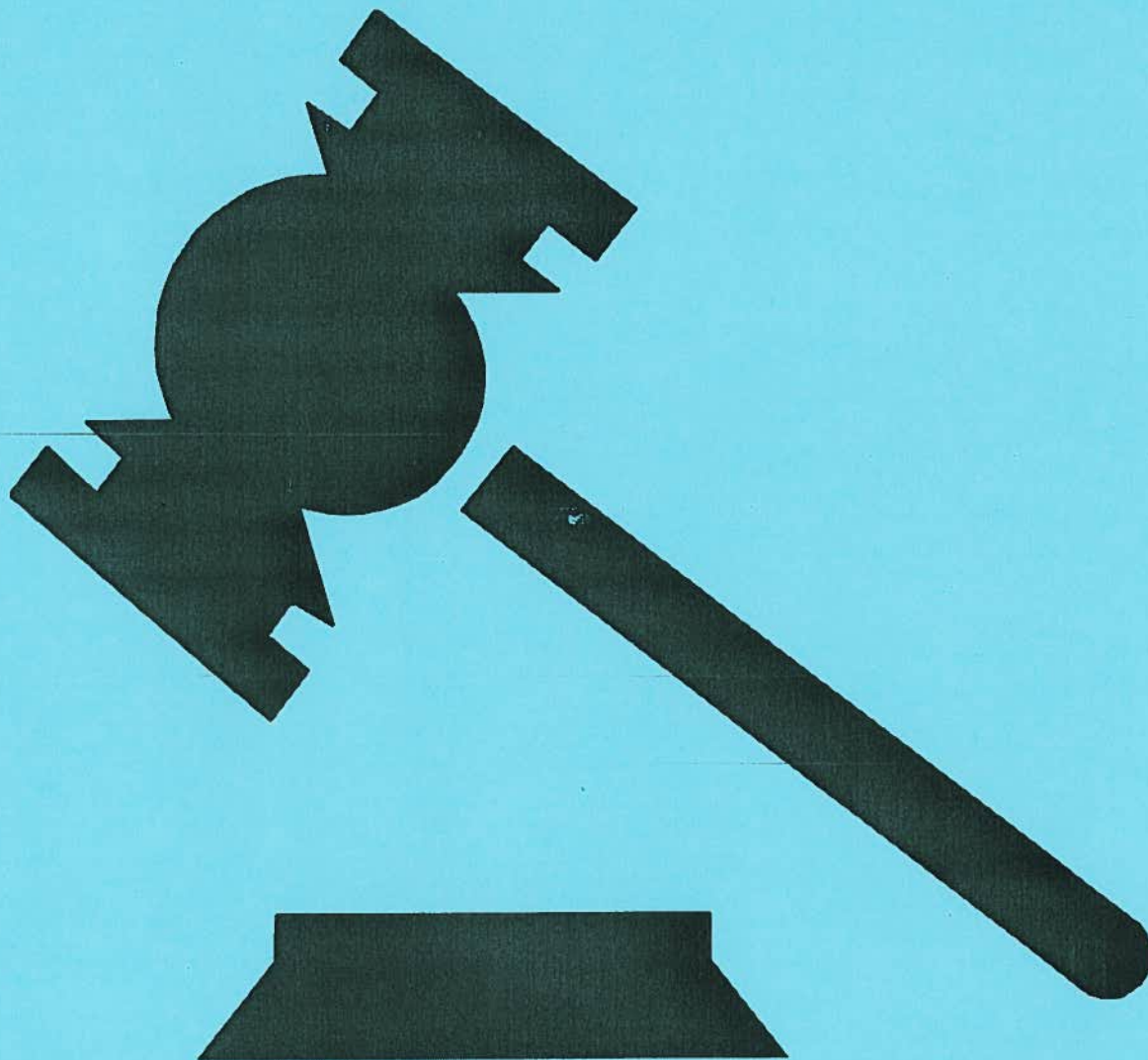




***TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM III. A.***

AGENCY
ACTION
TRANSPORTATION

AGENCY ACTION TRANSPORTATION

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

	Local Agency	ID #	Action	Description	ARRA Funds	Total Project Cost	1511 to Caltrans	1511 to Approved	Date Funds Obligated	Amount Obligated
1	Clovis	FRE092512/		Temperance Avenue, Gettysburg - Gould Canal	\$ 500,000	800000	6/4/2009	6/16/2009	8/5/2009	500,000
2	Clovis	FRE092508	Combine							
		FRE092606	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	FRE020650	old FTIR	Elm Ave Beautification-Removal and Replacement of existing curb/gutter- Installation of Ornamental Streetlights- Landscaping, Irrigation and Street Furniture- Cherry & Elm Ave Re-Alignment						
		FRE092617	new		\$ 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				Friant 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 & Behrmer 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	FRE040113	old, supplement	10th Avenue Sidewalks - Sierra to Stroud	\$ 60,000	\$ 132,100				
11	Kingsburg	FRE070113	supplement	Sierra Street Pedestrian Facilities	\$ 209,884	\$ 363,184				
10	Kingsburg	FRE041817	supplement	10th Avenue-Median - Kamm to Solig-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	Parlier	FRE092613	new	Manning Ave. btw. Academy Ave. and Whitener Ave.-Spot repair, resurfacing and restriping of Manning Ave. between Academy Ave. and Whitener Ave. in the City of Parlier.	\$ 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	Obligated Funds
1	FCTA	FRE021106	supplement/ex change	State Route 180- Temperance to Academy	\$ 18,367,372	41,500,000	5/6/2009	5/9/2009	5/14/2009	\$ 18,369,261
Total					\$ 18,367,372					

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	1511 to Caltrans	1511 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	\$ 25,999,882
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.

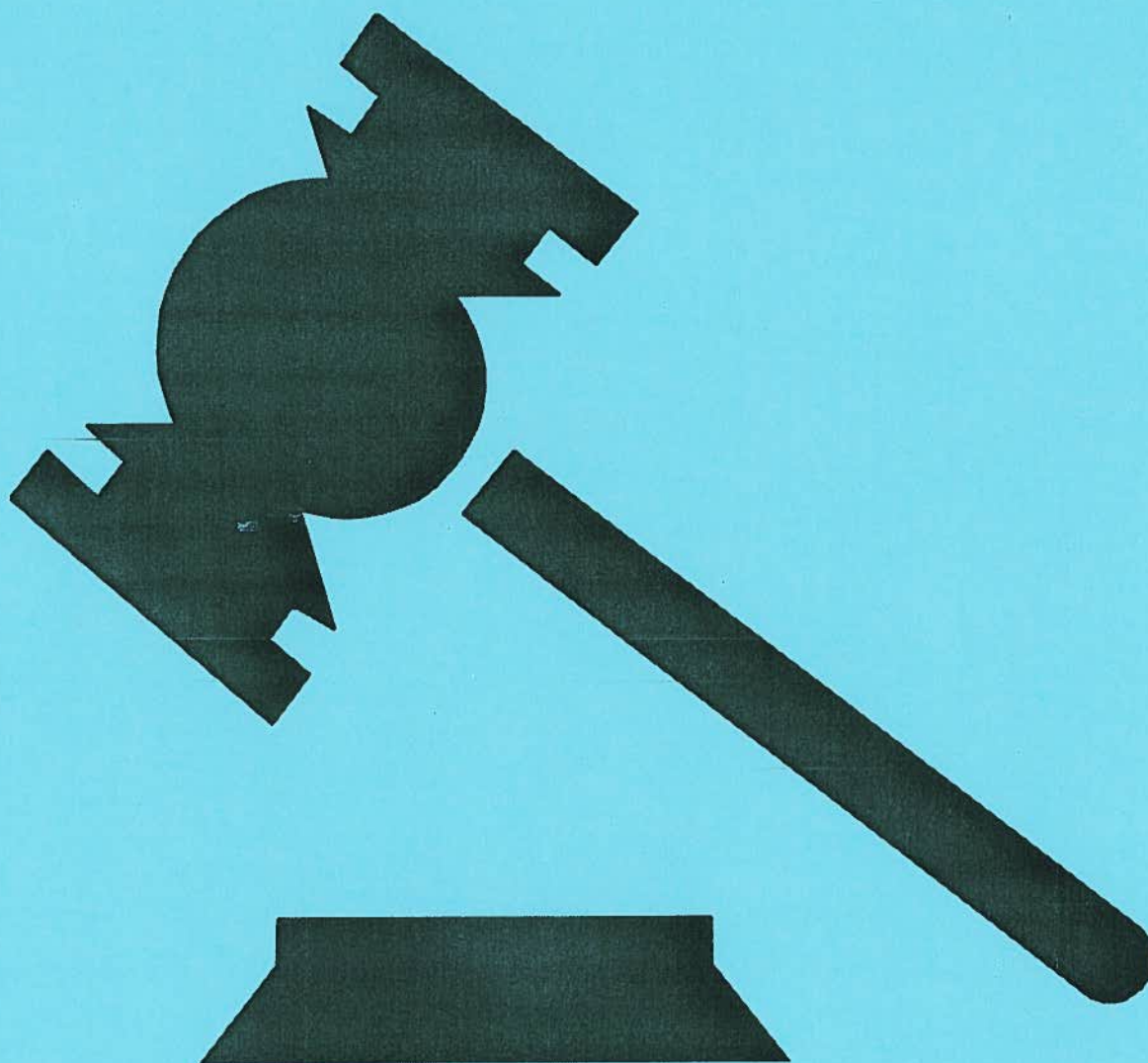
September 1, 2010

- 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
ACTION/DISCUSSION ITEMS
AGENDA ITEM III. B1.***

TRANSFORMATION
ACROSS THE
AGENDA ITEM III

TRANSFORMATION ACROSS THE AGENDA ITEM III

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TRANSFORMATION ACROSS THE AGENDA ITEM III

Fresno COG 2011 Regional Transportation Plan

Draft Public Outreach Plan

Table of Contents

I. Introduction	1
II. Summary of RTP Public Outreach Plan Requirements	
A. Public Participation Plan Requirements	1
B. Consultation & Coordination Requirements	3
C. Private Sector Involvement.....	3
D. Consultation with Interested Parties.....	4
E. Native American Tribal Government Consultation & Coordination.....	4
F. Consultation with Resource Agencies	5
III. Public Outreach Program Objectives for the RTP	
A. Objectives.....	7
B. Performance Measures.....	7
IV. Implementation of RTP Public Outreach Plan	
Initiating Plan Development – Participation Strategies	10
V. Get Involved in the RTP Process	
How to guide.....	13

I. Introduction

Regional Transportation Plans (RTPs) are planning documents developed by Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) in cooperation with Caltrans and other stakeholders. They are required to be developed by MPOs and RTPAs per State legislation, (Government Code Section 65080 et seq.) and Federal regulation (Title 23 USC Section 134).

The purpose of the RTP is to establish regional goals, identify present and future needs, deficiencies, and constraints, analyze potential solutions, estimate available funding and propose investments.

A comprehensive public involvement program is an important component for developing a RTP. As Fresno COG undertakes the update of the 2011 RTP a major goal of the public involvement effort is to reach out to nontraditional as well as traditional audiences to include them in the transportation planning process. This program will help ensure that environmental justice issues are addressed and that interested members of the public have ample opportunity to understand and provide meaningful input while the RTP is in its early stages and throughout the planning process.

