

***TRANSPORTATION TECHNICAL COMMITTEE/
POLICY ADVISORY COMMITTEE***

***TRANSPORTATION
ACTION/DISCUSSION ITEM III. & VIII A.***

Local Agency Requested ARRA Projects Within Local Federal Stimulus Target- ARRA RSTP

Local Agency	ID #	Action	Description	ARRA Funds	Total Project Cost	1511 to COG	1511 to Caltrans	1511 to Approved	Date Funds Obligated	Amount Obligated
1 Clovis	FRE092512/	Combine	Temperance Avenue, Gettysburg - Gould Canal	\$ 500,000	800000	6/4/2009	6/16/2009	6/5/2009		500,000
2 Clovis	FRE092508	new	Lump Sum Road Maintenance							
a			Shaw Avenue, Minnewawa - Clovis	\$ 607,798	750000	6/4/2009	6/16/2009	7/4/2009		607,855
b			Bullard, Fowler - Armstrong	\$ 300,000	400000	6/4/2009	6/16/2009	8/5/2009		300,000
c			Nees Avenue, Peach - Minnewawa	\$ 350,000	500000	5/21/2009	6/11/2009	7/1/2009		350,000
3 Coalinga	FRE092650	old FTIP	Elm Ave Beautification Removal and Replacement of existing curb/gutter, Installation of Ornamental Streetlights, Landscaping, Irrigation and Street Furniture.							
	FRE092617	new	Cherry & Elm Ave Re-Alignment	\$ 355,427	972900					
4 Firebaugh	FRE092607	new	Reconstruction of Downtown Sidewalks and Ramps	\$ 160,000	160000	6/4/2009	6/16/2009			
5 Fowler	FRE092608	new	Adams Ave. between Vista St. and Dee Ann St.-Construct pavement section to match to future curb, resurfacing entire pavement section of Adams Ave. between Vista St. and Dee Ann St. in the City of Fowler.	\$ 160,000	160000					
6 Fresno	FRE092609	new	Lump Sum Reconstruct/Resurfacing							
a			Blackstone Avenue Resurfacing, Shaw Avenue to Minnarets Avenue	\$ 1,700,000	\$ 1,700,000	5/27/2009	6/11/2009	7/20/2009		1,700,000
b			Frant Road Reconstruction/Resurfacing, SR 41 to Shepherd Avenue	\$ 2,500,000	\$ 2,500,000	6/4/2009	6/16/2009			
c			Divisadero Street Resurfacing, H Street to Clark Street	\$ 700,000	\$ 700,000	5/27/2009	6/11/2009	7/30/2009		700,000
d			Clovis Avenue Resurfacing, McKinley Avenue to Kings Canyon Road	\$ 1,295,000	\$ 1,295,000	5/27/2009	6/11/2009	7/20/2009		1,295,000
e			Shaw Avenue resurfacing, Marks Avenue to Brawley Avenue	\$ 938,550	\$ 938,849	5/27/2009	6/11/2009			
7 Fresno	FRE092610	new	Lump Sum Traffic Signal							
a			Install traffic signal at the intersection of Millbrook Avenue & Shepherd Avenue	\$ 370,000	\$ 370,000	6/4/2009	6/16/2009	6/24/2009		370,000
b			Install traffic signal at the intersection of Marks Avenue & Emerson Avenue	\$ 500,000	\$ 500,000	6/4/2009	6/16/2009	8/5/2009		500,000
c			Install traffic signal at the intersection of Maple Avenue & Perrin Avenue	\$ 300,000	\$ 300,000	5/27/2009	6/11/2009	8/6/2009		300,000
d			Install traffic signal at the intersection of Maple Avenue & Teague Avenue	\$ 400,000	\$ 400,000	5/27/2009	6/11/2009	8/5/2009		400,000
e			Install traffic signal at the intersection of Maple Avenue & Behymer Avenue	\$ 360,000	\$ 360,028	6/4/2009	6/16/2009	7/22/2009		360,000
8 Huron	FRE092611	new	Railroad Avenue Street Improvements-Street Improvements from Los Angeles to Lassen Ave. Overlay existing pavement and construct new to widen narrow pavement.	\$ 160,000	160000	6/29/2009	7/16/2009			
9 Kerman	FRE070610	supplement	Kearney Blvd. Del Norte to 3rd-Median Island Improvements	\$ 258,753	880000	8/5/2009				
10 Kingsburg	FRE040143	old, supplement	10th Avenue Sidewalks - Sierra to Stroud	\$ 50,000	\$ 132,100					
11 Kingsburg	FRE070113	supplement	Sierra Street Pedestrian Facilities	\$ 209,884	\$ 363,184					
10 Kingsburg	FRE041847	supplement	48th Avenue Median - Kerman to Selig-Median Island Improvements							
11 Mendota	FRE070612	supplement	9th Street Reconstruction - Marie St. to Oiler St. (SH-180)	\$ 182,477	\$ 497,377					
12 Orange Cove	FRE092612	new	Center Street Reconstruction between Adams and Park	\$ 200,880	516700	6/4/2009	6/16/2009	7/1/2009		200,866
13 Partier	FRE092613	new	Manning Ave. b/w. Academy Ave. and Whitener Ave.-Spot repair, resurfacing and restriping of Manning Ave. between Academy Ave. and Whitener Ave. in the City of Partier.	\$ 248,443	248451					
14 Reedley	FRE020633	supplement	Roundabout at Dinuba and Buttonwillow	\$ 477,009	\$ 1,058,309	7/22/2009	7/28/2009			
15 Sanger	FRE092614	new	Lump Sum Reconstruct/Resurfacing							
a			Rehabilitation: Church Avenue - Bethel Avenue to Greenwood Avenue	\$ 233,489	350000					
b			Rehabilitation: Academy Avenue - California Avenue to Church Avenue	\$ 233,489	360000					
16 San Joaquin	FRE070616	supplement	Main Street from Arizona to Placer	\$ 160,000	530000	7/22/2009	7/28/2009			
17 Selma	FRE092615	new	Lump Sum Reconstruct/Resurfacing							
a			Reconstruction/rehabilitation of Mitchell from Nebraska to Yerba	\$ 434,127	434141	5/21/2009	6/11/2009			
18 County	FRE092616	new	Lump Sum Reconstruct/Resurfacing	\$ 3,248,844	\$3,248,844	6/29/2009	7/16/2009			
Total				\$ 17,594,170					Total	7,583,721

ARRA-STP

Local Agency	ID #	Action	Description	ARRA Funds	Total Project Cost	1511 to COG	1511 to Caltrans	1511 to Approved	Date Funds Obligated	Amount Obligated
1 FCTA	FRE021108	supplement/ex change	State Route 180- Temperance to Academy	\$ 18,387,372	41,500,000	5/6/2009	5/9/2009	5/14/2009		\$ 18,389,261
Total				\$ 18,387,372						

ARRA-HM

Local Agency	ID #	Action	Description	ARRA Funds	Total Project Cost
1 Caltrans	FRE071007	new	In Fresno County on Route 33 near Harris Ranch, from I-5 to 1.7 miles north of Harlan Avenue, and on Route 198 near Huron from Route 269 to Madera Avenue and near Lemoore from 2 miles west of Jameson Avenue to the Kings County line.	\$ 2,080,000	

