for transportation decision-making.*
 - *Comment - Revise to say " Integrate principles that provide real-cost..."*
- 140. *Pool mitigation funding for multiple projects to encourage integrated, large-scale mitigation.*
- *Streamline permitting.*
 - *Comment - Depends for what... highway expansion or transit/rail projects.*
 - *Define*
- 141. *Avoid, to the maximum extent feasible, fragmenting or impairing intact ecological systems, and mitigate for damage to ecological systems.*
- 142. *Revise RTP guidelines to incorporate inter-regional ecological issues such as wildlife movement and the delivery of ecosystem services.*
- 143. *Support the development of policies that maintain the ability of natural systems to adapt to climate change when impacted by transportation facilities.*

Goal 6: Enhance the Environment, Policy 12: Conserve natural resources (con't)

144. Support the development of a statewide map and online resource depicting important natural resource areas (including high conservation priority species, communities and ecological systems) with planned and programmed transportation facilities as an early tool for transportation planners and engineers.
145. Provide incentives for transportation facilities to be retrofitted to restore natural systems and improve ecological connectivity
146. Establish a multi-agency consultation process as required by SAFETEA-LU that minimizes impacts to natural resources and ecological systems.
 - a. Conduct early, frequent and on-going consultations with state, federal, tribal and other resource entities responsible for natural resources, environmental protection, conservation, and historic and cultural preservation.
 - b. Compare transportation plans, maps and data with those of federal state, tribal, and resource agencies responsible for conservation, environmental, cultural and resources systems.
147. c. Include context sensitive solutions by using inclusive approaches that integrate environmental and community values into transportation decision-making.
d. Discuss, identify and incorporate mitigation measures to address adverse impacts in the following priority order: enhance, avoid, minimize, rectify, reduce and compensate.
148. G6, P12 - Develop and share planning and natural resource data to ensure informed transportation decisions that protect and conserve California's natural resources.
149. a. Develop data that is easily accessed, shared and used by planning and natural resource staff.
b. Promote regional planning that includes state and federal natural resource priorities and policies in regional plans.
c. Develop accurate and complete scenarios using planning and natural resource data that reflects state and federal priorities.
d. Make planning and natural resource data and information easily accessible to local, state, federal, tribal and other public entities.
e. Develop data that is consistent throughout the State and can be used for statewide assessments.
150. Identify and promote opportunities to retrofit or adapt facility designs to further enhance, minimize, reduce the impact to the environment in the following ways:
 - Reduce fragmentation for fish and wildlife species
 - Reduce wildlife and vehicle collisions
 - Reduce effects to water quality and other adjacent habitats
 - Reduce the spread of invasive species
 - Reduce the effects of climate change on facilities and natural ecosystems.
 - Minimize impermeable surfaces and install facilities to capture stormwater runoff.
151. Provide incentives to contractors that incorporate recycling and innovative ways to reduce impacts to the environment or waste associated with construction activities.
152. Provide for a better connection between the environmental evaluation, planning, and funding of transportation planning and project delivery of transportation improvements.

Goal 6: Enhance the Environment, Policy 12: Conserve natural resources (con't)

153. *Support and evaluate the following Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users reauthorization requirements under Section 6001.*
 - *Identify guidance and tools to meet requirements to consult, coordinate plans, and evaluate environmental resources in the planning process and development of Regional Transportation Plans.*
 - *Identify adequate strategies for the evaluation and integration of other datasets into Regional Transportation Plans.*
 - *Promote the identification of funding for resource agency participation in Blueprint planning grants or internal agency budgets.*
 - *Support State Planning and Research projects that help integrate natural resource planning into Transportation and Land Use planning.*
 - *Provide support for developing the necessary data to fully evaluate natural resources in models and Regional Transportation Plan development.*
154. *Support advanced mitigation strategies by partnering with regulatory agencies and other infrastructure agencies.*
155. *Develop a statewide climate change action plan that is supported by and includes all applicable state and local agencies (including RTPAs)*
156. *Encourage partnerships to develop adaptation strategies that address sea level rise.*
157. *Integrate planning principles that provide real-cost valuation of environmental resources (in terms of ecosystem services) in order to determine the actual benefit-cost of these resources for transportation decision-making.*
158. *Educate public and stakeholders on economic benefits of sustainable infrastructure planning that includes consideration of "green" (natural) infrastructure.*

13) Policy: Commit to a clean and energy efficient system

159. Expand market share of cleaner vehicles and supporting fuel infrastructure.
 - a. Expand use of clean fuel transit vehicles.
 - b. Encourage public entities to continue investing in alternative fuel vehicles to increase market share and encourage increased production.
160. Enhance education, planning tools, and performance standards on energy efficiency, air quality, and climate implications of transportation decision-making.
 - a. Analyze the cost-effectiveness of transportation options that improve energy efficiency and reduce emissions of GHGs and criteria air pollutants.
 - b. Develop tools that improve data collection, analysis, and modeling capabilities for State and local development planning and projects.
161. Solicit institutional support for clean and energy efficient transportation.
 - a. Seek legislative, regulatory, and policy support to advance clean and efficient transportation, including low-emission vehicles and the necessary fueling infrastructure.
 - b. Establish stable and secure funding sources with innovative and effective financing mechanisms for transportation energy programs.
 - c. Reduce the costs of product development, testing, and market introduction of advanced transportation and communication technologies.

Goal 6: Enhance the Environment, Policy 13: Commit to a clean and efficient energy system (con't)

- d. Mainstream energy efficiency and conservation measures into State, regional, and local transportation planning, programming and project development.
- 162. Implement measures to lower emissions of GHGs and air pollutants ~~in~~ from transportation options.
 - a. Provide incentives for mass transit use, transportation demand and supply management, and “smart growth” land use policies.
 - *Comment - Incentives such as CEQA relief under SB 375.*
 - b. Encourage local governments to incorporate considerations of transportation air emissions and energy efficiency into general plans.
 - *Comment - Incentives such as Proposition 84 funding under SB 732.*
 - c. Fund programs to support the purchase and use of low-emission vehicles, including the “greening” of State and local government fleets.
 - d. Reduce emissions from the transport of freight and reduce costs through implementation of efficiency measures.
 - e. Change some of the fixed costs that travelers face to variable costs, as a means of encouraging decisions that result in cleaner and more energy efficient transportation. For example, base auto insurance and vehicle license fees on miles driven rather than a flat annual rate.
 - f. Participate in the Western Governors’ Global Warming Initiative to reduce GHGs through strategies that foster economic development.
 - g. *Comment - Assist MPOs by ??? (define how) as they develop sustainable communities strategies.*
- 163. Continue collaborating with the California Energy Commission, California Air Resources Board, and State and Consumer Services Agency to research and develop strategies to reduce demand for petroleum fuels and emissions of GHGs, and to increase transportation energy efficiency.
 - a. Research and develop clean transportation alternative fuels and initiate a plan for deploying appropriate alternative fuel infrastructure.
 - b. Collaborate on a marketing program to provide information on transportation energy efficiency and alternative fuel vehicles, including the location of fueling facilities.
 - c. *Collaborate on a marketing program and provide information on the costs of driving and benefits of walking, bicycling and transit.*
- 164. *Reduce greenhouse gas emissions contributed by transportation.*
- 165. *Reduce/prevent climate change-related impacts/injuries to human health, including designing facilities and surfaces to minimize heat absorption and off-gassing to help make cities safer during heat waves).*
- 166. *Educate the public on green technology innovations that can lead to the creation of healthier environments to work, live, and learn.*
- 167. *Support the development of a California cap-and-trade program.*
- 168. *Collaborate with government and private sector parties in the development of an integrated hydrogen solution that links facilities and vehicle assets into support for the State’s Hydrogen Highway and Climate Change efforts.*
- 169. *Promote the development and improvement of alternative and renewable low-carbon fuels.*

Rural Issues (Separate section of CTP 2025 pgs. 66 – 69 with specific strategies)

170. Ensure rural areas have adequate funds to provide for the operation, maintenance, and rehabilitation of the rural and interregional transportation system.
 - a. Provide for roadway safety improvements and efficiencies.
 - b. Provide flexible funding for fund matching opportunities with other programs.
 - c. Consider interregional traffic, including goods movement and tourism, and weather impacts when allocating resources to rural entities.
 - d. Ensure critical transportation facilities, such as general aviation airports, are adequately funded to provide lifeline services.
 - *Ensure critical transit route services are adequately funded.*
171. Upgrade communication, including emergency response entities in the early planning stages, to enable deployment of advanced transportation systems to improve safety, incident response, and traveler information.
172. Advocate coordinated public transportation services with social service agencies to optimize resources and services.
 - a. Consult with Native American Tribal Governments to coordinate improved public transportation access to and through tribal lands.
 - b. Initiate effort with full participation of federal, State, regional, and local governments to explore funding options and opportunities and to address potential barriers.
 - c. Identify best practices including advanced public transportation technologies to improve and coordinate services.
 - *Comment: Add explicit mention of coordination with local Area Agencies on Aging.*
173. Consider the “main street” characteristics of transportation corridors and incorporate community values and context sensitive solutions.
 - *Explore alternatives to moving goods especially through rural areas to mitigate impacts on infrastructure and air quality.*
 - *Comment - Define main street.*
 - *Comment – Clarify: does this mean not moving goods through rural areas? Moving goods by rail instead of truck?*
174. Protect rural airports from incompatible land use encroachment.

Note: “Opportunity areas” identified in the 2030 Addendum to the California Transportation Plan 2025 for SAFETEA-LU compliance addressed in strategies #93, 94, 109, 110 and 134.