II. Summary of RTP Public Outreach Plan Requirements

A. Public Participation Requirements:

The RTP Planning Process must foster involvement through a proactive public participation process with the all interested parties. Title 23 CFR Part 450.316(a) states the following concerning participation and consultation:

"The MPO shall develop and use a documented participation plan that defines a process for providing citizens,

- *affected public agencies*
- *representatives of public transportation employees*
- *freight shippers*
- *providers of freight transportation services*

governments and agencies. Non-MPO public participation efforts shall at minimum develop a documented process that outlines roles, responsibilities and provides outreach efforts to all sectors of the local community.

B. Consultation & Coordination Requirements:

Cooperative development of plans, programs and schedules with the following:

- All transportation providers
- Facility operators such as airports
- Appropriate federal, state and local agencies
- Native American Tribal Governments (shall involve federally recognized tribes, and should seek input from those not federally recognized)
- Environmental resource agencies
- Air District
- Pedestrian and bicycle representatives
- Adjoining MPOs/RTPAs
- Federal Land Management Agencies

In developing RTPs, the MPO/RTPA should consult with agencies and officials responsible for other planning activities within their region that are affected by transportation or at least coordinate the planning process to incorporate input. These areas include, but are not limited to, the listed examples:

1. State and local growth;
2. Economic development;
3. Environmental protection;
4. Airport operations; and,
5. Goods Movement.

To reflect consultation with resource and permit agencies to ensure early coordination with environmental resource protection and management plans.

C. Private Sector Involvement

Formally invite to participate and strive to include any long-range plans of these organizations that have an impact on the regional transportation system:

- The initial point of contact for Tribal Governments should be the Chairperson for the tribe.
- The MPO/RTPA should develop protocol and communication methods for outreach and consultation with the Tribal Governments. (In this plan)

F. Consultation with Resource Agencies

Current federal regulations require MPOs to consult with resource agencies, State and local agencies responsible for land use management, environmental protection, conservation, and historic preservation concerning the development of the RTP.

The consultation efforts shall involve:

1. Comparing transportation plans with State conservation plans, maps and other data, if available; and,
2. Comparing transportation plans with inventories of natural and historic resources, if available.

New federal requirements seek to receive input/comments from resource agencies early in the planning process. The following is a preliminary list of resource agencies that should be consulted in the development of the RTP:

1. Federal agencies (including FWHA, EPA and FTA)
2. U.S. Army Corps of Engineers
3. NOAA Fisheries Services
4. U.S. National Park Service
5. U.S. National Marine and Fishery Service
6. California Environmental, energy, resource and permit agencies
7. California Coastal Commission
8. California Energy Commission
9. California Office of Planning and Research
10. California Environmental Protection Agency
11. California Resources Agency
12. California Water Resources Control Board
13. California Regional Water Quality Control Board
14. California Department of Fish and Game
15. California Integrated Waste Management Board
16. California Air Resources Board

III. Public Outreach Program Objectives for the RTP

Fresno COG's Public Participation Plan calls for setting and measuring progress on involving the public in Fresno COG's 2011 Regional Transportation Plan

A. Objectives:

- Solicit participation from a broad range of groups and individuals in the 2011 RTP decision-making process
- Raise awareness and offer opportunities for public input about the 2011 RTP
- Provide information to Fresno County region residents and other stakeholders
- Stimulate dialogue about the transportation challenges facing the Fresno County region
- Develop and incorporate into the 2011 RTP update realistic solutions that address the diverse mobility needs of the region's residents, visitors and business people
- Build public support for, and understanding of, the transportation improvements outlined in the 2011 RTP

B. Performance Measures:

Diversity: Participants must represent a range of socioeconomic, ethnic and cultural, geographic and user (mode) groups. They must also include a range of people with varying interests: social service, business, environment, social justice/equity, etc.

- Targeted groups include all those listed under "Summary of Outreach Requirements" including additional Fresno COG contacts
- Participating citizens represent a cross-section of people of various interests, places of residence and primary modes of travel, as reported on surveys and comments or other communications received throughout the update process

Reach: The program should make every effort to include the greatest number of people possible. Different levels of participation will make it more inviting for people with a range of involvement preferences to join the discussion. The success of the program will be measure by the following:

- Number of comments received

“High-quality” Input and Participation: Focus on receiving comments that generate discussion, add value to the process and help to build consensus.

Education: This outreach program is an opportunity for Fresno COG to inform a wide range of people about transportation issues in the Fresno County region, as well as the link to climate change and sustainable growth, among other issues. Each step of the process should include an educational element, whether it is about Fresno County area transportation in general, specific projects being considered for inclusion in the long-range plan or background on the outreach results to date.

Participant Satisfaction: People who take the time and energy to participate should feel it was worth their while to join in the discussion and debate. The following targeted performance measures are associated with each of the goal topics.

- Majority of participants rate the Fresno COG RTP Outreach Program as *Excellent or good* on each of the following performance dimensions (or other specific features to be determined):
- Accessibility (meeting locations, materials presented in appropriate languages for targeted audiences, etc.)
- Adequate notice
- Sufficient opportunity to comment
- Clear understanding of items that are established policy versus those that are open to public influence
- Clear information at an appropriate level of detail
- Educational value of presentations and materials
- Responsiveness to comments received
- Understanding of other perspectives and differing priorities
- Quality of the discussion

3. Surveys: Online and hard copy

Solicit response through email, Roadshows, hard copy mailout, Fresno COG newsletter, public meetings—possibly using clicker technology, focus groups, Fresno COG homepage, Facebook and Twitter websites.

4. Social Networks:

Fresno COG's Facebook and Twitter pages, media websites, local social networking sites/blogs, and online calendars.

5. Fresno COG's website:

Dedicate a new section of Fresno COG's website to provide information and timely updates on the RTP development process, promote upcoming meetings and events, post documents for download and print and provide options for feedback.

6. Distribute/present information at regularly-scheduled public meetings:

Present RTP updates and solicit input at Fresno COG Committee meetings, jurisdiction council/board meetings, local/regional agency meetings, city and county community planning groups, Chambers of Commerce, Economic Development Organizations, community and business group meetings, public service organizations, and other stakeholder groups.

7. Fresno COG Newsletter:

Fresno COG Outlook quarterly newsletter is distribute to over 4,000 people and would include informational articles and a hard copy of the RTP survey.

8. Email:

Email updates, announcements and information to 2200+ people on Fresno COG's current email database and request our contacts forward the information to their contacts.

IV. Get Involved in the RTP Process

How to guide

Below you will find a list of how you may participate in the Fresno COG Regional Transportation Plan Update process via the participation strategies listed in the previous chapter.

1. Regional Transportation Plan Steering Committee

If you are interested in joining the Regional Transportation Plan Steering Committee as an interested stakeholder, please contact Fresno COG staff member Clark Thompson by phone at 559.233-4148 ext. 203, or via email at clarkt@fresnocog.org.

2. Fresno COG's Stakeholder Focus Groups

Fresno COG staff will be coordinating and hosting focus groups organized topically as listed below. If you are interested in attending one of the focus groups please contact Fresno COG Public Information officer Brenda Lauchner by phone at 559-233-4148, ext. 219 or via email at brendal@fresnocog.org.

- Non-Motorized Transportation – Users and providers of bicycle, pedestrian and multi-use trails, Fresno COG's bike/trails committee
- Goods Movement - – would include providers and users of public and private aviation, rail service, freight shipping, trucking firms and others in the goods movement industry
- Air quality and Environmental – Air District, Environmental Resource Agencies, Community groups with environmental focus
- Transit – Providers and users of public and private transit services (urban and rural) and public transportation employees
- Business and Industry Representatives – Large employers, Chambers of Commerce, business organizations, developers
- Private transportation providers – Limousine and taxi company representatives, bus companies, vanpool leasing companies, etc.
- Disabled and Elderly – Representatives of the disabled and elderly population including Fresno COG's Social Services Transportation Advisory Committee

by phone at 559-233-4148, ext. 219 or via email at brendal@fresnocog.org to coordinate that for you with the appropriate staff member.

7. Fresno COG Newsletter:

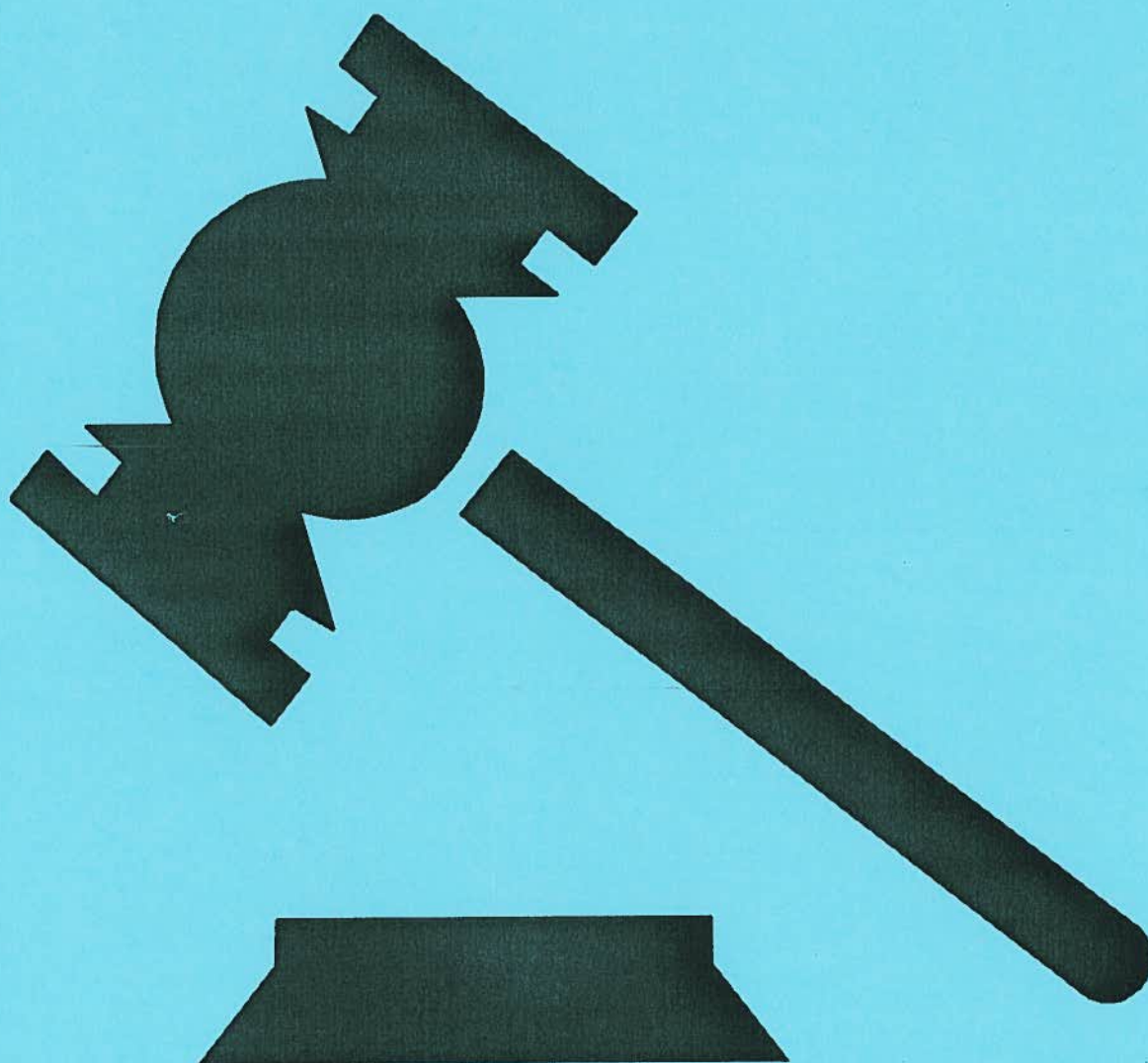
Fresno COG Outlook quarterly newsletter is distributed to over 4,000 people and will include informational articles and a hard copy of the RTP survey. If you would like your name to be added to the newsletter mailing list please call Fresno COG at 559.233.4148, ext. 201 and ask to be added to that list. Or email brendal@fresnocog.org. The Fresno COG Newsletter is also available for viewing and printing on Fresno COG's website under the "Get Involved" tab.