Total \$ 2,080,000

ARRA-TE

Local Agency	ID #	Action	Description	ARRA Funds	Total Project Cost	611 to Caltrans	611 Approved	Date Funds Obligated	Amount Obligated
1 County	FRE071812	existing	Kearney Blvd. Palm Trees	\$ 577,361		6/29/2009	7/16/2009	8/12/2009	47,000
2 Fresno	FRE071805	existing	Clovis Ave. Median Island	\$ 434,361					
3 Kingsburg	FRE071817	existing	18th Ave. Median Island	\$ 125,363					

Total \$ 1,137,085

Total 47,000

ARRA-SHOPP

Local Agency	ID #	Action	Description	ARRA Funds	Total Project Cost
1 Caltrans	FRE071004	existing	In Fresno - At McKinley Avenue and Shields Avenue; Widen On-ramps and install ramp metering system	\$ 5,297,000	8815000

Total \$ 5,297,000

Total Obligated	\$ 25,999,982
Total Available	\$ 36,487,581
Remainder	\$ 10,487,599
% Left to be Obligated	29%

DIVISION OF LOCAL ASSISTANCE
Guidelines and Timelines for Managing Local Assistance
American Recovery and Reinvestment Act (Recovery Act) Funding
August 12, 2009

BACKGROUND

On February 17, 2009, President Obama signed The American Recovery and Reinvestment Act of 2009 (Recovery Act). Among its many provisions, Recovery Act provides California approximately \$2.57 billion in federal apportionments for its Highway Infrastructure Investment Program.

Recovery Act specifies a sub-allocation of 30 percent of these funds to the regional planning agencies (Regions) through the Surface Transportation Program (STP) process which is "based on population", and does not require sub-allocation of the remaining 70 percent ("any area" funds) designated to the State. The State had 120 days from the date of apportionment by Federal Highway Administration (FHWA) to obligate half of the "any area" funds. Any funds not obligated within the first 120 days were to be redistributed to states that were able to meet the deadline. California had approximately \$900 million subject to the federal 120-day requirement that was required to be obligated by June 30, 2009.

On March 27, 2009, Governor Schwarzenegger signed Assembly Bill (AB) x3 20. This new law established the distribution formula of federal economic stimulus funds, 62.5 percent to the Regions and 37.5 percent to the State. This additional influx of "any area" funding to the Regions was subject to the federal 120-day deadline of June 30, 2009. On April 3, 2009, the California Department of Transportation's (Department) Division of Transportation Programming released final Recovery Act fund apportionment levels for the Regions. This includes Recovery Act funds sub-allocated "based on population" and the additional "any area" funds.

Description of Recovery Act Apportionments:

The specific Recovery Act fund types that may be received by the Regions are:

"Based on Population"

- C200 – Areas with Population equal to or less than 200,000
- C230 – Urbanized Areas over 200,000 Population
- C250 – Rural Areas with Population under 5,000

"Any Area"

- C220 – Transportation Enhancements
- C240 – Available for Use in Any Area (flexible)

The federal reimbursement rate for projects using Recovery Act funds can be up to 100 percent, at the discretion of the Regions receiving the funding.

DEADLINES

The following dates apply to the Regions based on the specific Recovery Act Highway Infrastructure Investment fund types:

- **June 30, 2009** – Marks 120 days from March 2, 2009, the apportionment date of the Recovery Act funding by FHWA. A minimum and aggregate total of 50 percent of apportionments in “any area” must be obligated by the Regions and the State by this date.
 - **California met this requirement by May 2009.**
 - Following the June 30, 2009, deadline, there were no Recovery Act funds redistributed from the other states to California.
- **March 2, 2010** – All remaining funding in Recovery Act apportionments “based on population” and the “any area” funds must be obligated by the Regions and the State.
 - **Recovery Act funds not obligated by this deadline will be lost by that state and redistributed to other states that are able to obligate all of their Recovery Act funds.**
- **September 30, 2010** – Recovery Act funds not obligated by this date will lapse.
 - **Recovery Act funds can not be obligated after September 30, 2010.**
 - This date applies to Recovery Act funds that are redistributed, as well as Recovery Act funds deobligated from projects.
- **September 30, 2015** – Final Recovery Act fund deadline.
 - **Recovery Act funds not expended by this time will expire.**

RESPONSIBILITIES

Department:

1. Distribution of Recovery Act apportionments to the Regions.
2. Oversee and monitor the use of local Recovery Act funds. The Department will provide online delivery and monthly activity reports for District Local Assistance Engineers (DLAE) and the Regions.
3. Work closely with Regions and Local Agencies in the obligation of their Recovery Act funds.

Regions (MPOs/RTPAs):

1. Ensure that projects using Recovery Act funds are programmed in the FTIP – including back-up projects and/or projects that may use redistributed Recovery Act funds, if any.
2. Ensure that any Recovery Act funding programmed is obligated in accordance with the deadlines of Recovery Act.
3. To expedite obligation of Recovery Act funds, Regions may consider swapping the recovery funds on projects that are already programmed in the FTIP through FTIP administrative modifications. Projects programmed in any of the four years of the FTIP may be advanced for delivery using Recovery Act funds.

Local Agencies:

1. Submit any requests for authorization (RFA) for projects using Recovery Act funds in a timely manner and in accordance with the local assistance procedures manual (LAPM).
2. Ensure that all Federal and State requirements as set forth in the LAPM are being adhered to when submitting an RFA. *[This includes, but is not limited, to the new federal Disadvantaged Business Enterprise (DBE) requirements.]*

GUIDELINES

These guidelines will be implemented effective March 2, 2009.

Obligating Recovery Act Funding:

1. As of May 2009, the Department and Regions collectively obligated more than the required \$900 million of the "any area" Recovery Act funds, approximately 60 days prior to the June 30, 2009 deadline.
2. The remaining Recovery Act funding will need to be obligated by March 2, 2010.
3. Each Region is strongly encouraged to obligate their share of Recovery Act funding as expeditiously as possible.
4. Any Region that will be unable to use their share of Recovery Act funding received in a timely manner may transfer their share to another Region. In such case, the Department's Division of Local Assistance (DLA) Headquarters will need to receive a letter, co-signed by both Regions, agreeing to transfer of Recovery Act funds. It will be the responsibility of the donating and receiving agencies of the transfer, to adjust the programming amounts appropriately in the FTIP; the donating agency will have a decrease in programming capacity and the receiving agency will have an increase in programming capacity. Any replacement funding, as a result of this transfer of Recovery Act funding, will be outside the scope of oversight and responsibility of the Department as it relates to the Recovery Act funds.
5. ABx3 20 requires that Regions report to the Department for any Recovery Act funds that will not be obligated within the one year deadline.
6. ABx3 20 also authorizes the Department to redistribute the funds to other projects to ensure that California will continue to compete for additional funds through federal redistribution of Recovery Act funds.
7. The least flexible Recovery Act funds within each Region should be obligated first (such as C230 and C250). The most flexible Recovery Act funds (C240) should be obligated last. Therefore, if a Region is not able to use 100 percent of their Recovery Act funds, by any of the applicable deadlines, then the necessary redistribution of funds will be of the most flexible Recovery Act funds.
8. In order to avoid lost Recovery Act funds from later project savings, it is recommended that Regions use mixed federal funding for the projects that are using Recovery Act funds. Therefore, any cost savings can be applied to the non-Recovery Act funding, so as to keep the Recovery Act fund usage at 100 percent (particularly after the September 30, 2010 deadline).

Any additional funding received by California will be redistributed per timeline below.

TIMELINES

June 30, 2009

- The 120th day from the receipt of the Recovery Act apportionments from FHWA. At this mark, a minimum of 50% of "any area" apportionments to states must be obligated or lost.
 - ▶ Goal achieved by California as of May 4, 2009.
 - ▶ Following the June 30, 2009, deadline, there were no Recovery Act funds redistributed from the other states to California.