SAFETEA-LU SECTION 1702 - HIGH PRIORITY PROJECTS 1 THROUGH 3676									
Demo ID	SEC. 1702 HPP No.	State	Project Description	SAFETEA-LU Section 1702 5-Year Authorized Amount	FY 2009 HPP Allocation Program Code LY10		FY 2009 HPP Obligation Authority DELPHI Code 15X0R92H50- 050LY10500		State Total OA (by project)
					Project	State Total	Project	State Total	
CA307	1	California	Construct safe access to streets for bicyclists and pedestrians including crosswalks, sidewalks and traffic calming measures, Covina.	\$400,000	\$80,000		\$74,921		
CA308	2	California	Develop and Implement ITS master plan in Anaheim.	\$800,000			\$149,843		
CA309	4	California	Builds a pedestrian bridge from Hiller Street to the Bay Trail, Belmont.	\$1,960,000			\$367,115		
CA310	15	California	Reconstruct and deep-lift asphalt on various roads throughout the district in Santa Barbara County.	\$4,000,000	\$800,000		\$749,214		
CA311	28	California	Huntington Beach, Remove off-ramp on I-405 at Beach Blvd. Construct fourth lane on I-405 North, at the Beach Blvd. interchange.	\$400,000	\$80,000		\$74,921		
CA312	35	California	Replace structurally unsafe Winters Bridge for vehicles, bicycles and pedestrians between Yolo and Solano Counties.	\$1,600,000	\$320,000		\$299,686		
CA313	43	California	Roadway surface improvements, street lighting, and storm drain improvements to South Center Street from Baughman Road to State Route 78/86, Westmorland.	\$640,000	\$128,000		\$119,874		
CA314	46	California	Douglas St. Improvements, El Segundo.	\$3,200,000	\$640,000		\$599,371		
CA315	51	California	Route 1 San Pedro Creek Bridge replacement in Pacific.	\$2,500,000	\$500,000		\$468,259		
CA316	84	California	Adams Street Rehabilitation Project, Glendale.	\$310,400	\$62,080		\$58,139		
CA317	90	California	San Diego River Multiuse Bicycle and Pedestrian Path.	\$400,000	\$80,000		\$74,921		
CA318	122	California	Willow and Hemdon Traffic Flow Improvements, City of Clovis, California.	\$240,000	\$48,000		\$44,953		
CA319	124	California	Will add landscaping enhancements along the Ronald Reagan Freeway/ Route 118 for aesthetic purposes.	\$2,320,000	\$464,000		\$434,544		
CA320	134	California	Improvement of intersection at Balboa Blvd. and San Fernando Rd.	\$400,000	\$80,000		\$74,921		
CA321	143	California	State Route 86S and Ave. 66 highway safety grade separation.	\$3,600,000	\$720,000		\$674,292		
CA322	167	California	Construct pedestrian, bicycle and ADA accessible boardwalks at the Pismo Beach Promenade in San Luis Obispo County.	\$240,000	\$48,000		\$44,953		
CA323	180	California	Implement streetscape improvements on segments of Laurel Canyon Blvd. and Victory Blvd. in North Hollywood.	\$960,000	\$192,000		\$179,811		
CA324	184	California	Reconstruct segments of Hollister Avenue between San Antonio Road and State Route 154 in Santa Barbara County.	\$2,000,000	\$400,000		\$374,607		
CA325	191	California	Construct a 2.8 mile bikeway along Lambert Road from Mills Ave. to Valley Home Ave. in the City of Whittier, CA.	\$2,000,000	\$400,000		\$374,607		
CA326	216	California	Construction of Cross Valley Connector between I-5 and SR 14.	\$4,000,000	\$800,000		\$749,214		
CA327	219	California	Soundwall construction on the 210 Freeway, Pasadena.	\$1,440,000	\$288,000		\$289,717		
CA328	234	California	Widen SR 89 at existing mousehole two lane RR underpass.	\$2,827,744	\$565,549		\$529,646		
CA329	246	California	Operations and management improvements, including ITS technologies, on U.S. Highway 101 in Santa Barbara County.	\$800,000	\$160,000		\$149,843		
CA330	253	California	Quincy-Oroville Highway Rehabilitation in Plumas County.	\$800,000	\$160,000		\$149,843		
CA331	254	California	Construct Coyote Creek Trail Project from Story Road to Montague Expressway in San Jose.	\$2,000,000	\$400,000		\$374,607		
CA332	260	California	Escondido, CA Construction of Bear Valley Parkway, East Valley Parkway.	\$1,600,000	\$320,000		\$299,686		
CA333	266	California	Reconstruct I-710 southern terminus off ramps. Long Beach.	\$2,400,000	\$480,000		\$449,528		
CA334	278	California	Widening the highway and reconstructing off ramps on Hwy 101 between Steele Lane and Windsor, CA to reduce traffic and promote carools.	\$5,600,000	\$1,120,000		\$1,048,899		
CA335	284	California	Implement Southwest San Fernando Valley Road and Safety Improvements.	\$1,840,000	\$368,000		\$344,638		
CA336	287	California	Rehabilitation, repair, and/or reconstruction of deficient 2-lane roads that connect to Interstate 5, SR 180, SR 41 and SR 99 countywide, Fresno County.	\$2,800,000	\$560,000		\$524,450		

SAFETEA-LU SECTION 1702 - HIGH PRIORITY PROJECTS 1 THROUGH 3676									
Demo ID	SEC. 1702 HPP No.	State	Project Description	SAFETEA-LU Section 1702 5-Year Authorized Amount	FY 2009 HPP Allocation Program Code LY10		FY 2009 HPP Obligation Authority DELPHI Code 15X0R92H50- 050LY10500		State Total OA (by project)
					Project	State Total	Project	State Total OA	
CA337	297	California	Study of Thomas Bridge to meet future cargo and passenger traffic needs of the ports of Long Beach and Los Angeles	\$1,600,000	\$320,000		\$299,686		
CA338	300	California	Mount Vernon Avenue grade separation and bridge expansion in Colton	\$1,600,000	\$320,000		\$299,686		
CA339	308	California	Streetscape improvements at East 14th St-Mission Blvd. in Alameda County	\$600,000	\$120,000		\$112,382		
CA340	317	California	Construct one additional all purpose lane in each direction on I-405 and provide additional capital improvements from SR 73 through the LA County line	\$2,568,000	\$513,600		\$480,995		
CA341	319	California	Improve traffic safety, including streetlights, from Queen to Barclay to Los Angeles River to Riverside in Elysian Valley, Los Angeles	\$1,120,000	\$224,000		\$209,780		
CA342	326	California	Construct a raised landscaped median on Alondra Blvd. between Clark Ave. and Woodruff Ave. in Bellflower	\$320,000	\$64,000		\$59,937		
CA343	337	California	Construct interchange on U.S. 50 at Empire Ranch Road in Folsom	\$1,440,000	\$288,000		\$269,717		
CA344	340	California	Santa Anita Avenue Corridor improvement project, Arcadia, California	\$2,400,000	\$480,000		\$449,528		
CA345	346	California	Road widening, construct bike path, lighting, and safety improvements on road leading to Hansen Dam Recreation Area-Los Angeles-Hansen Dam Recreation Area access improvements including hillside stabilization and parking lot rehabilitation along Osborne Street between Glenoaks Boulevard and Dornfield Avenue [ref P.L. 110-244, Sec 103(a)(234)]	\$5,200,000	\$1,040,000		\$973,978		
CA346	357	California	Construct new left turn lane at State Route 19 and Telstar in El Monte	\$560,000	\$112,000		\$104,890		
CA347	359	California	Reconstruct I-880 and Coleman Avenue interchange and implement other I-880 Corridor operational improvements in Santa Clara County	\$8,000,000	\$1,600,000		\$1,498,427		
CA348	379	California	Construct Class I bike and pedestrian path from San Luis Obispo to Avila Beach	\$320,000	\$64,000		\$59,937		
CA349	388	California	Construction of a traffic signal at the intersection of Independence Avenue and Sherman Way	\$100,000	\$20,000		\$18,730		
CA350	391	California	I-10 and Indian Ave. Interchange, Palm Springs, CA	\$2,200,000	\$440,000		\$412,088		
CA351	392	California	Complete the Bay Trail along the western edge of the American Canyon Wetlands Edge Bay Trail	\$800,000	\$160,000		\$149,843		
CA352	420	California	Folsom Blvd. Transportation Enhancements, City of Rancho Cordova	\$5,600,000	\$1,120,000		\$1,048,899		
CA353	427	California	Implement streetscape project on Central Avenue from 103rd Street to Watts/103rd Street Station, Watts	\$3,200,000	\$640,000		\$599,371		
CA354	429	California	Seismic retrofit of the Golden Gate Bridge	\$8,800,000	\$1,760,000		\$1,648,270		
CA355	430	California	Upgrade and extend Commerce Avenue, City of Concord	\$1,600,000	\$320,000		\$299,686		
CA356	450	California	Conduct project design and environmental analysis of Heritage Bridge on Heritage Road linking Chula Vista to Olay Mesa	\$2,800,000	\$560,000		\$524,450		
CA357	465	California	I-5 Santa Clarita-Los Angeles Gateway Improvement Project	\$1,600,000	\$320,000		\$299,686		
CA358	471	California	San Gabriel Blvd. Rehabilitation Project—Mission Rd. to Broadway, San Gabriel	\$240,000	\$48,000		\$44,953		
CA359	479	California	Widen Firestone Blvd. between Ryerson Blvd. and Stewart and Gray Road in Downey	\$1,600,000	\$320,000		\$299,686		
CA360	480	California	Construct Air Cargo Access Road to Oakland International Airport	\$720,000	\$144,000		\$134,858		
CA361	485	California	Widen Lakewood Blvd. between Telegraph Rd. and Fifth St. in Downey	\$1,600,000	\$320,000		\$299,686		
CA362	488	California	Pasadena Ave/Monterey Rd. Partial Grade Separation—Preliminary Engineering—Feasibility, South Pasadena	\$240,000	\$48,000		\$44,953		
CA363	498	California	Mariposa County, CA Improve 16 roads, bridge and one bike path	\$2,800,000	\$560,000		\$524,450		