8. Email:

If you would like to receive email updates, announcements and information regarding recent RTP developments, meetings and plan development please submit your request and email address to Fresno COG Public Information officer Brenda Lauchner by phone at 559-233-4148, ext. 219 or via email at brendal@fresnocog.org.

9. Community-Based Outreach Program:

To help ensure diverse and direct input from environmental justice populations, Fresno COG will award \$2,500 in grant funding to three community-based organizations to conduct public meetings/workshops for individuals not typically involved in the regional transportation planning process. The selected organizations will conduct outreach activities to secure public involvement from stakeholders in their communities and populations served, engaging them in the development of the Regional Transportation Plan and generating feedback on the 2011 RTP. If you are interested in applying for one of these three Community-Based Outreach Program grants please submit your request and email address to Fresno COG Public Information officer Brenda Lauchner by phone at 559-233-4148, ext. 219 or via email at brendal@fresnocog.org. Grant deadlines, criteria and all related materials will be posted to the Fresno COG website, and made available via website download, email, phone or written request.



***TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM III. B2.***



THE
NATIONAL
ARCHIVES
COLLECTION



2035 Tulare Street, Suite 201
Fresno, California 93721

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

Notice of Preparation

Date: September 8, 2009

To: Reference List of Recipients

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

Subject: Notice of Preparation of an Subsequent Environmental Impact Report (SEIR) for the Proposed 2011 Revision of the Regional Transportation Plan (RTP)

The Council of Fresno County Governments (Fresno COG) will be the Lead Agency and will prepare a Subsequent Environmental Impact Report (SEIR) for the project defined below. Fresno COG is requesting input regarding the scope and content of the environmental information, which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the SEIR prepared by Fresno COG when considering your permit or other approvals for the projects to be included in the 2011 RTP.

The project description, locale and probable environmental issues to be addressed in the SEIR are described below. An Initial Study is not attached and is not required.

Your response is requested at the earliest possible date, but not later than 30 days after receipt of this notice.

Please send your response to Clark Thompson, Planner III at the address shown above. Please identify the name and phone number of a contact person at your agency.

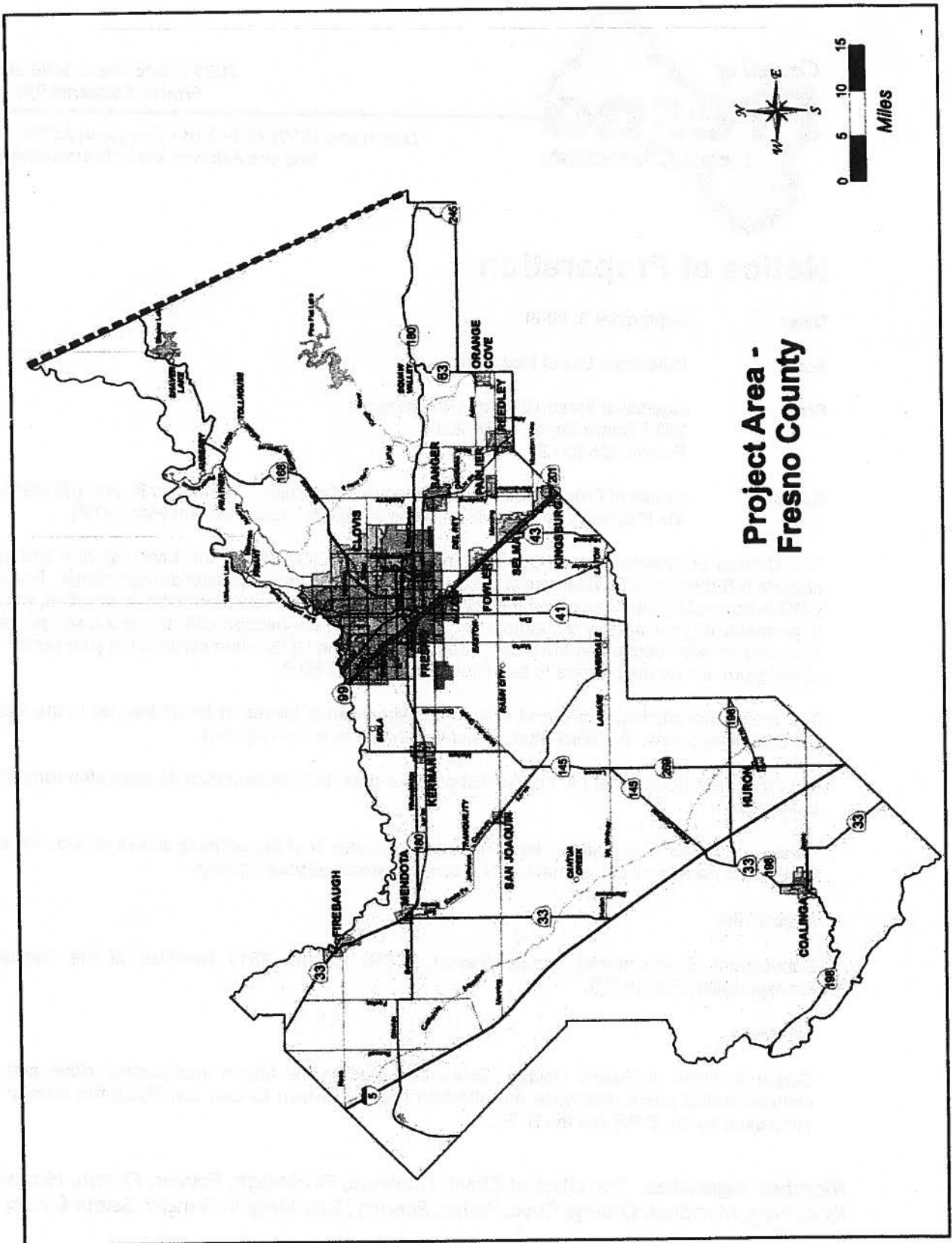
Project Title

Subsequent Environmental Impact Report (SEIR) for the 2011 Revision of the Regional Transportation Plan (RTP).

Location

Corporate limits of Fresno County, California including the fifteen incorporated cities and all unincorporated areas (reference the attached map of Fresno County identifying the area to be addressed by the SEIR and the RTP).

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



Project Area - Fresno County

Project Description

Background: Fresno COG is the Regional Transportation Planning Agency and Metropolitan Planning Organization for the Fresno County region. As such, Fresno COG must identify transportation needs in Fresno County to prepare the Regional Transportation Plan and subsequent updates of the plan. In addition, Fresno COG is also responsible for preparing a Program EIR that reflects the general environmental effects of programs and projects to be included in the RTP.

Project Overview: The project, as defined by CEQA Statutes, Section 21065, is the preparation of the 2011 revision of the RTP. Fresno COG is in the process of preparing the RTP as required by Section 65080 et seq., of Chapter 2.5 of the California Government Code as well as federal guidelines pursuant to the requirements of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The RTP must also meet Transportation Conformity for the Air Quality Attainment Plan per 40 CFR Part 51 and 40 CFR Part 93. In addition, the RTP must address requirements set forth in Assembly Bill 32, the California Global Warming Solutions Act of 2006. Finally, the California Transportation Commission has prepared guidelines (most recently adopted by the Commission on September 20, 2007 plus an Addendum addressing Climate Change and Greenhouse Gas Emissions adopted by the Commission on May 29, 2008) to assist in the preparation of RTPs pursuant to Section 14522 of the Government Code.

As the designated Regional Transportation Planning Agency (RTPA), Fresno COG is mandated by state and federal law to update the Regional Transportation Plan every four (4) years. The last comprehensive EIR on the RTP was completed in May 2007, which addressed transportation improvement projects, programs, and funding reflected in the 2004 RTP together with additional funding from the proposed (now approved) ½ Cent Sales Tax Measure Extension (Measure "C"). Measure "C" did receive the 2/3rds voter approval required in order to pass in the November 2006 election. The 2011 revision to the RTP must be prepared to address possible environmental impacts resulting from its implementation and sources of funding that are available for programming.

The RTP is used to guide the development of the Regional Transportation Improvement Program (RTIP). The RTIP is the programming document used to plan the construction of regional transportation projects and requires State Department of Transportation (Caltrans) approval. No project-level assessments of environmental impacts will be addressed by this SEIR. The RTP is also used as a transportation planning document by each of the sixteen member jurisdictions of Fresno COG. The members include the County of Fresno and the cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, and Selma.

The RTP identifies the region's transportation needs and issues, sets forth an action plan of projects and programs to address the needs consistent with the adopted policies, and documents the financial resources needed to implement the plan. Additional areas of emphasis and policy initiatives in the 2011 RTP include Climate Change (including a Climate Change Element), Congestion Management Process, Environmental Justice, Goods Movement, and Blueprint Planning. In addition, the 2011 RTP will include updated project lists and updated performance measures.

The RTP will include the following sections, which may be reorganized or modified as a result of staff and consultant review:

1. San Joaquin Valley Regional Transportation Overview
2. Regional Setting, State and Federal Issues
3. Climate Change Element and Blueprint Issues
4. Policy Element

5. Needs Assessment and Action Element
6. Financial Element

Specific environmental issues to be addressed in the SEIR include:

- ◆ Aesthetics
- ◆ Agricultural Resources
- ◆ Air Quality
- ◆ Biotic Resources
- ◆ Climate Change
- ◆ Cultural Resources
- ◆ Geology/Soils
- ◆ Hazards & Hazardous Materials
- ◆ Hydrology/Water Quality
- ◆ Land Use/Planning
- ◆ Noise
- ◆ Population/Housing
- ◆ Public Utilities, Other Utilities & Services Systems
- ◆ Transportation/Traffic
- ◆ Growth Inducement and Cumulative Effects

The project boundaries are the lawfully adopted borders of Fresno County, including the fifteen (15) incorporated cities, and the County (all unincorporated areas).

Requirement to Prepare a Subsequent EIR

According to CEQA, when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- ◆ Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- ◆ Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- ◆ New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - The project will have one or more significant effects not discussed in the previous EIR or negative declaration
 - Significant effects previously examined will be substantially more severe than shown in the previous EIR
 - Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative
 - Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

In this case, Fresno COG understands that 2011 RTP improvement projects have changed or the timing of those projects has changed since certification of the previous RTP EIR in May 2007. As a result of these changes, rather than prepare a complete new EIR, Fresno COG desires to use the previous EIR and

update/change sections to address RTP project changes, as well as greenhouse gas/global warming (Climate Change) issues.

Environmental Issues to be Addressed in the EIR

The programs and projects to be included in the RTP will be analyzed through development of a Program EIR. This will allow Fresno COG to analyze the regional or general impacts of the programs and projects. A more detailed or project level environmental assessment of the various projects included in the Plan will be conducted by the various responsible agencies including Caltrans, Fresno County, and the cities within the County before the projects are constructed or implemented.