November 1, 2009

- Regions **MUST** submit to the Department's DLA Headquarters a report, with the amount of Recovery Act funds they plan to obligate.
 - Report shall include a list of Recovery Act funded projects that will be obligated by January 1, 2010, and specify **ANY** Recovery Act funds that **will not** be obligated by January 1, 2010.
 - Report should include a list of back-up Recovery Act funded projects that could be obligated if other projects are not ready or if any redistributed Recovery Act funds become available. Back-up projects will need to be obligated by January 1, 2010, as well and therefore must be programmed in the FTIP. To maintain financial constraints of the FSTIP, the back-up projects may initially be programmed using other funds and reconciliation can be done through an FTIP administrative modification. Regions and Local Agencies need to work with their DLAEs and the Department's Division of Transportation Programming, as necessary, to ensure appropriate programming and use of the Recovery Act funds within the specified timelines.
 - The Department will provide a sample format of this report to the Regions.

December 1, 2009

- Local Agencies **MUST** submit "Draft" RFA to DLAEs.

December 15, 2009

- Local Agencies **MUST** submit "Final" project RFAs funded with Recovery Act funds to DLAEs.
- After this date, the Department will not deobligate any funds until after March 2, 2010.

December 31, 2009

- Districts **MUST** submit RFAs for DLA Recovery Act funded projects to DLA Headquarters.

January 1, 2010

- The Department's DLA will redistribute any local Recovery Act funds that will not be used by Regions based on the "Final" RFAs.
- Recovery Act funds will be distributed to:
 - Regions that will obligate 100 percent of their Recovery Act funds including the "Final" RFAs.
 - Regions that have back-up projects identified and programmed in the FTIPs (see November 1, 2009, of these timelines).
- The redistribution will:
 - Be based on the ratio of the obligated funds of the eligible Region to the total obligated amount of all eligible Regions, depending on the amount of available funds to redistribute, if sufficient.
 - Ensure that DLA will use these funds on Local Assistance funded projects and continue to compete for and receive Recovery Act funds during the federal redistribution of Recovery Act funds.

January 2010

- The Department's DLA Headquarters submits all timely and complete electronic RFAs (E76s) to FHWA; this includes RFAs for all redistributed funds, if any.

February 1, 2010

- The Department's DLA notifies the Department's Federal Resources Office of any Recovery Act funds that will not be obligated by DLA.

March 2, 2010 - One year date from March 2, 2009.

- On this date, all remaining Recovery Act fund apportionments to the states must be obligated or lost to other states.
- Obligation as used in these timelines is the date of FHWA approval.

March 2010

- FHWA Redistribution --FHWA Redistribution of Recovery Act funds from states that did not meet the March 2, 2010, obligation deadline.

If additional Recovery Act funds are received from FHWA:

- Recovery Act funds will be split between the Regions and State per the same ratio in ABx3 20.
- Recovery Act funds will be distributed to:
 - Regions that obligated 100 percent of their Recovery Act funds by the March 2, 2010, deadline.
 - The redistribution will be based on the ratio of the obligated funds of the eligible Region to the total obligated amount of all eligible Regions on March 2, 2010.
- The Department's Division of Transportation Programming will update Distribution Sheets, if necessary.

July 1, 2010

- Local agencies **MUST** submit RFAs for Recovery Act funded projects to their DLAEs.
- Regions **MUST** submit to the Department's DLA Headquarters a report with the amount of any Recovery Act apportionments that they intend to obligate.
 - This report shall include a list of Recovery Act funded projects that will be obligated by August 1, 2010, and specify **ANY** Recovery Act funds that will not be obligated by August 1, 2010.
 - This report shall include a list of back-up Recovery Act funded projects that may be obligated if other projects are not ready for obligation or if any redistributed Recovery Act funds become available. Back-up projects will need to be obligated by August 1, 2010, as well and therefore must be programmed in the FTIP.

July 31, 2010

- Districts **MUST** submit RFAs for DLA Recovery Act funded projects to DLA Headquarters.

August 2010

- The Department's DLA Headquarters submits all timely and complete electronic RFAs (E76s) to FHWA.

September 1, 2010

- The Department's DLA notifies the Department's Federal Resources Office of any Recovery Act funds that will not be obligated by DLA.

September 30, 2010 --Any Recovery Act funds not obligated will lapse.

- Any Recovery Act funds deobligated after this date will not be available for future obligation. Recovery Act funds can not be obligated after September 30, 2010.

September 30, 2015 --Unexpended Recovery Funds will expire.

***TRANSPORTATION TECHNICAL COMMITTEE/
POLICY ADVISORY COMMITTEE***

***TRANSPORTATION
ACTION/DISCUSSION ITEM III. & VIII C1.***

**Proposal to Council of Fresno County Governments from
Regents of the University of California
(Great Valley Center—an affiliate of University of California, Merced)**

The eight counties of the San Joaquin Valley engaged in the San Joaquin Valley Blueprint Process, which resulted in an adopted Blueprint for the region. Implementation of this plan calls for providing education throughout the eight-county region.

Great Valley Center played an important role in the early phases of the project, as an objective convener, helping to bring in regional players to participate in the planning and to act as an impartial partner in the task of taking eight individual counties and finding common ground to develop the regional component.

This proposal outlines the specific work being proposed by the Great Valley Center on the project. The proposal is a direct result of talks with the lead Blueprint agency, Council of Fresno County Governments (Fresno COG) and addresses the types of coordination that GVC has the unique skills to complete.

All the elements will be completed in conference and cooperation with Fresno COG.

As an affiliate of University of California, Merced, this agreement is being proposed with the approval and prior review by the UC Merced personnel, acting on behalf of the Regents of the University of California.

Any initial questions on the agreement should be directed to the below representatives at the Great Valley Center, who will work with the appropriate UC Merced staff. In turn, questions or changes to the agreement on behalf of Fresno COG will be directed to the representatives listed below.

The term of this agreement shall have a definitive end date, ending by December 31, 2010 or sooner upon the completion of the project tasks; whichever occurs first. Extension of the agreement beyond that date requires the approval of both of the parties to it, in the form of an amendment to this document.

Representatives:

Great Valley Center
David Hosley, President
Jami Westervelt, Chief Operating Officer
201 Needham Street
Modesto, CA 95354
(209) 522-5103

Council of Fresno County Governments
Tony Boren, Executive Director
Barbara Steck, Deputy Executive Director
2035 Tulare Street, Suite 201
Fresno, CA 93721
(559) 233-4148

Blueprint Contract: Task Elements and Cost Estimates

Web Interactivity and Executive Forum 09/10

PERSONNEL				
	Number	Amount	Sub	\$25,342
Web Interactivity				\$10,900
Minor cosmetic changes to improve graphics and streamline design/navigation				
Post surveys/polls supplied by COG				
Post on YouTube additional videos supplied by COGS				
Add feature to notify users of new blog content via email.				
Add content of Executive Forum and other activities as supplied by COG				
Setup facebook group for Blueprint				
Executive Forum				\$14,442
Coordinate logistics with conference coordinator				
Develop agenda per the specifications of COG				
Outreach for event- email and press releases				
Implement event				
OTHER DIRECT				
	Number	Amount	Sub	\$18,906
Executive Forum Meeting 1 Convening				\$17,538
Direct cost based upon below assumptions				
Convention Center Space	1	5000	5,000	
Audio Visual	1	3800	3,800	
Lunch boxes and all day beverage service (+ Svc Charge)	275	22	6,050	
Light morning food (minimal fruit and muffins + Svc Charge)	125	9.5	1,188	
Signage and basic table needs	1	500	500	
Other Copies, other supplies (no paid speakers or facilitators in contract)	1	1000	1,000	
Travel				\$1,369
Mileage	945	0.57	539	
Forum Hotel- Staff	2	215	430	
Forum Meals/parking/etc. staff	10	40	400	
TOTAL DIRECT				\$44,248
INDIRECT COST RATE UC (13%MTDC)				\$5,752
TOTAL				\$50,000

The above estimates are based upon the information provided by Council of Fresno County Governments regarding the scope of the work to be performed. Should significant parameters regarding the work increase, then Fresno COG would have the opportunity to pay for those costs directly or amend the contract to increase the funding to cover these increases. Examples of the types of activities that qualify for the Forum include additional attendees beyond the specified number for the forum, request for cost-related item such as speaker or facilitator for the event, request for A/V equipment or supplies that exceeds listed cost, and related cost increases. The Web interactivity cost does not include hosting or name purchase or implementing special features beyond the expertise of GVC.