SAFETEA-LU SECTION 1702 - HIGH PRIORITY PROJECTS 1 THROUGH 3676

Demo ID	SEC. 1702 HPP No.	State	Project Description	SAFETEA-LU Section 1702 5-Year Authorized Amount	FY 2009 HPP Allocation Program Code LY10		FY 2009 HPP Obligation Authority DELPHI Code 150R92H50- 050LY10500	
					Project	State Total	Project	State Total OA (by project)
CA364	509	California	Scenic preservation and run-off mitigation in the Santa Monica Mountains National Recreation Area near PCH and U.S. 101	\$1,200,000	\$240,000		\$224,784	
CA365	511	California	Mission Boulevard/State Route 71 Interchange—Corridor Improvements	\$3,360,000	\$672,000		\$629,340	
CA366	517	California	Carlsbad, CA Construction of Poinsettia Lane	\$1,600,000	\$320,000		\$299,686	
CA367	518	California	Construct pedestrian enhancements on Broadway in Los Angeles	\$2,000,000	\$400,000		\$374,607	
CA368	525	California	Construct Route 101 Auxiliary Lanes 3rd Ave. in the City of San Mateo to Millbrae Ave. in Millbrae	\$3,000,000	\$600,000		\$561,910	
CA369	526	California	Undertake Cordelia Hill Sky Valley transportation enhancement project, including upgrade of pedestrian and bicycle corridors, Solano County	\$2,400,000	\$480,000		\$449,528	
CA370	550	California	Rehabilitate street surface of Cedros Avenue between Burbank Blvd. and Magnolia Blvd	\$34,400	\$6,880		\$6,443	
CA371	563	California	Improvement of intersection at Aviation Blvd. and Rosecrans Ave. to reduce congestion, City of Hawthorne	\$2,000,000	\$400,000		\$374,607	
CA372	570	California	I-5 HOV Improvements from Route 134 to Route 170	\$400,000	\$80,000		\$74,921	
CA373	572	California	Shoal Creek Pedestrian Bridge (San Diego)	\$1,200,000	\$240,000		\$224,764	
CA374	574	California	Construct I-605 Interchange Capacity Improvements in Inland Empire	\$1,600,000	\$320,000		\$299,686	
CA375	580	California	Tuolumne, Stanislaus and Merced Counties Upgrade existing county highway, US9	\$2,000,000	\$400,000		\$374,607	
CA376	587	California	Diamond Bar On-Off Ramp at Lemon Ave. on SR 60	\$9,600,000	\$1,920,000		\$1,798,113	
CA377	592	California	Reconstruct interchange for south-bound traffic entering I-80 from Central Avenue, City of Richmond	\$3,120,000	\$624,000		\$584,387	
CA378	594	California	Reduce Orange County Congestion Program	\$200,000	\$40,000		\$37,461	
CA379	595	California	Street Closure at Chevy Chase Drive-Gleendale Transportation improvement project near Chevy Chase Drive, Glendale [ref P.L. 110-244, Sec. 105(a)(14)]	\$640,000	\$128,000		\$119,874	
CA380	618	California	Grade Separation at 32nd Street between I-15 and Harbor Drive, San Diego	\$800,000	\$160,000		\$149,843	
CA381	624	California	Begin construction of road from U.S. 395 west towards SR 14	\$800,000	\$160,000		\$149,843	
CA382	688	California	Widen Wilmington Ave. from 223rd street including ramp modifications, Carson	\$4,000,000	\$800,000		\$749,214	
CA383	701	California	Develop and implement traffic calming measures for traffic exiting the I-710 into Long Beach	\$1,600,000	\$320,000		\$299,686	
CA384	702	California	San Diego, CA Construction of the I-5 and SR 56 Connectors	\$6,400,000	\$1,280,000		\$1,198,742	
CA385	706	California	Bay Road Improvements between University Avenue to Fordham, and from Clarke Avenue to Cooley Landing. Northern access improvements between University and Illinois Avenues, East Palo Alto	\$4,800,000	\$960,000		\$899,056	
CA386	709	California	Construct bicycle and pedestrian bridge between Oyster Bay Regional Park in San Leandro and Metropolitan Golf Course in Oakland	\$600,000	\$120,000		\$112,382	
CA387	712	California	The Alameda Corridor SR 47 Port Access Expressway design funding	\$8,000,000	\$1,600,000		\$1,498,427	
CA388	716	California	Conduct a Project Study Report for new Highway 99 interchange between SR 165 and Bradbury Road—seeing Turlock/Hillmar region—Conduct a project study report for new Highway 99 interchange between SR 165 and Bradbury Road, and safety improvements/realignment of SR 165, serving Turlock/Hillmar region [ref P.L. 110-244, Sec. 105(a)(15)]	\$400,000	\$80,000		\$74,921	
CA389	719	California	State Route 1 improvements between Sequel and Morrissey Blvd. including merge lanes and the La Fonda overpass, Santa Cruz	\$2,936,000	\$587,200		\$549,923	
CA390	726	California	Grade Separation at Vanowen and Clybourn, Burbank—Grade Separation at Vanowen and Clybourn, Burbank [ref P.L. 110-244, Sec. 105(a)(14)]	\$800,000	\$160,000		\$149,843	
CA391	732	California	Riverside Drive Improvements, Los Angeles	\$320,000	\$64,000		\$59,937	

SAFETEA-LU SECTION 1702 - HIGH PRIORITY PROJECTS 1 THROUGH 3676									
Demo ID	SEC. 1702 HPP No.	State	Project Description	SAFETEA-LU Section 1702 5-Year Authorized Amount	FY 2009 HPP Allocation Program Code LY10		FY 2009 HPP Obligation Authority DELPHI Code 15X0R92H50- 050LY10500		State Total OA (by project)
					Project	State Total	Project	State Total	
CA392	733	California	Upgrade CA SR 4 East from the vicinity of Lovelock Road to G Street, Contra Costa County	\$16,000,000	\$3,200,000		\$2,996,855		
CA393	740	California	Design and environmental analysis for State Route 11 connecting State Route 905 to the new East Clay Mesa Port of Entry, San Diego	\$800,000	\$160,000		\$149,843		
CA394	806	California	Replace I-880 overpass at Davis St. in San Leandro	\$600,000	\$120,000		\$112,382		
CA395	823	California	Construct Inland Empire Transportation Management Center in Fontana to better regulate traffic and dispatch personnel to incidents	\$1,200,000	\$240,000		\$224,764		
CA396	855	California	Implement Riverside Avenue Railroad Bridge improvements, south of Interstate 10 in Rialto	\$400,000	\$80,000		\$74,921		
CA397	866	California	Planning, design, engineering, and construction of Naval Air Station, North Island access tunnel on SR 75-282 corridor, San Diego.	\$4,000,000	\$800,000		\$749,214		
CA398	867	California	Construct road from Mace Blvd. in Yolo County to federally supported Pacific Flyway wildlife area	\$800,000	\$160,000		\$149,843		
CA399	881	California	North Atlantic Pedestrian Bridge-Monterey Park. Pedestrian safety improvements near North Atlantic Boulevard, Monterey Park [ref P.L. 110-244, Sec 103(a)(21)]	\$480,000	\$96,000		\$89,906		
CA400	882	California	Reconstruct Eastern Ave. from Muller St. to Watcher St. in Bell Gardens.	\$800,000	\$160,000		\$149,843		
CA401	884	California	Design Traffic Flow Improvements Azusa and Amar, City of West Covina.	\$1,000,000	\$200,000		\$187,303		
CA402	891	California	Rosemead Boulevard/Highway 19 Renovation Project, Pico Rivera.	\$80,000	\$16,000		\$14,984		
CA403	896	California	Collima Road at Fullerton Road Intersection Improvements	\$800,000	\$160,000		\$149,843		
CA404	917	California	Widening Avenue 416 in Dinuba California.	\$1,200,000	\$240,000		\$224,764		
CA405	926	California	Construct highway connecting State Route 78/86 and State Route 111, Brawley.	\$7,600,000	\$1,520,000		\$1,423,506		
CA406	937	California	Rehabilitate street surfaces in Sherman Oaks	\$99,200	\$19,840		\$18,581		
CA407	938	California	Repair and realignment of Brahma Drive and Winnetka Ave.	\$240,000	\$48,000		\$44,953		
CA408	943	California	U.S. 101 Operational Improvements, San Jose	\$4,000,000	\$800,000		\$749,214		
CA409	950	California	Widen Interstate 8 overpass at Dogwood Road, Imperial County.	\$1,698,000	\$339,600		\$318,041		
CA410	951	California	Improve bridge 58-7 on SR 115 that crosses the Alamo River in Holtville and also project design and environmental analysis of a new bridge over the same river.	\$800,000	\$160,000		\$149,843		
CA411	954	California	Construct a new interchange where I-15 meets Cajalco Road in Corona, CA.	\$5,000,000	\$1,600,000		\$1,498,427		
CA412	961	California	Construction of CA 101 Auxiliary Lanes, Marsh Rd. to Santa Clara County Line	\$1,800,000	\$360,000		\$337,146		
CA413	971	California	Realign First St. between Mission Rd. and Clarence St. in Los Angeles	\$1,000,000	\$200,000		\$187,303		
CA414	984	California	Construct overpass on Central Ave. at the railroad crossing in Newark.	\$600,000	\$120,000		\$112,382		
CA415	1023	California	Implement Van Nuys Road and Safety Improvements.	\$400,000	\$80,000		\$74,921		
CA416	1039	California	Widen State Route 98, including storm drain developments, from Koke Road to State Route 141, Calexico-Widen State Route 98, including storm drain developments, from D. Navarro Avenue to State Route 111 [ref P.L. 110-244, Sec 103(a)(27)]	\$2,400,000	\$480,000		\$449,528		
CA417	1040	California	Widen State Route 98 from Route 111 to State Route 7, Calexico.	\$4,000,000	\$800,000		\$749,214		
CA418	1043	California	Widen State Route 46 between Airport Road and the Shandon Rest Stop in San Luis Obispo County	\$33,461,000	\$6,692,200		\$6,267,360		
CA419	1051	California	Widen State Route 262, replace two railroad overpass structures, and rebuild on and off ramps between SR 262 and Kato Rd. in Fremont	\$3,200,000	\$640,000		\$599,371		
CA420	1081	California	Widen SR 12 to four lanes through Jamieson Canyon (between I-80 and SR 25) for safety concerns and economic growth.	\$6,400,000	\$1,280,000		\$1,198,742		