The key environmental issues to be addressed in the Program EIR for the 2007 Revision of the RTP include:

➤ Aesthetics

- Have a substantial adverse effect on a scenic vista
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state or county designated scenic highway or county designated scenic road
- Substantially degrade the existing visual character or quality of the site and its surroundings, which are open to public view
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

➤ Agriculture

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use or if the area is not designated on the Important Farmland Series Maps, the conversion of prime agricultural land as defined in Section 51201(C) of the Govt. Code to non-agricultural use
- Conflict with existing zoning for agriculture use, a Williamson Act contract, or provisions of the Model Farmland Conservation Program

➤ Air Quality

- Conflict with or obstruct implementation of the applicable air quality plan
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)
- Expose sensitive receptors to substantial pollutant concentrations

➤ Biological Resources

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Dept. of Fish and Game or U.S. Fish and Wildlife Service
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Dept. of Fish and Game or U.S. Fish and Wildlife Service
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to: marsh, vernal pool, coastal, etc.) through direct filling, hydrological interruption, or other means
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance

➤ Climate Change

- The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project

- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project
- Cultural Resources
 - Cause a substantial adverse change in the significance of an historical resource as defined in Section 15064.5
 - Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5
 - Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature of paleontological or culture value
 - Disturb any human remains, including those interred outside of formal cemeteries
 - Disturb unique architectural features or the character of surrounding buildings
- Geology, Soils, and Seismicity
 - Result in substantial soil erosion, situation, changes in topography, the loss of topsoil or unstable soil conditions from excavation, grading or fill
 - Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse
- Hazards and Hazardous Materials
 - Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
 - Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment or risk of explosion
 - Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment
 - For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working the project area
 - For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area
- Hydrology and Water Quality
 - Violate any water quality standards or waste discharge requirements
 - Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site
 - Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course or stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site
 - Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff
- Land Use and Planning
 - Physically divide an established community
 - Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect
- Noise and Vibration
 - Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies
 - Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels
 - A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project
 - A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project

- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels
 - For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels
- **Population and Housing**
- Substantially change the demographics in the area
 - Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)
 - Substantially alter the location, distribution, or density of the area's population
 - Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere
 - Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere
- **Public or Utility Services**
- Electrical power or natural gas
 - Communication
 - Other public or utility services
- **Utilities and Services Systems**
- Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction which could cause significant environmental effects
- **Transportation/Traffic**
- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)
 - Exceed, either individually or cumulatively, a level of service standard established by the County RTP
 - Result in a change in air, rail or water-borne traffic patterns, including either a significant increase in traffic levels or a change in location that results in substantial safety risks
 - Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses, hazards or barriers for vehicles, pedestrians, or bicyclists
 - Substantially accelerate physical deterioration of public and/or private roads
- **Mandatory Findings of Significance**
- The project has the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare or threatened plant or animal species, or eliminate important examples of the major periods of California history or prehistory
 - The project has environmental impacts that are individually limited, but cumulatively considerable
 - The project has environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Prepared by: Georgiena M. Vivian, VRPA Technologies, Inc. – August 27, 2009

Date:

9/9/09

Signature:

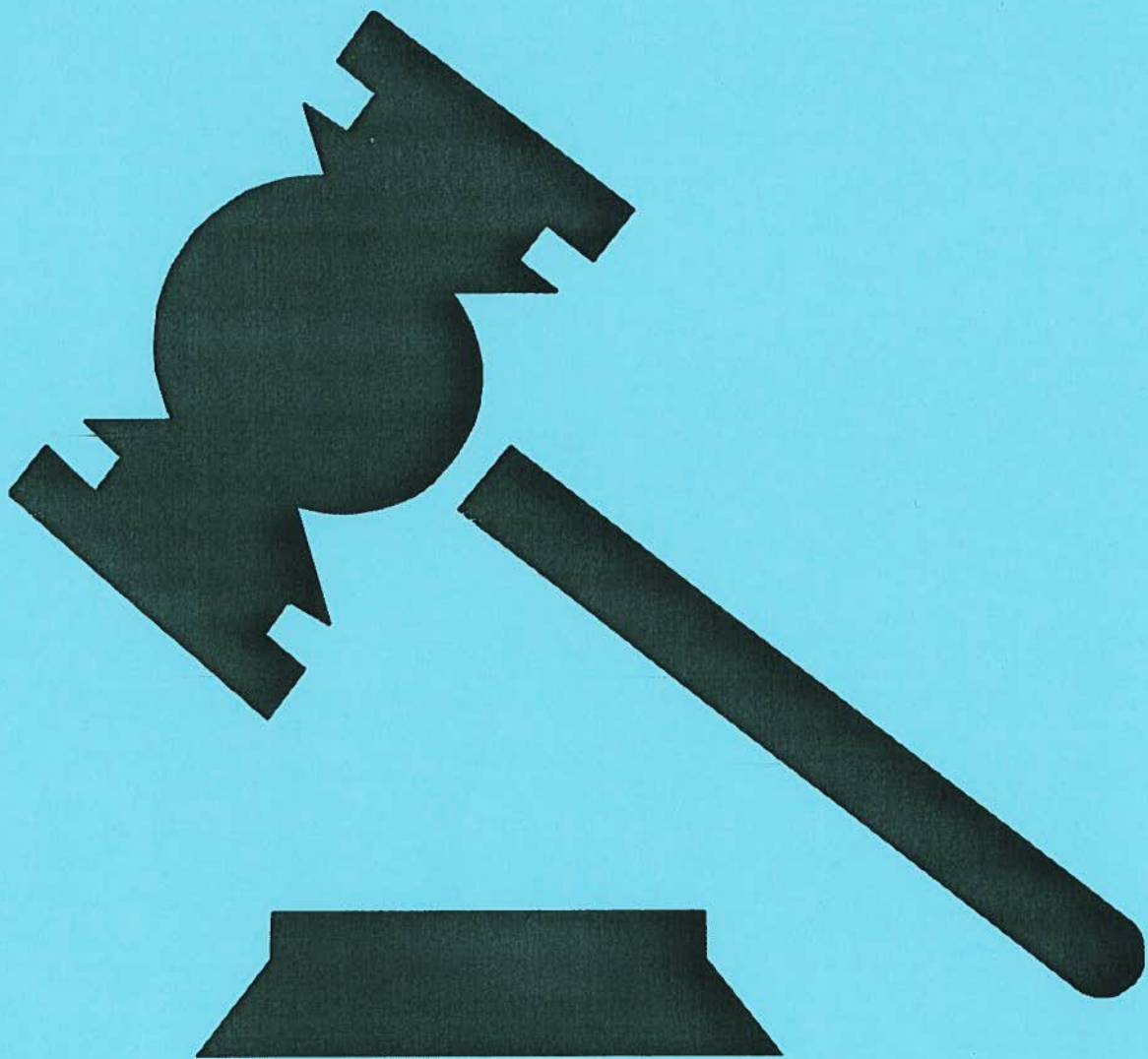
Tony Boren
Tony Boren

Title:

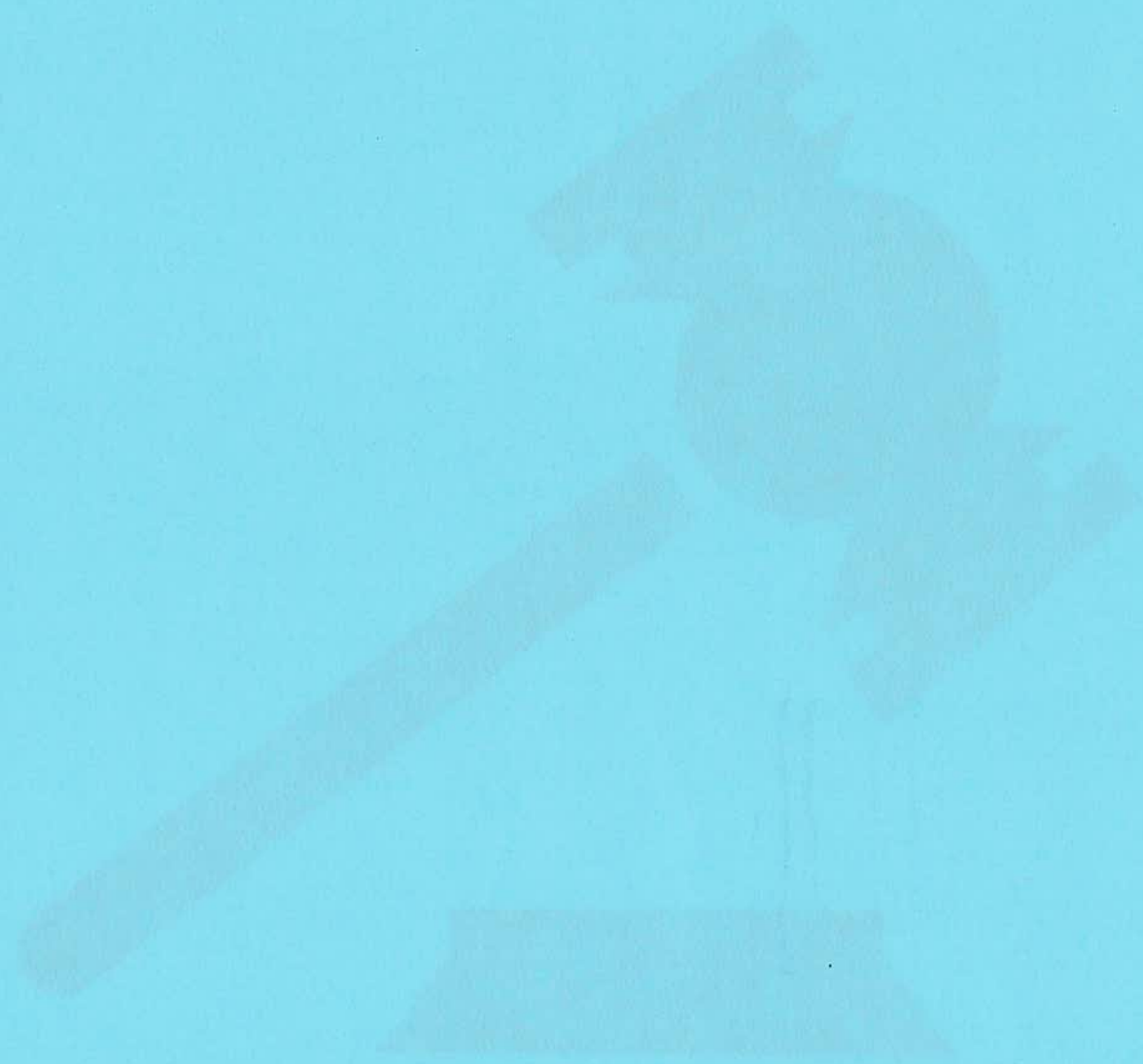
Executive Director

Phone:

559 233-4148



***TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM III. C1.***



ACTIVATION OF
THE DISCUSSION
ITEMS

**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

KERN COUNCIL OF GOVERNMENTS

Date

**KINGS COUNTY ASSOCIATION OF
GOVERNMENTS**

Date

**MADERA COUNTY
TRANSPORTATION COMMISSION**

Date

**MERCED COUNTY ASSOCIATION OF
GOVERNMENTS**

Date

**STANISLAUS COUNCIL OF
GOVERNMENTS**

Date

**SAN JOAQUIN COUNCIL OF
GOVERNMENTS**

Date

**TULARE COUNTY ASSOCIATION OF
GOVERNMENTS**

Date

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

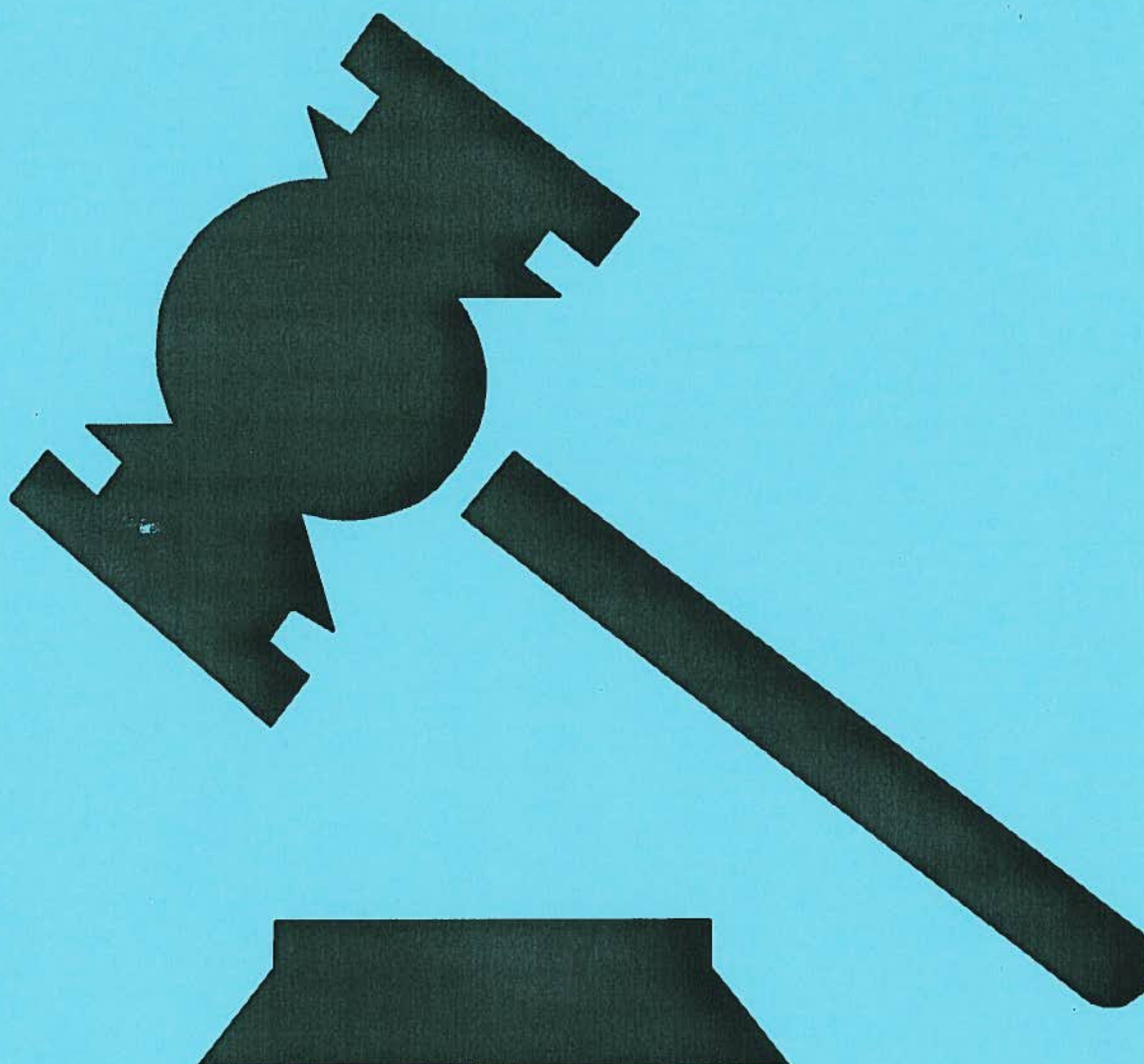
Task #	Major Tasks	Lead	Support	Consult.	Completion Date	Milestone Products
1.0 Institutional Framework and Community Outreach						
1.8	Continue to implement individual county decision making process	COGs	Local Agencies		Ongoing	Decisions made according to schedule
1.9	Continue to implement SJV decision 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. <i>Implementation Plan</i> > 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. <i>Summary of First Three Years</i> > Comprehensive Valleywide progress report > Companion document (user friendly) w/ executive summary and planning principles III. <i>Ongoing Outreach</i> > 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 Attachment 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: Determine the impact of various development densities on the fiscal health of cities and counties in the San Joaquin Valley Determine the market demand for higher density residential housing projects	COGs	Local Agencies	✓		
	Identify Institutional barriers that may inhibit Smart Growth initiatives from being realized.	COGs	Local Agencies	✓	2009-10	Final Report
4.18	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	Final Report
4.19	Work with Central California EDCs and Partnership for SJV to address jobs/housing issue	COGs	Local Agencies		2009-10	Successful outreach
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
4.22	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
ACTION/DISCUSSION ITEMS
AGENDA ITEM III. C2.***



THE UNIVERSITY OF
MICHIGAN LIBRARY
ANN ARBOR, MICHIGAN

**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

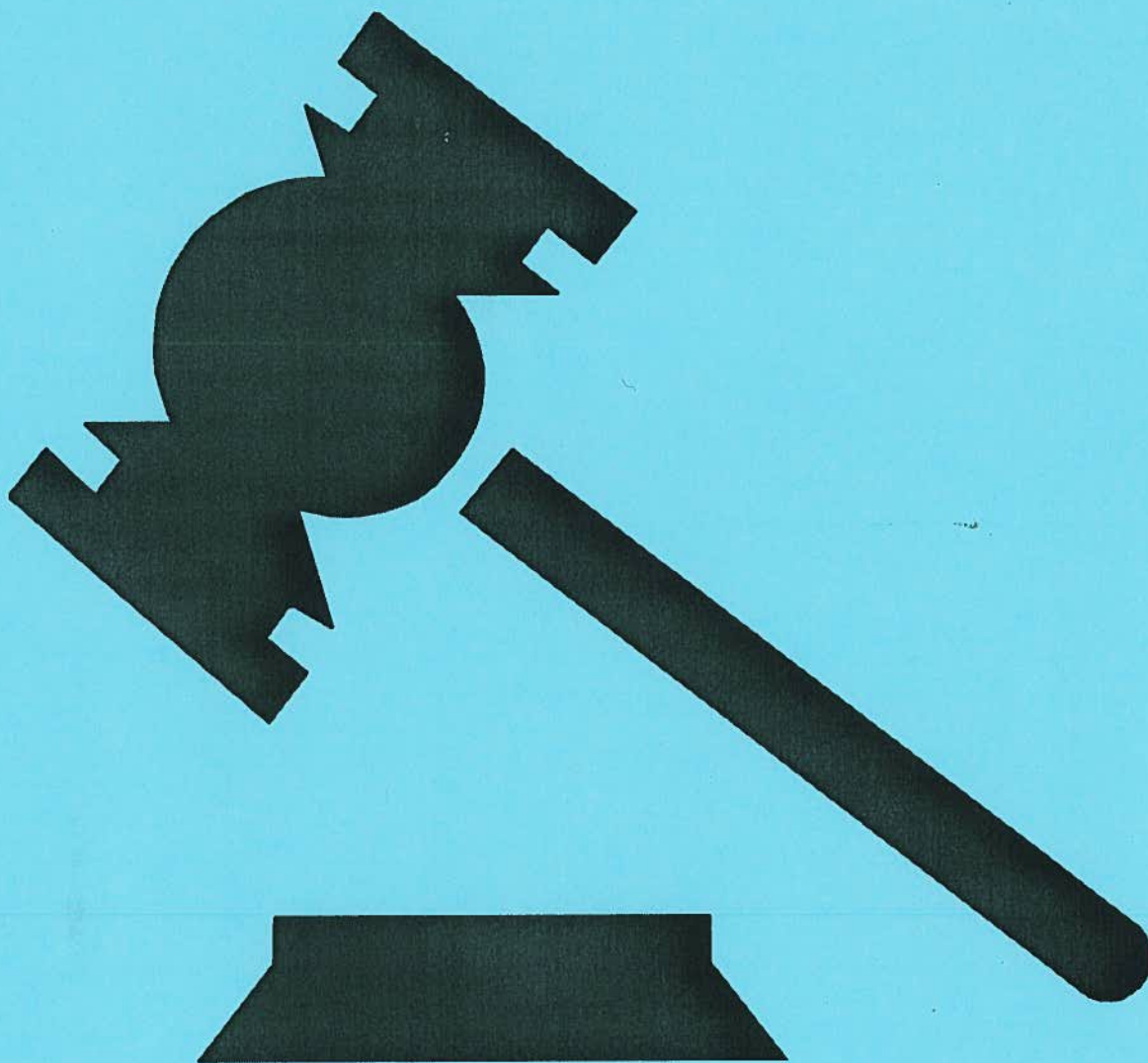
Council of Fresno County Governments
Tony Boren, Executive Director
Barbara Steck, Deputy Executive Director
2035 Tulare Street, Suite 201
Fresno, CA 93721
(559) 233-4148

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.

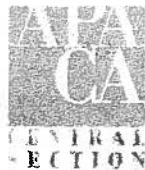


***TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM III. C3.***



THE JOURNAL OF THE ROYAL ANTHROPOLOGICAL INSTITUTE

VOLUME 100
PART 1
2000



**AIA
San Joaquin**

San Joaquin Valley Blueprint Awards Announced

Three years ago, the eight regional planning agencies in the San Joaquin Valley came together in an unprecedented effort to develop a coordinated valley vision – the San Joaquin Valley Regional Blueprint. This eight county venture is being conducted in each county, and has recently been integrated to form a preferred vision for future development throughout the Valley to the year 2050.

In an effort to recognize plans, policies and projects that are “Blueprint friendly”, the Valley’s regional planning agencies created an awards program specifically designed for this purpose. Nominations were solicited from throughout the San Joaquin Valley for a number of categories. The judges reviewed the nominations and selected several for their efforts to reflect the Blueprint Principles. Because this was the first year of the program, the judges took the liberty of modifying some of the categories in order to better describe several of the nominations that were submitted.

The following awards will be presented by the Regional Policy Council at the Fall Policy Conference luncheon on October 2, 2009 in Fresno.

Award of Achievement

Community Plan - Unincorporated Community
Merced County ~ Hilmar Community Plan

Award of Achievement

Master Planned Community
Harlan Ranch ~ “A Clovis Community”

Award of Achievement

General Plan - Small Jurisdiction
City of Porterville General Plan

Award of Achievement

Community Plans - Unincorporated Community
Kings County General Plan ~ 4 Community Plans

Award of Merit

General Plan - Small Jurisdiction
City of Tracy General Plan

Award of Merit

Master Planned Community
Copper River Ranch

Award of Merit

Sustainable Development Policies
Kings County General Plan ~ Land Use & Resource Conservation Elements

Honorable Mention

~ City of Bakersfield Mill Creek ~
~ City of Tracy Growth Management Ordinance and Guidelines ~
~ City of Madera: Vision Madera 2025 ~
~ City of Shafter: OSIP (Oakland Shafter Inland Port) ~

The Blueprint Principles were used as the criteria to judge the submittals.

- **Create a range of housing opportunities and choices**
- **Create walkable neighborhoods**
- **Encourage community and stakeholder collaboration**
- **Foster distinctive, attractive communities with a strong sense of place**
- **Make development decisions predictable, fair and cost effective**
- **Mix land uses**
- **Preserve open space, farmland, natural beauty and critical environmental areas**
- **Provide a variety of transportation choices**
- **Strengthen and direct development towards existing communities**
- **Take advantage of compact building design**
- **Enhance the economic vitality of the region**
- **Support actions that encourage environmental resource management**

The Blueprint Awards program is sponsored by the San Joaquin Valley Regional Policy Council (representing the eight SJV COGs), the Central Section of Cal Chapter APA (American Planning Association), AIA (American Institute of Architects) San Joaquin Chapter and the Federal Reserve Bank of San Francisco.