***TRANSPORTATION TECHNICAL COMMITTEE/
POLICY ADVISORY COMMITTEE***

***TRANSPORTATION
ACTION/DISCUSSION ITEM III. & VIII C2.***

**MEMORANDUM OF UNDERSTANDING AMONG THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS, KERN COUNCIL OF
GOVERNMENTS, KINGS COUNTY ASSOCIATION OF GOVERNMENTS, MADERA
COUNTY TRANSPORTATION COMMISSION, MERCED COUNTY ASSOCIATION
OF GOVERNMENTS, STANISLAUS COUNCIL OF GOVERNMENTS, SAN JOAQUIN
COUNCIL OF GOVERNMENTS, AND TULARE COUNTY ASSOCIATION OF
GOVERNMENTS**

This Memorandum of Understanding (MOU) is entered into on this ____ day of _____, 2009, by and among these parties: Council of Fresno County Governments, Kern Council of Governments, Kings County Association of Governments, Madera County Transportation Commission, Merced County Association of Governments, Stanislaus Council of Governments, San Joaquin Council of Governments, and Tulare County Association of Governments for the purpose of cooperatively preparing the San Joaquin Valley Blueprint Planning Program.

The purpose of this MOU is to move the San Joaquin Valley Blueprint Planning Program forward to implementation at the local level. Fresno COG will assume the lead agency role from Merced CAG beginning with the fourth year tasks

1. Program Vision and Policy Goals

- a. **Vision.** –This program will contribute to the vision of improved quality of life within California by addressing future growth on a twenty-year horizon through the integration of transportation, housing, land use, environmental resources, other infrastructure, and services.
 - i. This integration will result in a more efficient and effective transportation system and land use pattern to achieve the three outcomes (3E's) that define quality of life:
 - PROPEROUS ECONOMY,
 - QUALITY ENVIRONMENT,
 - SOCIAL EQUITY (more equal opportunity)- for all Californians.
 - ii. The program vision will incorporate the goal that the region as a whole and each jurisdiction, to the extent possible, should strive to “take care of our own” by planning for and being prepared to accommodate a sufficient housing supply to accommodate natural population increases and workforce needs for the full spectrum of the population, including all income categories.
- b. **Policy Goals.** –The program will provide funds for regional collaborative decision-making and adoption of “blueprint” plans that will foster a more efficient land use pattern that:
 - i. Supports improved mobility and reduced dependency on single-occupant vehicles;
 - ii. Accommodates an adequate supply of housing for all incomes;
 - iii. Reduces the impacts on valuable habitat, productive farmland, and air quality;
 - iv. Increases resource use efficiency;
 - v. Results in safe and vibrant neighborhoods.

- vi. Provide consumer more housing and transportation choice.
- vii. Improve California's economic competitiveness and quality of life.
- viii. Reduce costs and time needed to deliver transportation projects through informed early public and resource agency involvement.
- ix. Secure local government and community support, including that of under-represented groups, to achieve the resulting comprehensive vision through including innovative computer models and public involvement activities.
- x. Establish a process for public and stakeholder engagement that can be replicated to build awareness of and support for critical infrastructure and housing needs.

2. ROLES AND RESPONSIBILITIES OF EACH PARTY

- a. **PROGRAM MANAGEMENT TEAM.** All parties shall be members of the program management team and participate as equals.
- b. **PROGRAM RESPONSIBILITIES.** Each party shall be responsible for performing the tasks and preparing the products identified in the Scope of Work in accordance with the Milestone Product Schedule.
 - i. Each party is responsible for managing funds received in compliance with state and federal regulations.
 - ii. Each party is responsible for performing, monitoring and reporting work program elements, including work performed through consultant agreements.
- c. **PROGRAM MANAGER AND ADMINISTRATIVE LEAD AGENCY.** The Council of Fresno County Governments (Fresno COG) will serve as the Administrative Lead Agency and Program Manager. As such Fresno COG will:
 - i. Coordinate functions among the parties;
 - ii. Administer the funding agreement with the California Department of Transportation;
 - iii. Prepare and manage professional services agreements serving the San Joaquin Valley Blueprint Program to include but not limited to an agreement for services with the Great Valley Center for the ValleyBlueprint.org website and one Executive Forum;
 - iv. Prepare and manage funding agreement(s) with the San Joaquin Valley Air Pollution Control District, and other entities as applicable; and
 - v. Other tasks as may be required to successfully complete the San Joaquin Valley Blueprint Program.

3. SCOPE OF WORK, MILESTONE PRODUCT SCHEDULE. The Program Scope of Work and Milestone Product Schedule for the 4th year of the grant is found at Attachment A. (Attachment C provides an overview of the first three years of the grant from 2006-2009.)

4. FUNDING AND COST REIMBURSEMENT.

- a. **Program Budget.** The Program Budget for the 4th year is found at Attachment B.
- b. **Progress Reports.** All parties shall submit written reports describing progress toward Scope of Work Tasks, Milestone Products completed, and costs incurred within thirty days of the end of each quarter.

5. DECISION-MAKING PROCESS. The Program Management Team will endeavor to arrive at strategic decisions and program guidance through consensus.

6. **AMENDMENT.** Amendment of this MOU may be proposed by any party. Amendments must be approved by all signatory parties to this MOU.
7. **TERMINATION.** This MOU may be terminated by any party given a 60-day written notice. Any and all financial commitments, should there be any, would be honored by all parties until the date of termination.
8. **EXECUTION.** This MOU becomes effective upon the approval by the governing board of all eight (8) parties.