SAFETEA-LU SECTION 1702 - HIGH PRIORITY PROJECTS 1 THROUGH 3676									
Demo ID	SEC. 1702 HPP No.	State	Project Description	SAFETEA-LU Section 1702 5-Year Authorized Amount	FY 2009 HPP Allocation Program Code LY10		FY 2009 HPP Obligation Authority DELPHI Code 15X0R92H50- 050LY10500		State Total OA (by project)
					Project	State Total	Project	State Total	
CA421	1085	California	Widen South Main St.-Soda Bay Rd. between CR 400A (mile marker 0.0-mile marker 0.7) and CR 502 (mile marker 0.0 and 0.9).	\$3,200,000	\$640,000		\$599,371		
CA422	1092	California	Widen Santa Maria River Bridge on U.S. Highway 101 between Santa Barbara County and San Luis Obispo County	\$2,720,000	\$544,000		\$509,465		
CA423	1093	California	Widen San Fernando Road North, including streetscape projects, S/Imar	\$848,000	\$169,600		\$158,833		
CA424	1134	California	Improvements to State Route 67/State Route 52 interchange.	\$4,000,000	\$800,000		\$749,214		
CA425	1138	California	Construct Valley Boulevard Drainage Improvements, El Monte.	\$600,000	\$120,000		\$112,382		
CA426	1142	California	Implement intelligent management and logistics measures to improve freight movement, Gateway Cities	\$2,400,000	\$480,000		\$449,528		
CA427	1148	California	Los Angeles Regional Diesel Emissions Reduction Program For Engine Retrofit, Gateway Cities	\$400,000	\$80,000		\$74,921		
CA428	1176	California	Study and construct highway alternatives between Orange and Riverside Counties, directed by the Riverside Orange Corridor Authority working with local government agencies, local transp. authorities, and guided by the current MIS	\$3,200,000	\$640,000		\$599,371		
CA429	1177	California	Fresno County, CA Widen Friant Road to four lanes with class II bicycle lanes.	\$1,200,000	\$240,000		\$224,764		
CA430	1181	California	Improvement of intersection at Burbank Blvd. and Woodley Ave.	\$128,000	\$25,600		\$23,975		
CA431	1214	California	Golden Gate National Parks Conservancy--Plan and Implement Trails and Bikeways Plan for the Golden Gate National Recreation Area and Presidio	\$5,000,000	\$1,000,000		\$938,517		
CA432	1218	California	Upgrade and reconstruct I-580/Vasco Road Interchange, City of Livermore.	\$2,000,000	\$400,000		\$374,607		
CA433	1228	California	Improve the Rosecrans Ave. and Alondra Blvd. bridges over the San Gabriel River in Bellflower.	\$40,000	\$8,000		\$7,492		
CA434	1230	California	Modesto, Riverbank and Oakdale, CA Improve SR 219 to 4-lanes	\$1,600,000	\$320,000		\$299,686		
CA435	1237	California	I-15/Base Line Road Interchange Project, Rancho Cucamonga, California	\$4,000,000	\$800,000		\$749,214		
CA436	1239	California	Complete Monterey Bay Sanctuary Scenic Trail between Monterey and Santa Cruz counties.	\$5,800,000	\$1,160,000		\$1,086,360		
CA437	1257	California	Central Galt and State Route 99 interchange and Access Improvements.	\$2,400,000	\$480,000		\$449,528		
CA438	1261	California	Establish new grade separation at Sunset Ave. in Banning.	\$1,600,000	\$320,000		\$299,686		
CA439	1274	California	Upgrade Bellflower intersections at Alondra Blvd. and at Rosecrans Ave. in Bellflower.	\$280,000	\$56,000		\$52,445		
CA440	1285	California	Rehabilitate pavement on Azusa Avenue and San Gabriel Avenue in Azusa.	\$400,000	\$80,000		\$74,921		
CA441	1286	California	South Bay Cities COG Coastal Corridor Transportation Initiative, Phase 3, El Segundo.	\$1,600,000	\$320,000		\$299,686		
CA442	1296	California	Long Beach Intelligent Transportation System: Integrate functioning traffic management center that includes the port, transit, airport as well as the city's police and fire departments, Long Beach.	\$2,400,000	\$480,000		\$449,528		
CA443	1297	California	Almaden Expressway Improvements between Brannan Lane and Blossom Road, San Jose	\$2,800,000	\$560,000		\$524,450		
CA444	1307	California	Construct sound barriers at the I-805/SR 54 Interchange, National City	\$680,000	\$136,000		\$127,366		
CA445	1316	California	Widen and Improve County Line Road in Calimesa.	\$1,600,000	\$320,000		\$299,686		
CA446	1321	California	Compton Arterial Reconstruction and Improvement Program, Compton.	\$3,200,000	\$640,000		\$599,371		
CA447	1335	California	Construct new interchange and related road improvements on U.S. 101 near Airport Blvd., Salinas.	\$1,936,000	\$387,200		\$362,619		
CA448	1342	California	Construction of new freeway between I-15 and U.S. 395, including new interchange at I-15.	\$4,000,000	\$800,000		\$749,214		
CA449	1355	California	Coyote Creek Trail Project-- Story Road to Montague Expressway	\$2,000,000	\$400,000		\$374,607		

SAFETEA-LU SECTION 1702 - HIGH PRIORITY PROJECTS 1 THROUGH 3676									
Demo ID	SEC. 1702 HPP No.	State	Project Description	SAFETEA-LU Section 1702 5-Year Authorized Amount	FY 2009 HPP Allocation Program Code LY10		FY 2009 HPP Obligation Authority DELPHI Code 15X0R92H50- 050LY10500 State Total OA (by project)		
					Project	State Total	Project	State Total OA (by project)	
CA450	1367	California	Modify I-880 and Stevens Creek Boulevard Interchange to ease traffic congestion in San Jose	\$9,600,000	\$1,920,000		\$1,798,113		
CA451	1369	California	Palm Drive and Interstate 10 Interchange project	\$2,200,000	\$440,000		\$412,068		
CA452	1371	California	Construct I-880 Interchange Improvements in Castro Valley	\$960,000	\$192,000		\$179,811		
CA453	1387	California	Reconstruct interchange at I-10 and Riverside Avenue to improve traffic in Rialto	\$1,600,000	\$320,000		\$299,686		
CA454	1388	California	Reconstruct Bloomfield Ave. with medians from Carson St. to north city limits in Hawaiian Gardens.	\$320,000	\$64,000		\$59,937		
CA455	1390	California	Reconstruct Paramount Blvd. with medians and improve drainage from Artesia Blvd. to Candlewood St. in Long Beach	\$480,000	\$96,000		\$89,906		
CA456	1401	California	Reconstruct Long Beach Blvd. with medians and improve drainage from Palm Ave. to Tweedy Blvd. in Lynwood.	\$2,400,000	\$480,000		\$449,528		
CA457	1402	California	Expand carsharing pilot program to serve low-and moderate-income neighborhoods in the City and County of San Francisco.	\$1,600,000	\$320,000		\$299,686		
CA458	1407	California	Construct Traffic flow improvements Vincent and Lakes Drive, West Covina	\$600,000	\$120,000		\$112,382		
CA459	1408	California	Construction of a Lincoln Bypass on SR 65 in Placer County, CA	\$2,400,000	\$480,000		\$449,528		
CA460	1414	California	Rio Vista Bridge Realignment Study and Street Sign Safety Program	\$560,000	\$112,000		\$104,890		
CA461	1421	California	Development and construction of improvements to State Route 79 in the San Jacinto Valley	\$2,400,000	\$480,000		\$449,528		
CA462	1436	California	Alameda Corridor-East Construction Authority, San Gabriel Valley	\$240,000	\$48,000		\$44,953		
CA463	1440	California	Reconfigure San Fernando Road from Fletcher Drive to I-5 Fwy, Los Angeles.	\$5,160,000	\$1,032,000		\$966,486		
CA464	1481	California	Construct truck lane on Keystone Road from State Route 111 to Austin Road, Imperial County.	\$2,000,000	\$400,000		\$374,607		
CA465	1509	California	Construction of new roadway lighting on major transportation corridors in the Southwest San Fernando Valley.	\$800,000	\$160,000		\$149,843		
CA466	1511	California	Freeway 180 Improvements Fresno	\$7,600,000	\$1,520,000		\$1,423,506		
CA467	1531	California	Construction of a smart crosswalk system at the intersection of Arminia St. and Mason Ave.	\$40,000	\$8,000		\$7,492		
CA468	1557	California	Improve I-8 off ramp at Ocotillo to the Imperial Valley College Desert Museum/Regional Traveler Visitor Center, Imperial County	\$800,000	\$160,000		\$149,843		
CA469	1558	California	Install new grade separation at Ranchero Road in Hesperia.	\$4,000,000	\$800,000		\$749,214		
CA470	1564	California	Add turn lane and adaptive traffic control system at intersection of San Tomas Expressway and Hamilton Avenue in Campbell	\$1,280,000	\$256,000		\$239,748		
CA471	1565	California	Interchange improvements at Rice Avenue and U.S. Highway 101 in the City of Oxnard	\$2,640,000	\$528,000		\$494,481		
CA472	1579	California	San Gabriel Blvd. Interchange Improvements at Broadway and at Lac Tunas, San Gabriel San Gabriel Blvd. rehabilitation project, Mission Road to Broadway, San Gabriel (ref P.L. 110-244, Sec 105(a)(148))	\$160,000	\$32,000		\$29,969		
CA473	1590	California	Interstate 15 and State Route 79 South Freeway Interchange and Ramp Improvement Project.	\$1,600,000	\$320,000		\$299,686		
CA474	1601	California	Transportation enhancements to Children's Museum of Los Angeles.	\$960,000	\$192,000		\$179,811		
CA475	1608	California	Project design, environmental assessment, and roadway construction of Lonestar Road from Alta Road to Enrico Fermi Drive San Diego County	\$400,000	\$80,000		\$74,921		
CA476	1609	California	Project Study Reports for I- 105 and I-405 Interchanges at Los Angeles International Airport	\$320,000	\$64,000		\$59,937		
CA477	1610	California	Reconstruct Whittier Blvd. and improve pathway drainage from Philadelphia Ave. to Five Points in Whittier	\$1,360,000	\$272,000		\$254,733		
CA478	1633	California	Conduct project report study on Old River School Rd--Firestone Blvd. intersection re-configuration.	\$400,000	\$80,000		\$74,921		