The Award Judges represent several sectors:

Mayor Ann Johnston, City of Stockton
Fresno Council of Governments – Tony Boren, Executive Director
American Planning Association – Bruce O’Neal, AICP
American Institute of Architects – Dave Phillips, AIA
Federal Reserve Bank, San Francisco – Darryl Rutherford
Building Industry Association – Mike Prandini
Tajon Ranch – Barry Hibbard

#####

See project notes on following pages for more detail.

Award of Achievement
Community Plan - Unincorporated Community

Merced County ~ Hilmar Community Plan

The Hilmar Community Plan addresses all the Blueprint Principles. The Merced County General Plan, of which the Hilmar Community Plan is a component, fosters an urban centered concept. This requires new urbanization to be compact and developed within existing communities. The Hilmar Community Plan fosters compact building design by encouraging higher density residential development that reflects the plan's *Community Character and Design Guidelines*. These Guidelines provide standards for a variety of higher density residential types in order to support a traditional central business district that encourages pedestrian use, and puts less reliance on motorized vehicles. The overall impact of the plan will be to reduce the town's footprint into a more compact form of community development. By directing necessary residential, commercial, and industrial development to urbanized areas, economic growth and job creation is strengthened while adjacent farmland is preserved.

Award of Achievement
Master Planned Community

Harlan Ranch ~ "A Clovis Community"

Harlan Ranch Community is a mixed-use development that creates a variety of livable neighborhoods with a broad range of housing types and densities. Rather than applying a monotonous conventional pattern of similar intensity across the project site, the developer programmed a range of residential intensities from low density single family homes of 3.5 dwelling units per acre, to medium high density of 10.9 units per acre. New product types, including the garden court cluster and the alley load concept, were reintroduced to the Valley. This diverse range of housing types, as well as the project's strong pedestrian network of paths and trails, benefits the community in many ways by providing a choice to the consumer, while working toward adequately supplying market demand.

Award of Achievement
General Plan - Small Jurisdiction

City of Porterville General Plan

The Porterville 2030 General Plan seeks to establish a well-defined compact urban form, with neighborhood centers, improved open space amenities and streets and agricultural buffers. The hillside areas to the east of town are especially important to the attractiveness of the community and receive adequate attention in the General Plan. The Plan directs a majority of future growth eastward into the foothills that lie directly east of the community, away from the valley floor and prime farmland. It includes an agricultural "green belt" along the western and southern edges of the community as well as preservation of rocky hill and important archeological and environmental areas nearby. The Plan reestablishes downtown as the retail, cultural and entertainment core of the community where an active effort exists to preserve historical buildings and the historical architecture.

Award of Achievement
Community Plans - Unincorporated Community

Kings County General Plan ~ 4 Community Plans

Kings County has recently completed its 2035 General Plan, which includes individual community plans for the unincorporated communities of Armona, Home Garden, Kettleman City and Stratford. The primary focus of each community plan is to integrate smart growth principles into community revitalization efforts that aim to create or strengthen a centralized community core. New "mixed use" land use designations are integrated along with prioritization of centralized services and pedestrian connectivity in each community core. Open space corridors were designated to enhance the quality of life for residents and increase the use of alternative forms of transportation. Compact residential growth and infill development are strong themes within each plan. The plan also provides a range of densities that allow for a variety of housing options. Areas for future community growth are defined in each plan to ensure compact, centralized growth occurs in a phased and balanced manner that prevents the untimely conversion of prime agricultural land.

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**Award of Merit**  
**General Plan - Small Jurisdiction**

**City of Tracy General Plan**

Tracy created new Elements in its General Plan, including a *Community Character Element*, a *Public Facilities Element* and an *Economic Development Element* that work together to guide future development. With the Land Use Element, these Elements have become the key to creativity and ingenuity in the development of the city. Policies allow for measured development within Tracy's Sphere of Influence, but also sharply focus on downtown and existing commercial centers and neighborhoods. Key to managing the growth of Tracy is a strong policy framework supporting infill and downtown development with maps and policies that identify "secondary growth areas", away from prime farmland, subservient and adjacent to areas within the existing city limits. A "level playing field" was created when all future development areas were required to first undergo comprehensive infrastructure master planning that tied them together both in space and time: development moves forward with a clear understanding of the required services, opportunities for joint use infrastructure, and costs associated with development of the whole of the future development areas.

**Award of Merit**  
**Master Planned Community**

**Copper River Ranch**

The vision for Copper River Ranch was to create a community where residents could live, work and play. Thus, a wide array of land use designations from multi-family, single family, custom lots, retail, offices and open space, available to the entire Fresno community, exist within the project. The community has been designed with an eight mile network of regional and project trails that connect the residential, commercial and open space areas.

Two other Blueprint oriented aspects of the project are its inclusion of NEV lanes for Neighborhood Electric Vehicles and the City of Fresno's first tertiary level wastewater reclamation facility. This facility provides wastewater treatment services not only to Copper River but also to the surrounding community. One hundred percent of the facility's reclaimed water will be used within the project boundaries to irrigate landscaped and park areas.

**Award of Merit  
Sustainable Development Policies**

**Kings County General Plan ~ Land Use & Resource Conservation Elements**

Kings County has recently completed a comprehensive update to its General Plan. While the update included all seven of the mandated elements, the nomination for a Blueprint Award was limited to the Land Use and Resource Conservation elements, as these are the two driving elements within the plan that define where future growth may occur and provide a strong long-term plan for the preservation of agriculture. The key themes in the Land Use and Resource Conservation elements are:

- *Environmental Responsibility – preservation/enhancement of natural resources while living within the limits imposed by available resources*
- *Community Revitalization – protection of Kings County's special character*
- *Quality of Life – maintaining an outstanding quality of life for Kings County residents*