Signatures of Parties this Memorandum of Understanding

COUNCIL OF FRESNO COUNTY GOVERNMENTS	Date
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KERN COUNCIL OF GOVERNMENTS	Date
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KINGS COUNTY ASSOCIATION OF GOVERNMENTS	Date
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MADERA COUNTY TRANSPORTATION COMMISSION	Date
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MERCED COUNTY ASSOCIATION OF GOVERNMENTS	Date
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STANISLAUS COUNCIL OF GOVERNMENTS	Date
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SAN JOAQUIN COUNCIL OF GOVERNMENTS	Date
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TULARE COUNTY ASSOCIATION OF GOVERNMENTS	Date
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ATTACHMENT A - Scope of Work for 4th Year Grant
(Original ongoing tasks were highlighted and carried forward from Attachment C)

Task #	Major Tasks	Lead	Support	Consult.	Completion Date	Milestone Products
1.0 Institutional Framework and Community Outreach						
1.8	Continue to implement individual county decision making process	COGs	Local Agencies		Ongoing	Decisions made according to schedule
1.9	Continue to implement SJV decision making process	COGs	Local Agencies		Ongoing	Decisions made according to schedule
1.10	Continue to implement individual county outreach plan (update as needed)	COGs	Local Agencies		Ongoing	Outreach conducted according to the approved plans
2.0 Modeling Tool Development						
2.13	Adjust model as necessary	COGs		✓	See 2.19	
2.14	Select a set of 4-D elasticity numbers among various studies about smart growth	COGs	Valley Modelers	✓		Approved numbers
2.15	Test sensitivity of each individual COG's traffic model to smart growth (4-D)	COGs	Valley Modelers	✓		Sensitivity test results
2.16	Calibrate 4-D elasticities to the result of the sensitivity tests	COGs	Valley Modelers	✓		Calibrated 4-D elasticities
2.17	Apply calibrated 4-D elasticities to the preferred valley-wide scenario	COGs	Valley Modelers	✓		Valleywide 4-D analysis
2.18	Train users group on 4-D post-processing	COGs	Valley Modelers	✓		Training completed
2.19	Assess process for moving forward with more advanced modeling techniques	COGs	Valley Modelers	✓		Determine next steps on modeling
3.0 Individual County Planning Process						
3.14	Develop monitoring and evaluation program	COGs	Local Agencies		See 4.14	
3.15	Continue to update databases.	COGs	Local Agencies		Ongoing	Updated databases
3.16	Translate countywide density targets to local goals	COGs	Local Agencies		2009	
3.17	Seek funding sources to support Gen Plan Updates for BP consistency	COGs	Local Agencies		Ongoing	
3.18	Develop general plan schedule matrix on member agencies	COGs	Local Agencies		2009	Completed list of plan update schedules
3.19	Develop schedule to update local agencies on Blueprint	COGs	Local Agencies		Ongoing	Series of presentations to CCs/BofSupps

ATTACHMENT A - Scope of Work for 4th Year Grant
(Original ongoing tasks were highlighted and carried forward from Attachment C)

Task #	Major Tasks	Lead	Support	Consult.	Completion Date	Milestone Products
3.20	Engage member agencies in RTP update	COGs	Local Agencies		2009-10	Local input
3.21	Work with local agency planners on SB 375/SCS issues	COGs	Local Agencies		2009-10	Local input
3.22	Translate Valley Blueprint principles into local implementation strategies and develop local government commitment	COGs	Local Agencies		2009-10	Completed translation
3.23	Presentation of principles and strategies to local agencies	COGs	Local Agencies		2009-10	Local agency adoption of principles and implementation strategies
4.0 SJ Valley Planning Process						
4.13	Identify SJ Valley Blueprint Phase II follow-up actions to implement strategies:	COGs			See 4.14	
4.14	Develop Valleywide Blueprint Document that includes: I. Implementation Plan > Metrics/Performance Measures > Institutional arrangements > Compass for assessments > Evaluation tools > Identification of financial resources needed > Identification of training requirements > Schedule for milestones (short term/5 year) > Schedule for milestones (long term/20 year) > Identification of potential challenges II. Summary of First Three Years > Comprehensive Valleywide progress report > Companion document (user friendly) w/ executive summary and planning principles III. Ongoing Outreach > Electronic media toolkit > Educational curriculum tool to inform students and general public > Toolkit for implementation at local level	COGs	Local Agencies	√	2009-10	Final Documents
4.15	Convene meetings with local officials to discuss funding challenges of local government (and related "fiscalization of land use")	COGs	Local Agencies		2009-10	Meetings

ATTACHMENT A - Scope of Work for 4th Year Grant
(Original ongoing tasks were highlighted and carried forward from Attachement C)

Task #	Major Tasks	Lead	Support	Consult.	Completion Date	Milestone Products
4.16	Develop adequate modeling tools for compliance with SB 375.	COGs	Local Agencies	✓	2009-10	See task 2.19
4.17	Address the increasing of residential densities:	COGs	Local Agencies	✓		
	Determine the impact of various development densities on the fiscal health of cities and counties in the San Joaquin Valley	COGs	Local Agencies	✓	2009-10	Final Report
	Determine the market demand for higher density residential housing projects	COGs	Local Agencies	✓	2009-10	Final Report
4.18	Identify Institutional barriers that may inhibit Smart Growth initiatives from being realized.	COGs	Local Agencies	✓	2009-10	Final Report
	Greenprint - incorporate Farmland Conservation Model Program mapping, that includes improved information on water resources into the Blueprint for each of the Valley Counties	COGs	Local Agencies		2009-10	Successful outreach
4.19	Work with Central California EDCs and Partnership for SJV to address jobs/housing issue	COGs	Local Agencies		2009-10	Meetings to develop initiatives
4.20	Continue Blueprint's Valleywide presence by maintaining partnership with Great Valley Center for website oversight and production of one Valleywide Blueprint event	COGs	GVC		Ongoing	Website and Valleywide event
4.21	Continue Extensive Public Outreach Efforts	COGs	Local Agencies			Reach member agencies and public
5.0	Project Management					
5.1	Administer Caltrans Agreements	CoFCG	COGs		Ongoing	
5.2	Administer COG MOUs	CoFCG	COGs		Ongoing	
5.3	Administer GVC Agreement	CoFCG	COGs		Ongoing	
5.4	Administer consultant agreements common to the SJ Valley Program, as necessary (see budget)	CoFCG	COGs		Ongoing	

***TRANSPORTATION TECHNICAL COMMITTEE/
POLICY ADVISORY COMMITTEE***

***TRANSPORTATION
ACTION/DISCUSSION ITEM III. & VIII D2.***



REQUEST TO AMEND THE MEASURE "C" PROJECT LIST FOR THE FRESNO YOSEMITE INTERNATIONAL AIRPORT (FYI)

Request: Add the Security Checkpoint Expansion Project to the Tier 1 Project List

Measure "C" Funding Request: \$367,500 (match for design, construction, and soft costs).

Project Status: Design completed by CSHQA Architects. Construction contract awarded to Roebbelen Contracting, Inc. Construction underway with anticipated completion in May 2010. Total project cost equals \$3,675,000. (See Project Description – Attachment 1).

Source of Funds: Federal Aviation Administration FFY 2010 formula grant funds (Airports Department is pre-funding this grant and the local match).

Discussion: The City of Fresno Airports Department has received Measure "C" revenues since August 1, 2008 and used it to match federal project grants at FYI, and federal and state project grants at Chandler Executive Airport (See Attachment 2). The history of actual fund revenues and uses including those projected by the Department for FY 2010 are shown in Exhibit "A" below.

Exhibit A

Measure "C" Revenues and Expenses

Revenues

FY 2008	\$ 485,758	Actual
FY 2009	557,528	Actual
FY 2010	543,124	Projected
Total		\$ 1,586,410

Expenses

FY 2008	\$ 4,145	FCH Taxiway H (Design)
	105,263	FYI Part 150 Noise Mitigation Program
	100,009	FYI Taxiway B6
		\$ 209,417
FY 2009	\$ 49,266	FYI Taxiway B (Design)
	515,774	FYI Taxiway B (Construction)
	0	FYI Taxiway B10/C10 (2009 ARRA Stimulus)
	157,895	FYI Part 150 Noise Mitigation Program
	111,609	FCH Taxiway H (Construction)
		\$ 834,544

Projected Expenses

FY 2010	\$ 17,750 (1)	FYI Commercial Aviation Apron (Design)
	367,500 (1)	FYI Checkpoint Expansion (\$3,675,000 @10%)
	45,000 (2)	FCH Taxiways (Construction)
	333,300 (1)	FYI Part 150 Noise Mitigation (\$3,333,000 @ 10%)
		\$ 763,550
		\$ (221,101) Remaining on June 30, 2010

(1) FYI local match may increase to 10% (from 5%) for Federal Fiscal Year 2010 and beyond under FAA Reauthorization Bill being considered by Congress.