SAFE TEA-LU SECTION 1702 - HIGH PRIORITY PROJECTS 1 THROUGH 3676									
Demo ID	SEC. 1702 HPP No.	State	Project Description	SAFE TEA-LU Section 1702 5-Year Authorized Amount	FY 2009 HPP Allocation Program Code LY10		FY 2009 HPP Obligation Authority DELPHI Code 15X0R92H50- 050LY10500		State Total OA (by project)
					Project	State Total	Project	State Total	
CA479	1639	California	Resurface and construct truck lane at CA Hwy 94 and I-8 interchange, Boulevard. Operational and highway safety improvements on Hwy 94 between the 20 mile marker post in Jamul and Hwy 188 in Tecate [ref P.L. 110-244, Sec 105(a)(135)]	\$2,400,000	\$480,000		\$449,528		
CA480	1653	California	Engineering, right-of-way and construction of HOV lanes on I-580 in the Livermore Valley, California	\$9,600,000	\$1,920,000		\$1,798,113		
CA481	1655	California	Landscape south side of the 91 Fwy at Bellflower Blvd. in Bellflower.	\$200,000	\$40,000		\$37,461		
CA482	1662	California	City of Redondo Beach Esplanade Improvement Project.	\$800,000	\$160,000		\$149,843		
CA483	1665	California	Conduct Study of SR 130 Realignment Project, San Joaquin County and Santa Clara County, CA	\$1,600,000	\$320,000		\$299,686		
CA484	1666	California	Passions Grade Separation in the City of Pico Rivera.	\$2,960,000	\$592,000		\$554,418		
CA485	1680	California	Implement Grove Avenue Corridor I-10 interchange improvements in Ontario.	\$2,400,000	\$480,000		\$449,528		
CA486	1696	California	Reconstruction of The Strand in the City of Manhattan Beach to improve beach access and accommodate increased pedestrian traffic.	\$1,600,000	\$320,000		\$299,686		
CA487	1697	California	Construction of new roadway lighting on major transportation corridors in the Northeast San Fernando Valley.	\$400,000	\$80,000		\$74,921		
CA488	1700	California	Rehabilitation of Tulare County Farm to Market road system	\$3,200,000	\$640,000		\$599,371		
CA489	1703	California	Implement Northeast San Fernando Valley Road and Safety Improvements.	\$160,000	\$32,000		\$29,969		
CA490	1722	California	State Route 88--Pine Grove Corridor Improvement Project.	\$400,000	\$80,000		\$74,921		
CA491	1740	California	Construct earthen berm along Esperanza Road from Yorba Linda Blvd. to the west city limits to mitigate noise	\$1,600,000	\$320,000		\$299,686		
CA492	1744	California	Construct I-80 Gilman Street interchange improvements in Berkeley.	\$1,200,000	\$240,000		\$224,784		
CA493	1759	California	Highways 152-156 Intersection improvements, CA	\$800,000	\$160,000		\$149,843		
CA494	1767	California	Construct Hwy 101 bicycle-pedestrian project in Marin and Sonoma Counties from north of Atherton Ave. to south of Petaluma River bridge	\$400,000	\$80,000		\$74,921		
CA495	1770	California	Extension of a regional Class I bikeway from the West City limits to the East City limits along leased railroad right-of-way.	\$320,000	\$64,000		\$59,937		
CA496	1775	California	Construct full-access interchange at SR 120-- McKinley Avenue, with the necessary SR 120 auxiliary lanes, Manteca, CA	\$3,200,000	\$640,000		\$599,371		
CA497	1776	California	Install emergency vehicle preemption equipment along major arterials in the I-880 corridor, Alameda County	\$400,000	\$80,000		\$74,921		
CA498	1778	California	Conduct Study and Construct I-205 Chrisman Road Interchange Project, Tracy, CA.	\$800,000	\$160,000		\$149,843		
CA499	1780	California	Construction of Campus Parkway from State Route 99 to Yosemite Ave., Merced County.	\$400,000	\$80,000		\$74,921		
CA500	1793	California	Reconfigure intersection at Highways 152 and 156 in Santa Clara County	\$11,120,000	\$2,224,000		\$2,082,814		
CA501	1812	California	Upgrade and reconstruct the I-80/I-680/SR 12 interchange, Solano County	\$17,480,000	\$3,496,000		\$3,274,064		
CA502	1816	California	Improvement of intersection at Burbank Blvd. and Hayvenhurst Ave.	\$320,000	\$64,000		\$59,937		
CA503	1821	California	Construct an interchange on Highway 70 at Georgia Pacific Road in Oroville	\$2,028,000	\$405,600		\$379,851		
CA504	1830	California	City of Madera, CA Improve SR 99--SR 145 Interchange.	\$2,400,000	\$480,000		\$449,528		
CA505	1841	California	Ramona Avenue Grade Separation, Montclair, California	\$1,600,000	\$320,000		\$299,686		
CA506	1867	California	Construction of a smart crosswalk system at the intersection of Topanga Canyon Blvd. and Gault St.	\$40,000	\$8,000		\$7,492		
CA507	1883	California	Planning for Orange Line Mag Lev from downtown Los Angeles to central Orange County Planning for the Orange Line High Speed MAGLEV from Los Angeles County to Orange County [ref P.L. 110-244, Sec 105(a)(358)]	\$280,000	\$56,000		\$52,445		

SAFETEA-LU SECTION 1702 - HIGH PRIORITY PROJECTS 1 THROUGH 3676									
Demo ID	SEC. 1702 HPP No.	State	Project Description	SAFETEA-LU Section 1702 5-Year Amount	FY 2009 HPP Allocation Program Code LY10		FY 2009 HPP Obligation Authority DELPHI Code 15X0R92H50- 050LY10500		State Total OA (by project)
					Project	State Total	Project	State Total	
CA508	1903	California	Randolph St. improvements between Wilmington Ave. and Fishburn Ave. in Huntington Park.	\$960,000	\$192,000		\$179,811		
CA509	1904	California	Reconstruct Azusa Ave. and San Gabriel Ave. for 2-way traffic in Azusa and construct access to intermodal facility in Azusa [ref P.L. 110-244, Sec 105(a)(382)]	\$2,000,000	\$400,000		\$374,607		
CA510	1915	California	Construct and improve medians and drainage on Imperial Highway from west border to east border of city in La Mirada.	\$1,360,000	\$272,000		\$254,733		
CA511	1920	California	Reconstruct and widen Del Amo Blvd. to four lanes between Normandie Ave. and New Hampshire Ave., Los Angeles County	\$2,400,000	\$480,000		\$449,528		
CA512	1930	California	Conduct study and construct CA State Route 239 from State Route 4 in Brentwood area to I-205 in Tracy area	\$4,000,000	\$800,000		\$749,214		
CA513	1933	California	Construct two right-hand turn-for-Byzantine-Latino-Quarter transit-plazas at Normandie and Pico, and Hoover and Pico, Los Angeles. Enhance Byzantine Latino Quarter transit plazas at Normandie and Pico, and Hoover and Pico, Los Angeles, by improving streetscapes, including expanding concrete and paving [ref P.L. 110-244, Sec 105(a)(38)]	\$400,000	\$80,000		\$74,921		
CA514	1942	California	El Camino Real Grand Blvd. Initiative in San Mateo County	\$3,000,000	\$600,000		\$561,910		
CA515	1943	California	Construct Guadalupe River Trail from I-880 to Highway 237 in Santa Clara County	\$6,400,000	\$1,280,000		\$1,198,742		
CA516	1955	California	Improvements to U.S. 101 ramps between Winnetka Ave. and Van Nuys Blvd.	\$320,000	\$64,000		\$59,937		
CA517	1957	California	Pine Avenue extension from Route 71 to Euclid Avenue in the City of Chino, California	\$6,800,000	\$1,360,000		\$1,273,663		
CA518	1988	California	The Foothill South Project, construct 16 miles of a six-lane limited access highway system	\$8,000,000	\$1,600,000		\$1,498,427		
CA519	1990	California	State Route 99 improvements at Sheldon Road.	\$3,200,000	\$640,000		\$599,371		
CA520	2017	California	Construct the Silicon Valley Transportation Incident Management Center in San Jose.	\$6,400,000	\$1,280,000		\$1,198,742		
CA521	2018	California	Design and Construction Camino Tassajara Crown Canyon to East Town Project, Danville, CA.	\$800,000	\$160,000		\$149,843		
CA522	2024	California	Realignment of La Brea Avenue to reduce congestion, City of Inglewood.	\$2,640,000	\$528,000		\$494,481		
CA523	2045	California	Project to evaluate air quality and congestion mitigation benefits of a Hybrid Utility Vehicle in Santa Barbara County	\$80,000	\$16,000		\$14,984		
CA524	2051	California	Improve interstates and roads part of the Inland Empire Goods Movement Gateway project in and around the former Norton Air Force Base	\$20,000,000	\$4,000,000		\$3,746,069		
CA525	2055	California	Construction of an interchange at Lammers Road and I-205, Tracy, CA.	\$800,000	\$160,000		\$149,843		
CA526	2067	California	Complete the engineering design and acquire the right-of-way needed for the Arch-Sperry project in San Joaquin County	\$4,000,000	\$800,000		\$749,214		
CA527	2080	California	Reduce congestion and boost economies through safer access to the coast by realigning Hwy 299 between Trinity and Shasta Counties	\$5,600,000	\$1,120,000		\$1,048,899		
CA528	2084	California	Construct Alviso Bay Trail from Gold Street in historic Alviso to San Tomas Aquino Creek in San Jose	\$800,000	\$160,000		\$149,843		
CA529	2089	California	Vasco Road Safety Improvements, Contra Costa Transportation Authority and the County of Alameda Public Works, California	\$800,000	\$160,000		\$149,843		
CA530	2116	California	Route 198 Expansion, from SR 99 to SR 43	\$2,400,000	\$480,000		\$449,528		
CA531	2128	California	Construct grade separation on State College Blvd. at the Burlington Northern Santa Fe railroad, Fullerton.	\$12,800,000	\$2,560,000		\$2,397,484		
CA532	2131	California	Construct operational and safety improvements to I-880 N at 29th Ave. in Oakland.	\$2,000,000	\$400,000		\$374,607		
CA533	2147	California	Construction of new roadway lighting on major transportation corridors in the Northwest San Fernando Valley.	\$800,000	\$160,000		\$149,843		