(2) For FCH State of California match suspended July, 2009; thus increasing local match to 10% for Fiscal Year 2010 and possibly beyond per State Division of Aeronautics.



Our experience using Measure "C" funds has been very positive. Utilizing Measure "C" funds has enabled us to meet our capital infrastructure investment requirements, while preserving Airport funds to maintain our infrastructure and pay for projects that are not grant eligible. Additionally, we received a federal stimulus grant for a project that was on our Tier 1 list for \$2.75 million, which required no local match. Hence, at this point in the program we are ahead of plan and have under spent our Measure "C" funding. This has allowed us to reprioritize our FAA formula grants for federal fiscal year 2010, and we decided to pre-fund the security checkpoint expansion project (Attachment 1) at FYI. City Council awarded the construction contract on May 7th with an expected completion in May 2010.

The security checkpoint expansion project was not included on the original project list because it had a lower priority at the time the Tier 1 list was developed; and bids had been rejected twice previously on the basis of cost. The two prior low bids were \$9 million and \$7.5 million respectively. However, we have taken advantage of the current low bidding environment to rebid this project again. This project will be completed now for \$3,675,000, which is less than half of the previous low bid.

We have used our allocated funds according to our original plan, and adding the checkpoint expansion project will not jeopardize the future. Any concern for the negative fund balance at the end of the 2010 fiscal year is tempered by the fact that we will modify our capital program in future years to account for this shortfall.

Background:

- (1) As Congress considers FAA Reauthorization there is language in the Bill that would increase the local match for grant funded projects to 10%. We anticipated this in our original Tier 1 project cost estimates for FYI. Additionally, we have been advised by the State Division of Aeronautics that their grant match program, which applies to general aviation airports only, has been suspended. This action was not considered in our original projections and will result in a larger local contribution being made for Chandler Airport projects until the suspension is lifted.
- (2) If Congress fails to pass a FAA Reauthorization Bill the required local match will remain at 5% for fiscal year 2010. This will have a positive impact on our Measure "C" fund in the amount of approximately \$350,400, thereby making the year end balance positive by \$129,299.
- (3) Despite our projection of a fiscal year 2010 deficit balance, this is unlikely to occur. The reason is that all construction is phased, typically it occurs over two years time, and some grants are received very late in the fiscal year. Hence, we are able to cash flow our expenditures as necessary so that the fund balance does not turn negative.
- (4) Attachment 2 identifies the ten projects for which we have used Measure "C" funding as grant match. These projects have been completed, are under construction presently, or are about to start (e.g., Taxiway H construction at FCH). The total value of this work is \$23,700,291 of which \$1,043,961 is Measure "C" matching money. This works out to a leverage factor of \$22.70 for every \$1 in Measure "C" money used. We had predicted leverage at \$19 to \$1.

Attachments: 1. *Security Checkpoint Expansion Project Description*
2. *Measure "C" Airports Project List*
3. *Diagram of Expanded Checkpoint Project*

Attachment 1

Security Checkpoint Expansion Project Description

The Airport terminal security checkpoint project is projected to provide increased capacity through 2025. The existing checkpoint has two non-standard TSA security lines and no designated queuing area. A portion of the existing terminal building just beyond the existing checkpoint is being rehabilitated and expanded with a capacity enhancing design and layout. When finished, the new checkpoint will provide dedicated queuing space and additional areas for four TSA security lines. The project will also provide a dedicated exit path for arriving passengers, which is shared with departing passengers as they leave the existing checkpoint. Completion of the project is scheduled for May 2010. Expansion of the security checkpoint will complete FYI's multi-year, phased terminal rehabilitation effort that began in 2004.

This project was designed by CSHQA, Architecture, Engineering, and Planning of Boise, ID in 2007.



Attachment 2

Measure C Airports Project List

FYI Projects		Built	Project Cost Total	Measure "C" Actual
1	Part 150 Noise Mitigation Program	2008	\$ 2,105,263	\$105,263
2	Taxiway B (Design)	2008	985,317	49,266
3,4	Taxiway B6 (Design and Construction)	2008	2,000,009	100,009
5	Part 150 Noise Mitigation Program	2009	3,157,895	157,895
6	Taxiway B10 / C10 (2009 ARRA Stimulus) *	2009	2,750,000	0
7, 8	Taxiway B (Construction Phase 1 and Phase 2)	2009	<u>10,315,483</u>	<u>515,774</u>
FYI Total			<u>\$21,313,967</u>	<u>\$928,207</u>

* No match required under ARRA

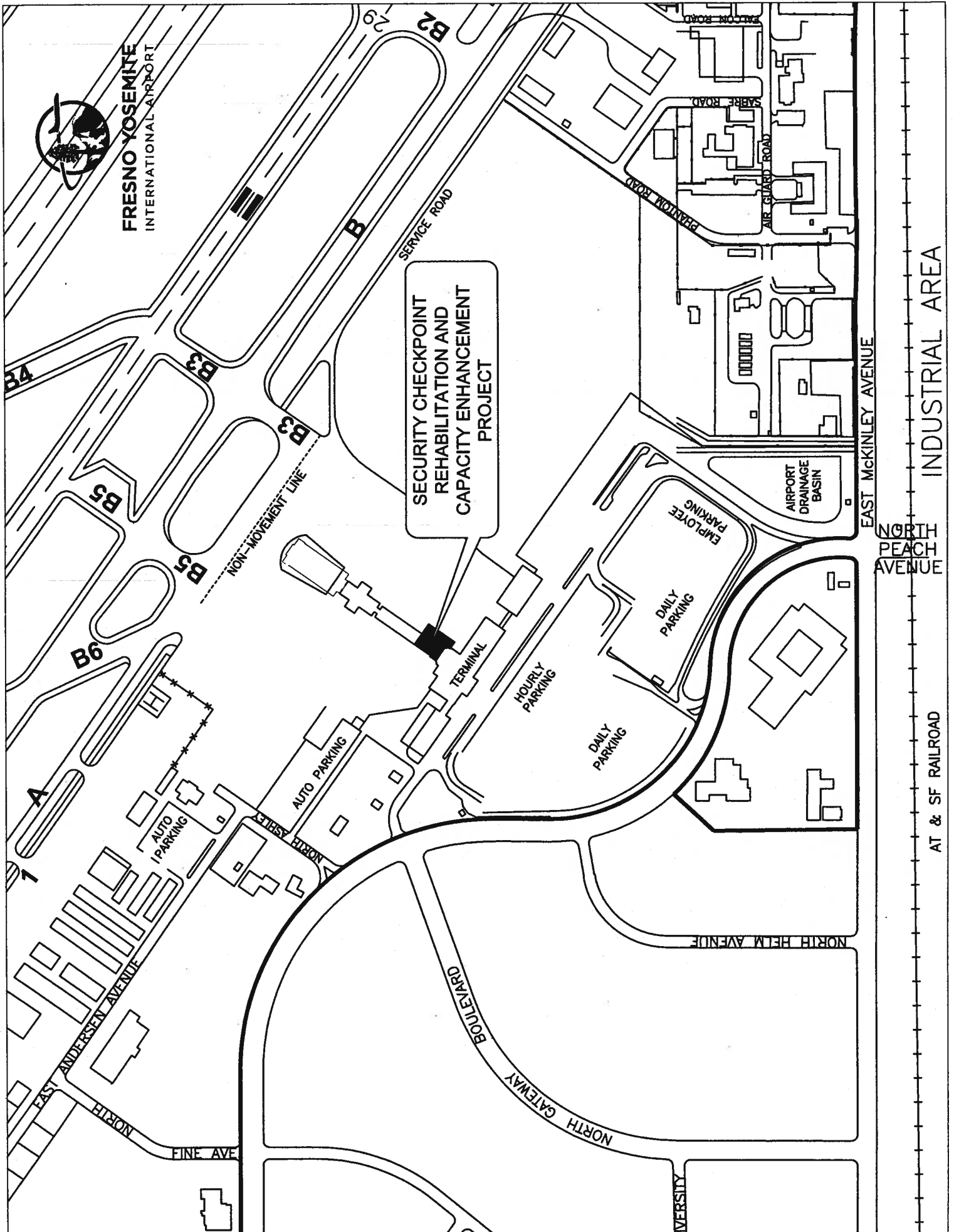
FCH Chandler Projects		Built	Project Cost Total	Measure "C" Actual
9	FCH Taxiway H (Design)	2008	\$ 154,145	\$ 4,145
10	FCH Taxiway H (Construction)	2009	<u>2,232,179</u>	<u>111,609</u>
FCH Total			<u>\$ 2,386,324</u>	<u>\$115,754</u>

Grand Total	\$23,700,291	\$ 1,043,961
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FRESNO YOSEMITE
INTERNATIONAL AIRPORT

SECURITY CHECKPOINT
AND
REHABILITATION AND
CAPACITY ENHANCEMENT
PROJECT



***TRANSPORTATION TECHNICAL COMMITTEE/
POLICY ADVISORY COMMITTEE***

***TRANSPORTATION
ACTION/DISCUSSION ITEM III. & VIII E.***

2009 Call for Projects Outline

Anticipated Timeline:

Programming Subcommittee Meeting on "Call for Projects": August 24, 2009

CMAQ Workshop: 9/17/09 at 10:00 am

COG Policy Board Approves/Initiates "Call for Projects": September 24, 2009

Project Submittals Due: October 23, 2009

Scoring Committees Convene: Between October 26, 2009-November 5, 2009

Programming Subcommittee Meeting on "Call Results": TBD latest November 5, 2009

Fresno COG TTC/PAC: November 6, 2009

Fresno COG Board Approves Projects/ Council resolutions due: November 19, 2009

Finalize Project delivery line up: November 20, 2009- March 2010

Modeling: Starting December 2009

FTIP Draft/Conformity Draft/RTP Draft Complete: March 2010

FTIP Draft/Conformity Draft/RTP Draft Release for Review: April 2010

FTIP/Conformity/RTP Public Hearing: May 2010

Final Draft with Response to Comments FTIP/Conformity/RTP: June 2010

FTIP Approval/ Conformity Determination Adoption/RTP Approval: July 2010

FTIP Submitted to Caltrans: August 1, 2010

FTIP Approval FHWA: November 2010

Apportionments per Year

FFY	RSTP	CMAQ
2009/10	9,132,950	11,021,728
2010/11	9,297,556	11,220,119
2011/12	9,465,125	11,433,082
2012/13	9,635,497	11,627,679
2013/14	9,808,936	11,836,978
2014/15	9,985,497	12,050,043
Total	57,325,561	69,189,629

estimate
estimate

Maximum Lifeline in Call 1
RSTP Call 1

2009/10	9,132,950
2010/11	9,297,556
2 yr Total	18,430,506
Lifeline	18,430,506
Regional Bid	-

RSTP 60/40 Split

6 yr Total	57,325,561
Lifeline	34,395,337
Regional Bid	22,930,224

50/50 split in Call 1
CMAQ Call 1

2009/10	11,021,728
2010/11	11,220,119
2 yr Total	22,241,847
Lifeline	11,120,924
Regional Bid	11,120,924
Cost Effective	
CMAQ (20%)	4,448,369

CMAQ 30/70 Split

6 yr Total	69,189,629
Lifeline	20,756,889
Regional Bid	48,432,740
Cost Effective	
CMAQ (20%)	13,837,926

RSTP Call 2 Option				RSTP Call 3 Option			
*Remaining LL after Call 1				Split 50/50 over Call 2 and 3			
2011/12	9,485,125	2013/14	9,808,936				
2012/13	9,635,497	2014/15	9,985,497				
2 yr Total	19,100,622	2 yr Total	19,794,433				
Lifeline	7,982,415	Lifeline	7,982,415				
Regional Bid	11,118,207	Regional Bid	11,812,018				

CMAQ Call 2 Option				CMAQ Call 3 Option			
*Make Available 100% of Remaining LL after Call 1							
2011/12	11,433,082	2013/14	11,836,978				
2012/13	11,627,678	2014/15	12,050,043				
2 yr Total	23,060,761	2 yr Total	23,887,021				
Lifeline	9,635,965	Lifeline	-				
Regional Bid	13,424,796	Regional Bid	23,887,021				
Cost Effective		Cost Effective					
CMAQ (20%)	4,812,152	CMAQ (20%)	4,777,404				

Balance

6 yr Total	57,325,561
Lifeline	34,395,337
Regional Bid	22,930,224

Balance

6 yr Total	69,189,629
Lifeline	20,756,889
Regional Bid	48,432,740
Cost Effective	
CMAQ (20%)	13,837,926

2009 Call for Projects for the 2011 FTIP

**Maximum Lifeline in Call 1
RSTP Call 2 Option**

2011/12	9,465,125
2012/13	9,635,497
2 yr Total	19,100,622
Lifeline	7,982,415
Regional Bid	11,118,207

*Remaining LL after Call 1 Split 50/50 over Call 2 and 3

**50/50 split in Call 1
CMAQ Call 2 Option**

2011/12	11,433,082
2012/13	11,627,679
2 yr Total	23,060,761
Available for Lifeline	9,635,965
Regional Bid	13,424,796
Cost Effective CMAQ (20%)	4,612,152

*Make Available 100% of Remaining LL after Call 1

CMAQ and RSTP Amounts for the MAP21 2nd Call for Projects

	DOF Population 01/01/07		Lifeline Basis		RSTP Lifeline		CMAQ Lifeline
Clovis	92,269	919,103	10.04%	7,982,415	801,357	9,635,965	967,357
Coalinga	18,061	919,103	1.97%	7,982,415	156,860	9,635,965	189,353
Firebaugh	6,692	919,103	0.73%	7,982,415	58,120	9,635,965	70,160
Fowler	5,293	919,103	0.58%	7,982,415	45,970	9,635,965	55,492
Fresno	481,035	919,103	52.34%	7,982,415	4,177,792	9,635,965	5,043,218
Huron	7,493	919,103	0.82%	7,982,415	65,077	9,635,965	78,557
Kerman	13,591	919,103	1.48%	7,982,415	118,038	9,635,965	142,489
Kingsburg	11,234	919,103	1.22%	7,982,415	97,567	9,635,965	117,778
Mendota	9,426	919,103	1.03%	7,982,415	81,865	9,635,965	98,823
Orange Cove	10,544	919,103	1.15%	7,982,415	91,575	9,635,965	110,544
Parlier	13,080	919,103	1.42%	7,982,415	113,600	9,635,965	137,132
Reedley	24,909	919,103	2.71%	7,982,415	216,335	9,635,965	261,148
Sanger	24,877	919,103	2.71%	7,982,415	216,057	9,635,965	260,813
San Joaquin	3,870	919,103	0.42%	7,982,415	33,611	9,635,965	40,573
Selma	23,194	919,103	2.52%	7,982,415	201,440	9,635,965	243,168
County	173,535	919,103	18.88%	7,982,415	1,507,153	9,635,965	1,819,358
Total	919,103		100.00%		7,982,415		9,635,965

Fresno County
County Exchange (2 years @ \$268,108)
Subtotal County Share

2,943,464
536,216
3,479,680

2009 Call for Projects

CMAQ:

The composite of the CMAQ scoring committee is fixed.