SAFETEA-LU SECTION 1702 - HIGH PRIORITY PROJECTS 1 THROUGH 3676									
Demo ID	SEC. 1702 HPP No.	State	Project Description	SAFETEA-LU Section 1702 5-Year Authorized Amount	FY 2009 HPP Allocation Program Code LY10		FY 2009 HPP Obligation Authority DELPHI Code 15X0R2H50- 050LY10500		State Total OA (by project)
					Project	State Total	Project	State Total	
CA534	2149	California	Replace SR 22 Interchanges, construct HOV lanes, and lengthen bridges in Garden Grove.	\$5,200,000	\$1,040,000		\$973,978		
CA535	2153	California	Design and construct new interchange at Potrero Blvd. and State Route 60 in Beaumont.	\$1,600,000	\$320,000		\$299,686		
CA536	2157	California	Crenshaw Blvd. Rehabilitation, 182nd St. 190th St.; and Crenshaw Blvd. at 182nd St. Fwy on- off Ramp Capacity Enhancement. City of Torrance	\$640,000	\$128,000		\$119,874		
CA537	2158	California	Construct interchange at intersection of SR 44 and Stillwater Road.	\$4,000,000	\$800,000		\$749,214		
CA538	2162	California	Construct truck lane on Baughman Road from State Route 78/86 to Forrester Road, Westmorland.	\$440,000	\$88,000		\$82,414		
CA539	2172	California	Oregon-Page Mill Expressway Improvements between U.S. 101 and SR 82, Palo Alto	\$3,200,000	\$640,000		\$599,371		
CA540	2174	California	Park Boulevard-Harbor Drive Rail Grade Separation, San Diego.	\$800,000	\$160,000		\$149,843		
CA541	2176	California	Construct road surface improvements, and improve road safety from Brawley Water plant to Hwy 86 to 9th Street to 18th Street, Brawley.	\$1,120,000	\$224,000		\$209,780		
CA542	2178	California	Alameda Corridor East Gateway to America Trade Corridor Project, Highway- Railgrade separation along 35 mile corridor from Alameda Corridor (Hobart Junction) to Los Angeles/ San Bernardino County Line	\$12,400,000	\$2,480,000		\$2,322,563		
CA543	2192	California	Construction of traffic and pedestrian safety improvements in Yucca Valley	\$1,600,000	\$320,000		\$299,686		
CA544	2193	California	710 Freeway Study to Evaluate Technical Feasibility and Impacts of a Tunnel Alternative to Close 710 Freeway Gap- 710 Freeway Study to comprehensively evaluate the technical feasibility of a tunnel alternative to close the 710 Freeway gap, considering all practicable routes, in addition to any potential route previously considered, and with no funds to be used for preliminary engineering or environmental review except to the extent necessary to determine feasibility [ref P.L. 110-244, Sec. 105(a)(2)(2)]	\$2,400,000	\$480,000		\$449,528		
CA545	2194	California	Greenleaf right-of-way Community Enhancement Project- design and construct bikeways, pedestrian walkways and upgrade signalization, Compton.	\$3,200,000	\$640,000		\$599,371		
CA546	2198	California	Avalon Boulevard-405 Interchange modification project, Carson.	\$4,800,000	\$960,000		\$899,056		
CA547	2209	California	Construct I-80 HOV lanes and interchange in Vallejo	\$800,000	\$160,000		\$149,843		
CA548	2227	California	4 lane widening/safety improvements on State Route 25 from Hollister to Gilroy	\$2,928,000	\$585,600		\$548,424		
CA549	2233	California	Interstate 15 and Winchester Road Interchange Project.	\$1,600,000	\$320,000		\$299,686		
CA550	2245	California	U.S. 101 Corridor Improvements-Route 280 to the Capitol- Yerba Buena Interchange.	\$4,000,000	\$800,000		\$749,214		
CA551	2246	California	Rancho Vista Blvd. Widening Project.	\$2,800,000	\$560,000		\$524,450		
CA552	2254	California	Monte Vista Avenue Grade Separation, Montclair, California	\$1,600,000	\$320,000		\$299,686		
CA553	2278	California	Construct safe routes to school in Cherrylard and Ashland.	\$800,000	\$160,000		\$149,843		
CA554	2279	California	Install Central Ave. Historic Corridor comprehensive streetscape improvements thus improving traffic, ped safety, and economic development, Los Angeles	\$1,656,000	\$331,200		\$310,174		
CA555	2288	California	Reconstruct Paramount Blvd. with medians and improve drainage from north border to south border of city in Latewood	\$1,080,000	\$216,000		\$202,288		
CA556	2293	California	Widen and make ITS improvements on Paramount Blvd. between Telegraph Rd. and Gardendale St. in Downey	\$800,000	\$160,000		\$149,843		
CA557	2296	California	Widen California State Route 132 from California State Route 99 west to Dakota Avenue.	\$14,400,000	\$2,880,000		\$2,697,169		
CA558	2299	California	Widen Haskell Avenue between Chase St. and Roscoe Blvd.	\$160,000	\$32,000		\$29,969		
CA559	2333	California	Construct and repair lining in four tunnels on Kanan, Kanan Dume, and Malibu Canyon Roads between U.S. 1 and U.S. 101	\$2,400,000	\$480,000		\$449,528		

SAFETEA-LU SECTION 1702 - HIGH PRIORITY PROJECTS 1 THROUGH 3676									
Demo ID	SEC. 1702 HPP No.	State	Project Description	SAFETEA-LU Section 1702 5-Year Authorized Amount	FY 2009 HPP Allocation Program Code LY10		FY 2009 HPP Obligation Authority DELPHI Code 15X0R92H50- 050LY10500		State Total OA (by project)
					Project	State Total	Project	State Total	
CA560	2340	California	Construct truck ramp linking Interstate 5 to the National City Marine Cargo Terminal, National City.	\$2,400,000	\$480,000		\$449,528		
CA561	2345	California	Upgrade first responders signal pre-emption hardware, Culver City.	\$25,600	\$5,120		\$4,795		
CA562	2352	California	Improve I-8 off-ramp to the Desert Farming Institute, Imperial County. Streetscaping and transportation enhancements on 7th Street in Calexico, traffic signalization on Highway 78, construction of the Renewable Energy and Transportation Learning Center, improve and enlarge parking lot, and create bus stop. Brawley [ref P.L. 110-244, Sec 105(a)(14)]	\$800,000	\$160,000		\$149,843		
CA563	2369	California	Construct fourth bore of Caldecott Tunnel on SR 24, California	\$1,600,000	\$320,000		\$299,686		
CA564	2378	California	Make traffic and safety improvements to Atlantic Blvd. in Maywood	\$400,000	\$80,000		\$74,921		
CA565	2389	California	Las Tunas Drive Pedestrian Enhancement, San Gabriel	\$120,000	\$24,000		\$22,476		
CA566	2399	California	Improve access to I-80 at Eureka Road Interchange.	\$1,600,000	\$320,000		\$299,686		
CA567	2402	California	Interstate 15, California Oaks Road Interchange Project.	\$1,600,000	\$320,000		\$299,686		
CA568	2405	California	Acquire lands for mitigation adjacent to U.S. 101 as part of Southern Santa Clara County Wildlife Corridor Protection and Scenic Enhancement Project.	\$400,000	\$80,000		\$74,921		
CA569	2427	California	U.S. 395 Realignment and Widening Project	\$400,000	\$80,000		\$74,921		
CA570	2433	California	Implement San Francisco Street Improvements Program.	\$6,400,000	\$1,280,000		\$1,198,742		
CA571	2444	California	Widen Highway 101 in Marin and Sonoma Counties from Hwy 37 in Novato to Old Redwood Highway in Petaluma	\$12,000,000	\$2,400,000		\$2,247,641		
CA572	2448	California	Widen I-238 between I-580 and I-880 in Alameda County	\$800,000	\$160,000		\$149,843		
CA573	2476	California	Enhance pedestrian environment and increase safety along Olympic Blvd. between Vermont and Western Avenues, Los Angeles.	\$1,600,000	\$320,000		\$299,686		
CA574	2479	California	Construct landscape medians along Skyline Drive from Sears Avenue to 58th Street, San Diego.	\$800,000	\$160,000		\$149,843		
CA575	2484	California	Reconstruct Interstate 880 - Route 92 Interchange in Hayward.	\$1,400,000	\$280,000		\$262,225		
CA576	2489	California	Upgrade essential road arterials, connectors, bridges and other road infrastructure improvements in the Town of Desert Hot Springs, CA.	\$1,600,000	\$320,000		\$299,686		
CA577	2499	California	Improvements to Ben Maddox Way Bridge	\$1,600,000	\$320,000		\$299,686		
CA578	2514	California	Widen Atlantic Bl bridge over the Los Angeles River in Vernon.	\$800,000	\$160,000		\$149,843		
CA579	2515	California	Widen Bundy Drive between Wishire and Santa Monica Boulevards in the City of Los Angeles.	\$3,400,000	\$680,000		\$636,832		
CA580	2517	California	Widen Maine Avenue in Baldwin Park.	\$300,000	\$60,000		\$56,191		
CA581	2538	California	Construct traffic intersection island improvements on North side of Olympic Blvd. where Irolo St. and Normandie Ave. split in Koreatown, Los Angeles.	\$200,000	\$40,000		\$37,461		
CA582	2542	California	Replace twin 2 lane bridge with single 4 lane bridge on SR 138 over Big Rock Wash	\$400,000	\$80,000		\$74,921		
CA583	2543	California	State Route 86S and Ave. 50 highway safety grade separation	\$800,000	\$160,000		\$149,843		
CA584	2577	California	Widen I-5 to 10 Lanes and Improve Corridor Arterials, SR 91 to I-710.	\$4,160,000	\$832,000		\$779,182		
CA585	2581	California	Install traffic signal on Balboa Blvd. at Knollwood Shopping Center.	\$96,000	\$19,200		\$17,981		
CA586	2606	California	Replace South Access to the Golden Gate Bridge-Doyle Drive.	\$6,000,000	\$1,600,000		\$1,498,427		
CA587	2617	California	Gale Avenue widening between Fullerton Road and Nogales Street, and Nogales Street widening at Gale Avenue.	\$80,000	\$16,000		\$14,984		
CA588	2618	California	Grade Separation at Cesar Chavez Parkway and Harbor Drive, San Diego	\$400,000	\$80,000		\$74,921		
CA589	2626	California	Construct Cabot-Camino Capistrano Bridge Project and related roadway improvements in Cities of Mission Viejo and Laguna Niguel, California	\$670,952	\$134,190		\$125,672		

SAFETEA-LU SECTION 1702 - HIGH PRIORITY PROJECTS 1 THROUGH 3676									
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					Project	State Total	Project	State Total	
CA590	2631	California	Widen Peyton Drive from Grand Ave. to Chino Hills Pky., construct Eucalyptus Ave. from Peyton Drive to Galloping Hills, improve English Channel.	\$5,828,888	\$1,125,778		\$1,054,310		
CA591	2634	California	Construction of a traffic signal at the intersection of Hamlin St. and Corbin Ave.	\$100,000	\$20,000		\$18,730		
CA592	2639	California	Port of Hueneme Intermodal Access Improvement Project, including grade separation at Rice Avenue and State Route 34, widen Hueneme Road	\$3,760,000	\$752,000		\$704,261		
CA593	2640	California	Reconstruct and deep-lift asphalt on various roads throughout the district in Ventura County	\$4,800,000	\$960,000		\$899,056		
CA594	2644	California	Forest Highway 171 Upper Skyway Improvement	\$5,800,000	\$1,160,000		\$1,086,380		
CA595	2651	California	Construct crosswalk bump-outs and related streetscape improvements on Temple St. between Hoover St. and Glendale Blvd., Los Angeles	\$400,000	\$80,000		\$74,921		
CA596	2655	California	Construct truck lane from Britannia Blvd. to the Olay Mesa Port of Entry, San Diego County	\$1,200,000	\$240,000		\$224,764		
CA597	2663	California	Purchase of Rosemead Blvd. ROW, Temple-City Rosemead Boulevard safety enhancement and beautification, Temple City [ref P.L. 110-244, Sec 105(a)(47)]	\$800,000	\$160,000		\$149,843		
CA598	2684	California	Hwy 199 Narrow Enhancement to reduce active slides that cause significant road closures on primary connecting route from U.S. 101 to I-5	\$1,800,000	\$380,000		\$337,146		
CA599	2690	California	San Gabriel Blvd. and Mission Road Intersection Improvement, San Gabriel, San Gabriel Blvd. rehabilitation project, Mission Road to Broadway, San Gabriel [ref P.L. 110-244, Sec 105(a)(149)]	\$160,000	\$32,000		\$29,969		
CA600	2699	California	Construct the Los Angeles River bicycle and pedestrian path in the San Fernando Valley.	\$460,000	\$92,000		\$86,160		
CA601	2701	California	Construct Route 101 bicycle/pedestrian overpass at Millbrae Ave. for the San Francisco Bay Trail.	\$1,000,000	\$200,000		\$187,303		
CA602	2713	California	Conduct necessary planning and engineering and implement comprehensive Corridor Management Plan for Arroyo Seco Historic Parkway, Los Angeles	\$1,120,000	\$224,000		\$209,780		
CA603	2719	California	State Route 76 Road Widening, Melrose Drive to Interstate 15.	\$4,000,000	\$800,000		\$749,214		
CA604	2735	California	SR 52 East Improvements (San Diego).	\$6,000,000	\$1,200,000		\$1,123,821		
CA605	2749	California	Construct bypass along Hwy 101 around Willis, CA to reduce congestion, improve air quality and enhance economic lifeline of No. Coast.	\$5,600,000	\$1,120,000		\$1,048,899		
CA606	2750	California	Engineering support to I-5 Joint Powers Authority to widen I-5 freeway and improve corridor arterials from I-710 to Orange County line.	\$120,000	\$24,000		\$22,476		
CA607	2758	California	Hazel Avenue Improvements, U.S. Highway 50 to Madison Avenue	\$2,400,000	\$480,000		\$449,528		
CA608	2788	California	Design and construct access improvements in North Central Business District, Sacramento	\$6,400,000	\$1,280,000		\$1,198,742		
CA609	2805	California	Establish I-15 interchange at Nisqually and Mojave River crossing in San Bernardino County.	\$1,200,000	\$240,000		\$224,764		
CA610	2811	California	San Gabriel Blvd. Rehabilitation Project - Broadway to Lae-Tunae, San Gabriel, San Gabriel Blvd. rehabilitation project, Mission Road to Broadway, San Gabriel [ref P.L. 110-244, Sec 105(a)(150)]	\$160,000	\$32,000		\$29,969		
CA611	2812	California	Signal upgrades on Avenida de las Flores, Melinda Road, Avenida de las Banderas, and Alma Aldea, Rancho Santa Margarita, California	\$100,160	\$20,032		\$18,760		
CA612	2813	California	Construct State Route 905 to connect the Olay Mesa Port of Entry to Interstate 805, San Diego.	\$12,000,000	\$2,400,000		\$2,247,641		
CA613	2819	California	Rosecrans Avenue and Bridge Arterial Reconstruction Project, Compton	\$3,200,000	\$640,000		\$599,371		
CA614	2821	California	Conduct study and construct Daggett Road, Port of Stockton, CA, Access Project.	\$7,200,000	\$1,440,000		\$1,348,585		

SAFETEA-LU SECTION 1702 - HIGH PRIORITY PROJECTS 1 THROUGH 3676									
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					Project	State Total	Project	State Total	
CA615	2826	California	Construct grade separation on State Street and Gajen-Boulevard Palm Avenue along BNSF tracks in San Bernardino [ref P.L. 110-244, Sec. 105(a)(5)(j)]	\$1,600,000	\$320,000		\$299,686		
CA616	2828	California	Implement streetscape improvements along Wilbur Avenue to enhance traffic and pedestrian safety.	\$80,000	\$16,000		\$14,984		
CA617	2835	California	Provide landscape enhancement of an existing open culvert on Alherton Street, Long Beach.	\$1,200,000	\$240,000		\$224,764		
CA618	2843	California	Crenshaw Blvd. Rehabilitation, Maricopa St. to Sepulveda Blvd., City of Torrance	\$800,000	\$160,000		\$149,843		
CA619	2849	California	Improve pedestrian and biking trails within East Bay Regional Park District, Contra Costa County	\$800,000	\$160,000		\$149,843		
CA620	2856	California	Realign SR 4 within the City of Oakley	\$1,600,000	\$320,000		\$299,686		
CA621	2861	California	Construct off ramp at Interstate 8/Imperial Avenue Interchange, El Centro	\$2,400,000	\$480,000		\$449,528		
CA622	2882	California	Construct Bristol Street multimodal corridor in Santa Ana.	\$2,800,000	\$560,000		\$524,450		
CA623	2883	California	Construct pedestrian sidewalk enhancements in Bellflower	\$400,000	\$80,000		\$74,921		
CA624	2885	California	I-110/SR 47/Harbor Blvd. Interchange Improvements, San Pedro.	\$4,000,000	\$800,000		\$749,214		
CA625	2906	California	Improvement of intersection at Inglewood Ave. and Marine Ave. to reduce congestion, City of Lawndale	\$2,600,000	\$520,000		\$486,989		
CA626	2932	California	Construct 213th Street pedestrian bridge to provide safe passage for pedestrians and wheelchairs, Carson.	\$800,000	\$160,000		\$149,843		
CA627	2934	California	Construction of Lenwood Road Grade Separation in Barstow, CA.	\$1,200,000	\$240,000		\$224,764		
CA628	2965	California	Modifies 9 traffic signals between Willow Road and Middlefield Road and Hamilton Avenue, Menlo Park	\$240,000	\$48,000		\$44,953		
CA629	2978	California	Develop conceptual master plan to improve the efficiency of transportation facilities, Covina	\$172,000	\$34,400		\$32,216		
CA630	3000	California	Diamond Bar, CA Grand Avenue Rehabilitation.	\$1,280,000	\$256,000		\$239,748		
CA631	3018	California	Valley Boulevard Capacity Improvement between 710 Freeway and Marguerita Avenue, Alhambra	\$1,600,000	\$320,000		\$299,686		
CA632	3022	California	Valley View/Stage Grade Separation Project, La Mirada and Santa Fe Springs, California.	\$720,000	\$144,000		\$134,858		
CA633	3062	California	Conducts environmental review of proposed improvements related to the connection of Dumbarton Bridge to Highway 101.	\$400,000	\$80,000		\$74,921		
CA634	3086	California	Construct parking facility and improve access to Imperial Valley Expo.	\$302,000	\$60,400		\$56,566		
CA635	3067	California	Develop bicycle paths and pedestrian access to Third Avenue, Chula Vista.	\$240,000	\$48,000		\$44,953		
CA636	3069	California	Widen and Reconfigure Sepulveda and Culver Boulevards, Culver City.	\$2,192,000	\$438,400		\$410,569		
CA637	3074	California	Olsen Road widening and roadway improvements in Simi Valley, California.	\$1,680,000	\$336,000		\$314,670		
CA638	3085	California	Widen and reconstruct Washington Blvd. from western city boundary at Vernon to I-5 Fwy at Telegraph Rd. in Commerce.	\$2,400,000	\$480,000		\$449,528		
CA639	3086	California	San Diego, CA Interstate 5, Sorrento Valley Road and Genesee Avenue Interchange Project.	\$1,600,000	\$320,000		\$299,686		
CA640	3092	California	Develop bicycle paths and public park space adjacent to the New River, Calexico	\$4,000,000	\$800,000		\$749,214		
CA641	3098	California	Construct Cypress Avenue over-pass to separate Interstate 10 and Union Pacific Railroad tracks in Fontana.	\$2,400,000	\$480,000		\$449,528		
CA642	3099	California	Modify and reconfigure Kanan Road interchange along U.S. 101 in Agoura Hills.	\$4,000,000	\$800,000		\$749,214		
CA643	3120	California	Completion of Interstate 5 and Interstate 8 Connectors, San Diego.	\$4,800,000	\$960,000		\$899,056		
CA644	3126	California	Reconstruct Rosecrans Ave. and construct bus pads from Garfield Ave. to Century Blvd. in Paramount	\$320,000	\$64,000		\$59,937		
CA645	3132	California	Improvements/Widening of SR 99 from Goshen to Kingsburg in Tulare County, California	\$6,560,000	\$1,312,000		\$1,228,711		
CA646	3133	California	Design and Implement Harbor Boulevard ITS in Garden Grove.	\$800,000	\$160,000		\$149,843		