City of Fresno or Clovis Representative: This seat will rotate between the City of Clovis and Fresno. In 2009 the City of Fresno will score projects.

Eastside Cities/ Westside Cities: This seat will rotate between the cities.

County of Fresno, COG Staff, Caltrans, SJVUAPCD: A fixed seat.

Transit: This seat will rotate between FAX and FCRTA. In 2009 FCRTA will score projects.

2008 Committee Makeup:

1. City of Fresno/Clovis Rep:	City of Clovis-	Mike Harrison
2. Eastside Cities Rep:	City of Sanger-	John Mulligan
3. Westside Cities Rep:	City of Mendota-	Bryce Atkins
4. County of Fresno:	Diane Quackenbush (O'brian)	
5. COG Staff:	Tom Webster	
6. Caltrans:	Ken Okereke	
7. SJVUAPCD:	Kevin Wing	
8. Transit:	FAX	Jeff Long

2009 Committee:

City of Fresno/Clovis Rep:	City of Fresno-	Scott Mozier
Eastside Cities Rep:	City of Fowler -	David Weisser
Westside Cities Rep:	Ci Engineer: Kerman/ San Joaquin/Orange Cove	Gary Horn
County of Fresno:	Stan Nakagawa	
COG Staff:	Mike Bitner	
Caltrans:	John Cinatl	
SJVUAPCD:	TBD	
Transit:	FCRTA	Jeff Webster

RSTP:

The composite of the RSTP scoring committee is fixed.

City of Fresno or Clovis Representative: This seat will rotate between the City of Clovis and Fresno. In 2009 the City of Fresno will score projects.

Eastside Cities/ Westside Cities: This seat will rotate between the cities.

County of Fresno, COG Staff, Caltrans: A fixed seat.

2006 Committee Makeup:

City of Fresno/Clovis Rep:	City of Clovis-	Steve White
Eastside Cities Rep:	Cities of Reedley/Selma	Bruce Webber
Westside Cities Rep:	Cities of San Joaquin/Kerman	Gary Horn
County of Fresno:	Bob Palacios	
COG Staff:	Tony Boren	
Caltrans:	Steve Curti	

2009 Committee:

City of Fresno/Clovis Rep:	City of Fresno-	Scott Mozier
Eastside Cities Rep:	City of Kingsburg-	Don Pauley
Westside Cities Rep:	Ci Engineer: Huron/Coalinga	Oscar Ramirez
County of Fresno:	Dale Siemer	
COG Staff:	Kristine Cai	
Caltrans:	Ken Okereke	

***TRANSPORTATION TECHNICAL COMMITTEE/
POLICY ADVISORY COMMITTEE***

***TRANSPORTATION
ACTION/DISCUSSION ITEM III. & VIII F.***

San Joaquin Valley Regional Planning Agencies' Directors' Committee

c/o Merced County Association of Governments – 369 W. 18th St. – Merced, CA 95340
Phone: 209-723-3153 – FAX 209-723-0322

**Merced County
Association of
Governments**
Jesse Brown
Chair

**Council of
Fresno County
Governments**
Tony Boren
Vice Chair

**Kern
Council of
Governments**
Ronald Brummett

**Kings County
Association of
Governments**
Terri King

**Madera County
Transportation
Commission**
Patricia Taylor

**San Joaquin
Council of
Governments**
Andrew Chesley

**Stanislaus
Council of
Governments**
Vince Harris

**Tulare County
Association of
Governments**
Ted Sualley

The Honorable Curt Pringle
Chairman
High Speed Rail Authority
925 L Street
Sacramento, CA 95814

August 28, 2009

Dear Mayor Pringle,

The San Joaquin Valley Regional Transportation Planning Agencies have been strongly supportive of the High Speed Rail initiative. We see it as a game-changer for the Valley and for the State of California. We recognize and appreciate the hard work done by the High Speed Rail Authority to position California as the most prepared state for the federal funding being made available through the American Recovery and Reinvestment Act ("ARRA").

The undersigned representatives of the San Joaquin Valley Regional Transportation Planning Agencies wish to go on record as strongly supporting the inclusion of the Merced to Bakersfield corridor in the application for the ARRA funds being administered through the Federal Rail Administration. This is the only California corridor in which the proposed high-speed train can be tested at its design capacity and is therefore in the critical path to attainment of the long-awaited California High Speed Rail. Indeed, to the best of our knowledge, this is the corridor in the nation that is furthest along in terms of readiness for intercity travel at speeds above 200 mph.

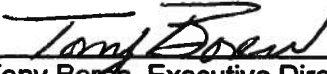
Needless to say, if the California High Speed Train is to be tested at its design capacity in the Merced to Bakersfield corridor, it is critically important that the heavy maintenance facility be located in immediate proximity to this corridor. We urge you, therefore, to include the heavy maintenance facility in your ARRA funding application for the Merced to Bakersfield corridor.

While it is recognized that High Speed Rail will be developed in steps, it is imperative to the voters of California that the trunk line, the heart of HSR be constructed in an early and expeditious manner. The Merced to Bakersfield segment is the heart of a true high speed rail service in California. Let's get to it now and demonstrate we can do High Speed Rail. Otherwise we are just building isolated rail lines.

Please be assured that we stand ready to support your efforts to obtain federal funding support for California's High Speed Rail in any way you deem advisable.

Sincerely,

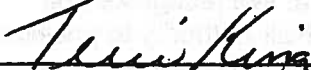
COUNCIL OF FRESNO COUNTY
GOVERNMENTS


Tony Boren, Executive Director

KERN COUNCIL OF GOVERNMENTS


Ronald E. Brummett, Executive Director

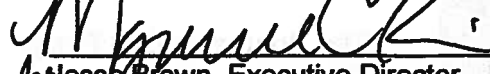
KINGS COUNTY ASSOCIATION OF
GOVERNMENTS


Terri King, Executive Director

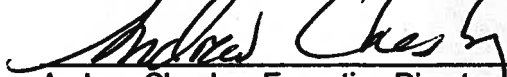
MADERA COUNTY TRANSPORTATION
COMMISSION


Patricia Taylor, Executive Director

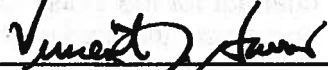
MERCED COUNTY ASSOCIATION OF
GOVERNMENTS


Alesse Brown, Executive Director

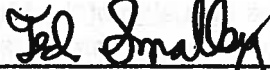
SAN JOAQUIN COUNCIL OF
GOVERNMENTS


Andrew Chesley, Executive Director

STANISLAUS COUNCIL OF
GOVERNMENTS


Vince Harris, Executive Director

TULARE COUNTY ASSOCIATION OF
GOVERNMENTS


Ted Smalley, Executive Director

Cc: High Speed Rail Authority Board Members
Mr. Mehdi Morshed