SAFETEA-LU SECTION 1702 - HIGH PRIORITY PROJECTS 1 THROUGH 3676									
Demo ID	SEC. 1702 HPP No.	State	Project Description	SAFETEA-LU Section 1702 5-Year Authorized Amount	FY 2009 HPP Allocation Program Code LY10		FY 2009 HPP Obligation Authority DELPHI Code 15X0R92H50- 050LY10500		State Total OA (by project)
					Project	State Total	Project	State Total	
CA647	3139	California	Improve Access Road to Beale Air Force Base (Smartville Road).	\$3,000,000	\$600,000		\$561,910		
CA648	3140	California	Interstate 215, Los Alamos Road Interchange Project	\$1,800,000	\$320,000		\$299,686		
CA649	3145	California	Citywide traffic signal upgrades requiring the installation of hardware and software at 9 major intersections, Palo Alto	\$400,000	\$80,000		\$74,921		
CA650	3157	California	Rehabilitate street surface of Addison St. between Kester Ave. and Lemona Ave	\$37,600	\$7,520		\$7,043		
CA651	3167	California	Construct grade separations at Washington Ave. and UPRR crossing east and Washington Ave. and La Cadena Drive in Colton	\$400,000	\$80,000		\$74,921		
CA652	3175	California	SR 91 I-605 Needs Assessment Study, Whittier, CA	\$12,800	\$2,560		\$2,397		
CA653	3184	California	Construct parking facility and improve museum pedestrian access from trolley station, San Diego	\$800,000	\$160,000		\$149,843		
CA654	3201	California	Construction of a traffic signal at the intersection of Oso Ave. and Vandover St	\$100,000	\$20,000		\$18,730		
CA655	3203	California	Widen and realign Cherry Avenue from 19th Street to one block south of Pacific Coast Highway, Signal Hill	\$3,200,000	\$640,000		\$599,371		
CA656	3206	California	Interstate 5 and State Route 78 Interchange Improvements	\$4,000,000	\$800,000		\$749,214		
CA657	3209	California	Highway 74 and Interstate 215 Interchange Project	\$800,000	\$160,000		\$149,843		
CA658	3220	California	Upgrade Jepson Parkway at North and South Gates of Travis Air Force Base and widen Vandenberg Road segment, Solano County	\$3,200,000	\$640,000		\$599,371		
CA659	3229	California	Construction and enhancements of trails in the Santa Monica Mountains National Recreation Area	\$800,000	\$160,000		\$149,843		
CA660	3239	California	Reconstruct Atlantic Ave. and improve drainage from Admore St. to Imperial Hwy in South Gate	\$2,600,000	\$520,000		\$486,989		
CA661	3244	California	Implement SFgo Van Ness Corridor Improvements.	\$5,600,000	\$1,120,000		\$1,048,899		
CA662	3269	California	Implement Northwest San Fernando Valley Road and Safety Improvements.	\$2,444,800	\$488,960		\$457,919		
CA663	3280	California	Construct Western Placerville Interchanges on State Route 50.	\$2,400,000	\$480,000		\$449,528		
CA664	3284	California	Improve West Adams Blvd. Streetscape in West Adams Historic District, Los Angeles.	\$200,000	\$40,000		\$37,461		
CA665	3285	California	Improve access from I-8 and construct parking lot for the Imperial Sand Dunes Recreation Area Visitor's Center, Imperial Valley.	\$800,000	\$160,000		\$149,843		
CA666	3308	California	Walnut Grove at Broadway Intersection Capacity Enhancements, San Gabriel	\$200,000	\$40,000		\$37,461		
CA667	3321	California	Improvement of Main Street--Shenandoah Road/SR 49 Intersection, Plymouth	\$800,000	\$160,000		\$149,843		
CA668	3336	California	Restoration of Victoria Avenue in the City of Riverside, CA.	\$400,000	\$80,000		\$74,921		
CA669	3339	California	Study and construct highway alternatives between Orange and Riverside Counties, directed by the Riverside Orange Corridor Authority working with local government agencies, local transp. authorities, and guided by the current MIS	\$12,600,000	\$2,520,000		\$2,360,023		
CA670	3360	California	Pedestrian Beach Trail in San Clemente, CA	\$800,000	\$160,000		\$149,843		
CA671	3387	California	Hazel Avenue ITS Improvements, Folsom Blvd. to Placer County	\$400,000	\$80,000		\$74,921		
CA672	3422	California	Auburn Boulevard Improvements, City of Citrus Heights	\$400,000	\$80,000		\$74,921		
CA673	3439	California	Expand Diesel Emission Reduction Program of Gateway Cities COG	\$2,480,000	\$496,000		\$464,513		
CA674	3441	California	Sacramento County, California--Watt Avenue Multimodal Mobility Improvements, Kiefer Boulevard to Fair Oaks Boulevard.	\$3,200,000	\$640,000		\$599,371		
CA675	3480	California	Construct traffic circle in San Ysidro at the intersection of Via de San Ysidro and West San Ysidro Boulevard, San Diego	\$240,000	\$48,000		\$44,953		
CA676	3481	California	Construct and resurface unimproved roads in the Children's Village Ranch and improve access from Children's Village Ranch to Lake Morena Drive, San Diego County	\$800,000	\$160,000		\$149,843		

SAFETEA-LU SECTION 1702 - HIGH PRIORITY PROJECTS 1 THROUGH 3676									
Demo ID	SEC. 1702 HPP No.	State	Project Description	SAFETEA-LU Section 1702 5-Year Authorized Amount	FY 2009 HPP Allocation Program Code LY10		FY 2009 HPP Obligation Authority DELPHI Code 15X0R92H50- 050LY10500		State Total OA (by project)
					Project	State Total	Project	State Total	
CA677	3482	California	Project design and environmental assessment of widening and improving the interchange at I-5 Street and I-5 Chula Vista-Chula Vista Conduct a study to examine multi-modal improvements to the I-5 corridor between the Main Street interchange and State Route 54 (ref P.L. 110-244, Sec 105(e)(145))	\$2,160,000	\$432,000		\$404,575		
CA678	3493	California	Construction at I-580 and California SR 84 (Isabel Avenue) Interchange.	\$2,000,000	\$400,000		\$374,607		
CA679	3534	California	Acquisition of land along CA 86 at the Desert Cahuilla Prehistoric Site, Imperial County for environmental mitigation related to reducing wildlife mortality while maintaining habitat connectivity	\$800,000	\$160,000		\$149,843		
CA680	3537	California	Conduct preliminary engineering and design analysis for a dedicated intermodal right-of-way link between San Diego and the proposed Regional International Airport in Imperial Valley including a feasibility study and cost benefit analysis evaluating the comparative options of dedicated highway or highway lanes, Maglev and conventional high speed rail or any combination thereof (ref P.L. 110-244, Sec 105(e)(61))	\$800,000	\$160,000		\$149,843		
CA681	3541	California	Construct Illinois Street Bridge/Anador Street Connection and Improvements, San Francisco.	\$3,200,000	\$640,000		\$599,371		
CA682	3548	California	Construct new sidewalks in the City of Heber, CA.	\$400,000	\$80,000		\$74,921		
CA683	3631	California	To convert a railroad bridge into a highway bridge spanning over the Feather River between Yuba City and Marysville.	\$4,000,000	\$800,000		\$749,214		
CA684	3637	California	Planning design and construction to widen SR in Kern, CA between San Luis Obispo County Line and I-5.	\$92,000,000	\$18,400,000		\$17,231,916		
CA685	3649	California	Increase Capacity on I-80 between Sacramento/Placer County Line and SR 65.	\$21,600,000	\$4,320,000		\$4,045,754		
		California	379 Projects			202,700,308.80		189,832,331.00	

Timeline: California Transportation Plan 2035 (CTP 2035)

CALIFORNIA
TRANSPORTATION
PLAN
2035

CALIFORNIA
TRANSPORTATION
PLAN
2030

CTP Web Portal** in-place (July 2008)-- Continuous web input throughout CTP 2035 Update

MOBILITY • ACCESS • CONNECTIONS
california transportation plan
2035

PPP in-
place
June 30,
2008

CA Transp. Futures Symposium
Frame trends & issues
Sept 2-3, 2008

Develop Scope
for CTP 2035
Sep-Oct 2008

PAC 1
Validate &
input scope
Oct 22, 2008

•Share Scope w/
public; post on web
portal Nov 30, 2008
•Develop Expanded
outline
•FG/Workshop
Strategies
•Concept for
Brochure
Nov 08-Jan 09

PAC 2
Validate and
input above
Jan 15-30,
2009

•Draft & Format
Brochure
•Consultation
•Focus Groups*
•First Draft CTP
Jan-Jul 2009

PAC 3
Validate & input
First Draft
Aug 2009

Six Workshops
•LA*
•Fresno*
•Redding*
•Sacramento*
•Oakland
•San Diego
Sep-Oct 09

Complete
Second Draft
Sep-Feb 2010

PAC 4
Validate "what
we heard"
Feb 2010

45-day
Comments
Feb-Mar 2010
Prepare Final
Draft
Mar-Jun 2010

Final Draft BTH
Aug 2010
Final Draft CT
Jun-Aug 2010

PAC 4A
Final PAC
comments
June 2010

Approved by
BTH
Sep 2010

Legend

Web
Portal

UCDavis: Symposium
& PAC Meetings

MIG Support:
Outreach

Caltans
Products/Outcomes

Policy Advisory Committee (PAC)

Public Participation Plan (PPP)

**<http://www.californiatrnsportationplan2035.org/>

November 6, 2008