Because the timeline on the General Plan update coincided with Blueprint outreach activities, many new policies and land use changes in the Plan resulted from the public participation associated with the Blueprint process.

~~~~~  
Honorable Mention

~ City of Bakersfield Mill Creek ~

Mill Creek is unlike any other amenity in Bakersfield. Once a fast moving canal in a dirt ditch surrounded by dilapidated cyclone fencing, it is now a natural looking creek meandering through downtown Bakersfield, linking housing, commercial, entertainment and recreational venues with a safe and healthy path. This new path and waterway have created usable open space through a very dense portion of Bakersfield.

~ City of Tracy Growth Management Ordinance and Guidelines ~

In May 2009, the Tracy City Council adopted a Growth Management Ordinance (GMO) and Guidelines that directly implements the city's General Plan. The Plan promotes infill development while accounting for new development in expansion areas. This new GMO is the strongest infill policy that the City has had since the GMO was first adopted in 1987. The ordinance directly establishes downtown development as the priority among competing developing areas.

~ City of Madera: Vision Madera 2025 ~

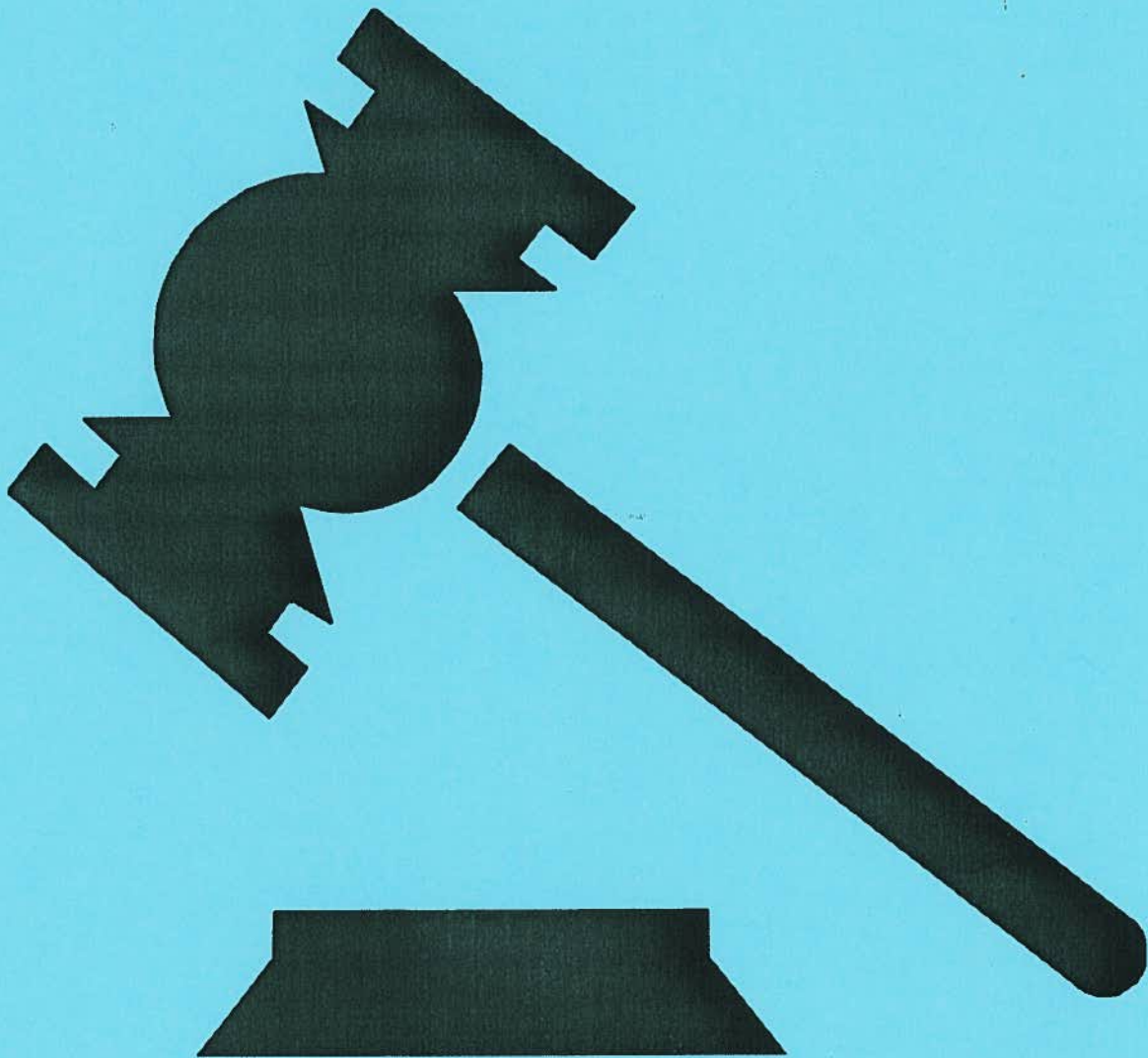
Recognizing the challenges that projected population growth would bring, the City of Madera initiated an extensive public discussion to develop a vision and action plan for the next 20 years. This community-wide effort, the *Vision Madera 2025* program, was conducted over nearly two years and involved hundreds of citizens representing dozens of community interests including business, environment, neighborhood, social service, healthcare, education, government and many others.

~ City of Shafter: OSIP (Oakland-Shafter Inland Port) ~

The Oakland-Shafter Inland Port (OSIP) is an innovative infrastructure project located in the city of Shafter. The project will provide an intrastate short-haul, freight rail expressway service connecting the Port of Oakland with the San Joaquin Valley. The inland port will consist of integrated multi-modal transportation resources including:

- Intermodal rail transfer and trans-loading facilities;
- Industrial warehouses and distribution centers; and
- Related freight transport logistics and services.

The project will result in fewer trucks on Bay Area and San Joaquin Valley freeways and is projected to have a significant and positive impact on air quality.



***TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM III. E.***

THE UNIVERSITY OF
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SERIES

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	9,485,125	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	11,627,679	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%)	4,612,152	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.

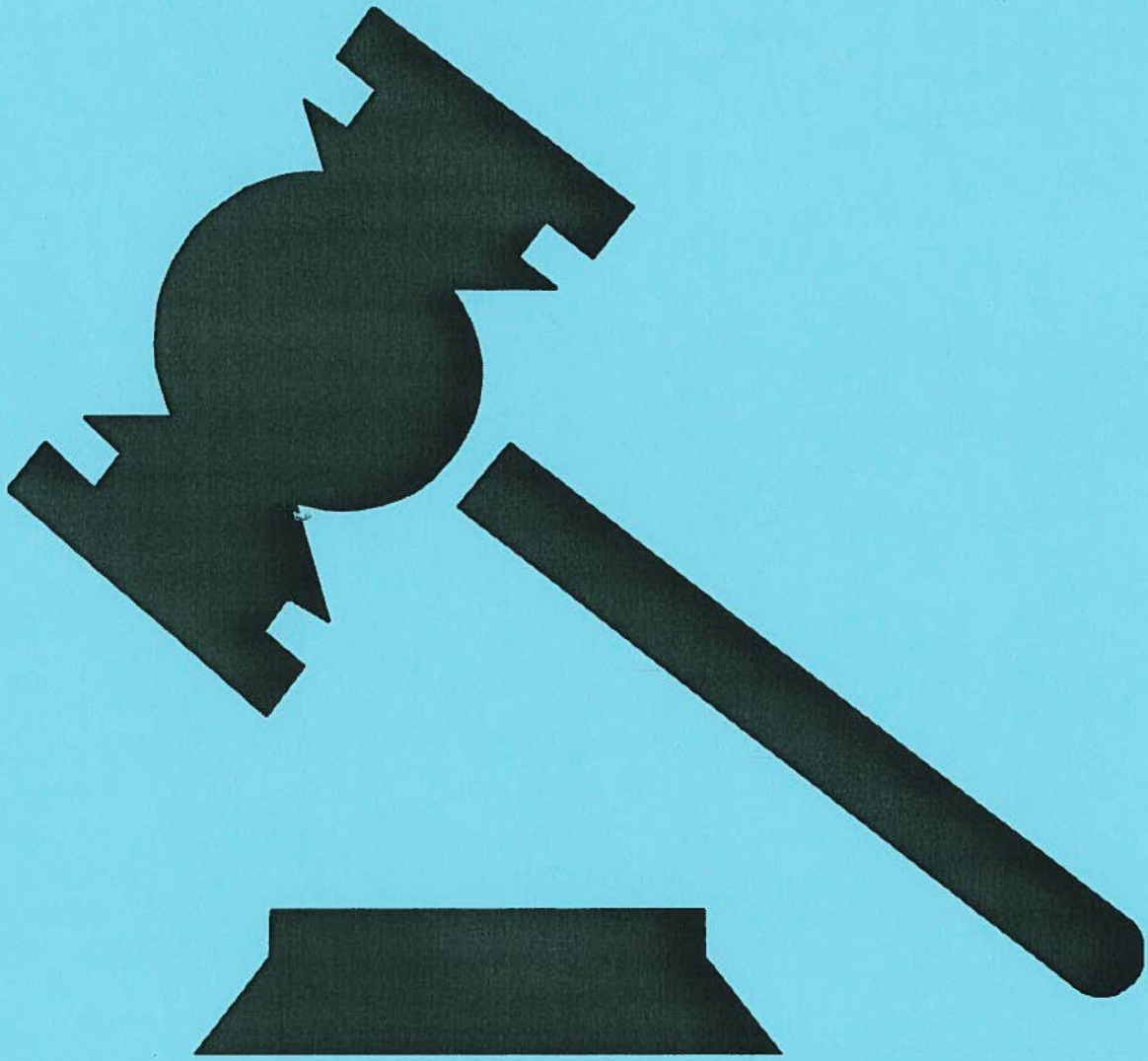
County of Fresno, COG Staff, Caltrans: A fixed seat.

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

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OR ALABAMA STATE LIBRARY

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
Renaud 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 Smalley

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.

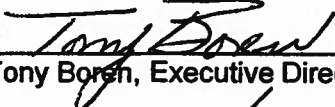
Needless to say, if the California High Speed Train is to be tested at its design capacity in the Merced to Bakersfield corridor, it is critically important that the heavy maintenance facility be located in immediate proximity to this corridor. We urge you, therefore, to include the heavy maintenance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

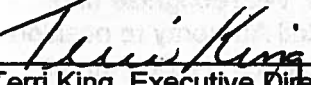
**COUNCIL OF FRESNO COUNTY
GOVERNMENTS**


Tony Boren, Executive Director

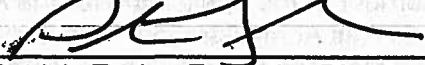
KERN COUNCIL OF GOVERNMENTS


Ronald E. Brummett, Executive Director

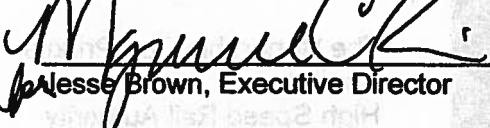
**KINGS COUNTY ASSOCIATION OF
GOVERNMENTS**


Terri King, Executive Director

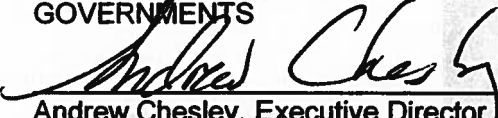
**MADERA COUNTY TRANSPORTATION
COMMISSION**


Patricia Taylor, Executive Director

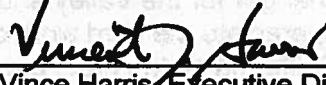
**MERCED COUNTY ASSOCIATION OF
GOVERNMENTS**


Jesse Brown, Executive Director

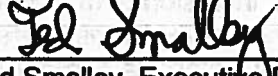
**SAN JOAQUIN COUNCIL OF
GOVERNMENTS**


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

California High-Speed Train Project



FLY CALIFORNIA
Without ever leaving the ground.

TECHNICAL MEMORANDUM

Summary Description of Requirements and Guidelines for: Heavy Maintenance Facility (HMF), Terminal Layup/Storage & Maintenance Facilities & Right-of-Way Maintenance Facilities TM 5.3

Prepared by: Paul J. Mosier 25 AUG 2009
Paul Mosier, O&M Manager Date

Checked by: Steven Wolf 25 AUG 2009
Steven Wolf, Environmental Manager Date

Approved by: John B. Harrison 25 AUG 2009
John Harrison, Deputy Program Director Date

Released by: Tony Daniels 25 AUG 2009
Tony Daniels, Program Director Date

Revision	Date	Description
0	25 AUG 2009	Initial Release

Note: Signatures apply for the latest technical memorandum revision as noted above.

CONTENTS

1.0	INTRODUCTION	1
2.0	SUMMARY-CONCEPT OF ROLLING STOCK MAINTENANCE PROGRAM ...	1
3.0	COMMISIONING OF ROLLING STOCK	2
4.0	RIGHT-OF-WAY MAINTENANCE.....	2
5.0	OPERATIONS CONTROL CENTER	2
6.0	ROADWAY ACCESS AND PARKING TSMF & HMF	2
7.0	"OTHER" REQUIREMENTS	3
8.0	FACILITIES SITE LOCATION CRITERIA	4
9.0	ESTIMATED SPATIAL REQUIREMENTS.....	5

1.0 INTRODUCTION

Based on a service design driven by the CHSTP ridership demand forecast, an operating plan was developed to define train schedules and estimate the number of train-sets for the CHSTP rolling stock fleet. In order to support the commissioning activities, layup/storage and maintenance program requirements (Levels I, II, III, IV, V), and ultimate retirement for this estimated fleet size, concepts were developed for the daily Terminal Layup/Storage and Maintenance Facilities (TSMF) and a Heavy Maintenance Facility (HMF) with the requisite tracks and shop buildings. In addition, right-of-way maintenance requirements were examined, and a description of a "typical" Maintenance of Way Facility (MOWF) configuration was developed and recommendations for approximate locations along the high-speed train system alignment were identified.

Preliminary guidelines and criteria applicable to the design of the TSMF, HMF and MOWF have been prepared. The size and configuration of these facilities were estimated based on defining the capabilities and functional requirements necessary to support the activities critical to efficiently maintaining and safely operating the CHSTP rolling stock fleet and physical plant. These capabilities and requirements were largely derived from a review of best practices and programs used on similar high-speed train (HST) systems around the world, including France, Korea and Japan.

2.0 SUMMARY-CONCEPT OF ROLLING STOCK MAINTENANCE PROGRAM

A brief overview of the maintenance program expected to be carried out at the CHSTP, TSMF and HMF is described below:

- *Level 1 – In Service Monitoring:* daily testing and diagnostics of certain safety sensitive apparatus on the train in addition to automatic on-board and on-ground monitoring devices.
- *Level 2 – Examinations in Service:* inspections, tests, verifications and "quick" replacement of certain components on the train. Examples include inspection and maintenance tasks associated with the train's running gear, bogies, underbody elements and pantographs.
- *Level 3 – Periodic Inspections:* part of planned preventive maintenance program requiring specialized equipment and facilities. Examples include: a) examination of interior fittings and all parts of the train in the immediate environment of the passengers, b) in depth inspection of axles and underbody components, critical to train safety by identifying and repairing any condition in the running gear and connecting components, c) wheel condition diagnostics and re-profiling (wheel truing).
- *Level 4 – Overhauls (HMF only):* part of the planned life cycle maintenance program requiring a specialized heavy maintenance shop with specific heavy duty equipment. Activities include the complete overhaul of train components replaced during Level I, II and III. In addition, this a full complement of heavy maintenance is completed on each trainset every 7 to 10 years (30 days per trainset) as well as mid-life overhauls which are performed on each trainset every 15 to 20 years (45 days per trainset).

Level 5 – Rolling Stock Modifications & Accident Repair (HMF only): Activities to support installation of a major modification to the design of the trainset for purposes of improving safety, reliability and passenger comfort. In addition, this category includes repair to a trainset which has "suffered" significant damage.

3.0 COMMISSIONING OF ROLLING STOCK

The five levels of the HST Maintenance Program previously described, define the basic structure of the HST Maintenance Program. In addition to the in service maintenance regimen, the purpose of the HMF is presented in the Technical Memorandum, Terminal and Heavy Maintenance Facility Guidelines dated August 2009. The HMF is assumed to be used during the pre-revenue service period for the assembly, testing, acceptance, and commissioning of the HST System new rolling stock fleet. Implementation of the testing, acceptance and commissioning activity would also require a main line test track between 80 and 105 miles in length connected directly to the HMF. The HMF would also be used for decommissioning or retirement of equipment from the system to make way for the next generation of rolling stock.

4.0 RIGHT-OF-WAY MAINTENANCE

Adequate space will be required to "park" on-track right-of-way maintenance equipment, store maintenance of way material inventory and replacement parts, and support a "headquarters" and staging area for HST System "sub-division" maintenance personnel. The locations that support an effective Maintenance of Way program strategy are envisioned to be located within close proximity to Gilroy, Merced, Visalia, Bakersfield, and Palmdale for Phase I, with Stockton, City of Industry and Temecula added later for the Full System Build-Out. The selection of right-of-way maintenance facilities will be based on servicing a track distance of 75 miles in each direction from the maintenance site for a total coverage of 150 miles. This is to accommodate the time for equipment traveling at 60 mph to reach locations along the alignment needing maintenance during the five hour non-revenue period.

The site for each MOWF must be located immediately adjacent to the main line trunk of the HST System and be connected to the main line with a standard turnout. Also required is effective connectivity to the highway road network and access to utilities including water, gas, electricity, sewer and communications.

Based on a conceptual rendering of a "typical" MOWF as depicted in the attached schematics entitled "MOWF Concept Plan", Alternative A (wide configuration) TM 5.2-A and Alternative B (narrow configuration) TM 5.2-B the size of these facilities would require a land parcel "footprint" of between approximately 24 to 26 acres each, inclusive of roadways and parking.

5.0 OPERATIONS CONTROL CENTER

A provision for a train operations control center has been assumed within the HMF "compound", on a second level of the HMF building. Space for employee parking, pedestrian access/egress and appropriate bathroom and lunchroom facilities has been included. However, the operations control center can be located at any place along the system. Utilizing the second level of the HMF building will allow space for the operations control center without increasing the foot print of the HMF building or the additional cost of a separate building.

6.0 ROADWAY ACCESS AND PARKING TSMF & HMF

A conceptual layout of the roadways and parking areas needed to support the Terminal Storage Maintenance Facilities (TSMF) and Heavy Maintenance Facility (HMF) was developed based on the following assumptions:

Access and Circulation

- Access/egress primarily controlled at a single gated entry point
- A two-way circulation road, 24 feet wide, would follow the interior perimeter of each facility

- For the HMF, a 50-foot wide asphalt "apron" would surround the main shop building to provide access for emergency vehicles to any point around the structure
- Roadways to provide access to specific locations in the building(s) and yard(s) would be considered, as shown on the conceptual schematics
- For the HMF, a pedestrian "bridge" over the train yard tracks would be used to connect the employees' parking lot on one side of the yard tracks and the main shop building on the other side

Parking:

- At the HMF, up to 1500 HMF rolling stock shop employees are estimated to be accommodated during "peak shifts", including consideration of overlapping departure and arrivals of personnel. It is assumed that approximately twenty percent of employees would use public transportation or will ride share, resulting in an eighty percent automobile mode share for employee work trips. The public transportation share would be employees commuting via bus or a possible employee train stop off the HST system
- It is estimated that the parking demand for HMF rolling stock shop maintenance employees would require space for approximately 1200 vehicles based on the estimate of eighty percent automobile mode share ($1500 \times 80\% = 1200$).
- 150 parking spaces are assumed to be provided in proximity to the facility for Management and Administrative Personnel, Visitors, Deliveries and Priority Parking.
- It is expected that crew, rolling stock preparation personnel and some of the train yard employees would park their automobiles near the yard tracks. Spaces would be provided for 50 crew, 50 rolling stock preparations and 150 yard support employees.
- It is assumed that Right-of-Way Maintenance employees for a sub-division of the HST System would be located in the HMF "compound". An area of approximately 350,000 square feet for "lay-down", staging and storage area would be provided with 400 spaces for Right-of-Way Maintenance equipment, Right-of-Way Maintenance employees and the personnel who would operate and maintain the Train Washer and Automatic Wheel Inspection Station.

7.0 "OTHER" REQUIREMENTS

In addition to the items that are described above and depicted on the concept schematics (noted in section 8.0), there are other requirements that will have to be provided to support the operation of these TSMF and HMF Facilities:

- Connectivity provision for the Facilities roadways (as shown on the schematics) to the local road and highway network providing access/egress for (examples):
 1. Employees commuting by automobile
 2. Public transportation vehicles (local buses)
 3. Deliveries of materials and supplies (using heavy trucks)
 4. Emergency response personnel such as the fire department and medical teams
- Connectivity provision to the electric power grid to power the buildings, shops and trains. These facilities are currently described at a concept level and the requirements will be clarified as design progresses.
- For the HMF, it is desirable to build a sub-station within the "compound" that would support power needs for:

5. Train storage
 6. Train movements
 7. HMF shops' operations
 8. All other HMF buildings and facilities
- For the HMF, it is expected that this approach would require a new utility service from the nearest utility distribution line. In this case, it is estimated that ~13.8kV lines would not be sufficient and that a ~34.5kV service into a split step down facility is preferred. The catenary would be (isolated from the main line) supplied by a standard 1x25kV transformer, and the HMF would be fed from standard transformers which could distribute 480v 3ph throughout the facility
 - Connectivity to the water system, and both storm and sanitary sewer systems for personnel and industrial purposes. These facilities will provide train washing and toilet servicing for the rolling stock fleet. Water supply would also be required for employee locker room/bathroom facilities, interior building maintenance activities, and commercial food services needs.
 - Consideration for refuse removal services
 - Zoning for heavy industrial

8.0 FACILITIES SITE LOCATION CRITERIA

It is important that each of these facilities be located immediately adjacent to the HST System main line tracks and connected directly to these (main line tracks) with a 110 mph turnout and two connecting tracks (i.e. "double track") of approximately 3,696 feet on both ends of each facility. The connecting tracks will transition to become the slow speed (15 mph) lead tracks within each facility.

In addition to proximity and connectivity to the HST System main line tracks, the site of the Terminal Storage Maintenance Facilities (TSMF) should be such that the distance between the TSMF and the Terminal Stations is minimized. The preferred distance is up to 1.5 miles, the desirable distance is from 1.5 to 3.0 miles and the exception is further than 3.0 miles. Terminal Storage Maintenance Facilities are required for the terminus stations or end points of the system at San Francisco, Los Angeles, Anaheim and Merced for Phase 1 with additional TSMF at San Diego and Sacramento for the Full Build-Out. Consideration has been given to a possible combined TSMF for Los Angeles and Anaheim. More detailed information on the train storage requirements is presented in Technical Memo 4.2, Phase 1 Service Plan, dated November 22, 2008, and Technical Memo 4.3, High-Speed Train Service Plan — Full Build Network with Links to Sacramento and San Diego, dated February 1, 2009.

The desirable site for the Heavy Maintenance Facility is that it be located centrally on the HST System between Merced and Bakersfield and, as previously described in Section 3.0 be able to accommodate direct connection with 79 to 105 miles of "high-speed" main line "test" track for testing, acceptance and commissioning of the new HST fleet. Being central is important. Merced-Bakersfield is the "Central Part" of the system, is part of the trunk line (Anaheim-SF), and has the ability to include the high-speed test track (no other part of the system meets these criteria). The required length of this test track is based upon current high-speed train manufacturers' recommendations for testing and commissioning which

¹ For illustration purposes, the potential effect of extending the proximity of a TSMF from an average of 3 miles to an average of 10 miles for the terminal stations (San Francisco, Sacramento, Los Angeles, Anaheim and San Diego) assumed in the CHSTP Full Build-Out with extensions to Sacramento and San Diego was estimated to be approximately 480,000 additional "dead-head" miles annually. Dependent on the results of further study and analysis of detailed train-set cycles, this would result in a potential requirement for one or two additional train-sets at a cost of \$30M to \$35M per train-set (\$60M to \$70M for two). Furthermore, Operations and Maintenance (O&M) costs would increase due to additional propulsion power consumption and additional crew and staffing requirements.

includes a protocol for sustained running for ten minutes at either up to 250 mph. Train operations at these speeds require a tangent (straight) alignment for the aforementioned distances.

The rationale for locating the HMF between Merced and Bakersfield is directly associated with international HST best practices and experience obtained from the start-up and implementation of other HST systems including KTX in Korea. It was determined that it is critical for the HMF to be activated prior to delivery of new train-sets for purposes of (potential) assembly and to have all of the functional requirements of the facility available during the required testing, acceptance and commissioning of the fleet. The testing procedures require that each train achieve a test speed greater than the in-revenue-service operating speed; for the CHSTP that speed range is between 223 mph (minimum) and 242 mph (recommended/preferred) and that this speed be sustained for a duration of ten minutes for each test run. Consequently, in order to provide track infrastructure capable of meeting these requirements, the maximum operating track speed must be 223 mph / 242 mph and the length of the "test track" must be between 79 miles (for 223 mph scenario) and 104 miles (for 242 mph scenario).

In addition, at the least this track must be directly connected to the HMF and HST international industry best practice recommends that for new HST systems, that the test track be fully "commissioned and tested" main track to replicate actual operating conditions. Based on this criteria, the Merced to Bakersfield segment conforms with the maximum test speed and track length requirements; other CHSTP sections such as the San Francisco to San Jose segment is being designed for a maximum speed of 125 mph (and is approximately 60 miles in length) and the Los Angeles to Anaheim segment is being designed for a maximum speed of 110 mph (and is approximately 30 miles in length).

A more detailed discussion of the standard testing, acceptance and commission procedures for high-speed train sets is presented in Technical Memorandum, Terminal and Heavy Maintenance Facility Guidelines dated August 2009.

9.0 ESTIMATED SPATIAL REQUIREMENTS

Based on a conceptual rendering of these facilities as depicted in the attached schematics entitled "HMF Concept Plan", TM 5.1-A, the TSMF and HMF facilities require the following land parcel "footprints" range (depending on the shape of the land parcel), inclusive of buildings, outdoor service areas, storage, roadways and parking:

- Merced to Bakersfield Heavy Maintenance Facility Concept Plan, TM 5.1A, 154 Acres
- Los Angeles Storage Yard and Maintenance Facility Concept Plan, TM 5.1B, 62 to 83 Acres
- San Francisco Storage Yard and Maintenance Facility Concept Plan, TM 5.1C, 90 to 108 Acres
- Anaheim Yard and Maintenance Facility Concept Plan, TM 5.1D, 52 to 74 Acres
- Sacramento Yard and Maintenance Facility Concept Plan, TM 5.1E, 54 to 76 Acres
- San Diego Yard and Maintenance Facility Concept Plan, TM 5.1F, 70 to 93 Acres
- Los Angeles / Anaheim (combined TSMF) Yard and Maintenance Facility Concept Plan, TM 5.1G, 88 to 105 Acres

September 9, 2009

Recently, the CHSRA developed guidelines for the **heavy maintenance facility** and other maintenance facilities. These guidelines conclude that the central **heavy maintenance facility** should be located in the Central Valley at a still to be determined location between Bakersfield and Merced. The CHSRA would like to provide this information to all local government agencies and other interested parties throughout the region that might have an interest in locating the **heavy maintenance facility** within their jurisdiction. The guidelines may be accessed on CHSRA's website at the link below:
www.cahighspeedrail.ca.gov/news/terminalguidelines.pdf

California's 800-mile high-speed train is envisioned as a state-of-the-art, electrically-powered steel-wheel-on-steel-rail intercity travel system linking the San Francisco Bay area, Sacramento and the Central Valley with Los Angeles, Inland Empire, Orange County and San Diego. The high-speed train system will boost California's economy as well as the Central Valley's by creating nearly 160,000 construction-related jobs to plan, design and build the system with an additional 450,000 permanent jobs statewide coming on-line once the system is fully built out.

This communication is serving to notify interested agencies and persons of the release of the **heavy maintenance facility** guidelines. At a later date, the CHSRA will formally request a statement of interest from local jurisdictions and interested parties as to potential sites for the heavy maintenance facility. Potential sites for the location of the **heavy maintenance facility** will be evaluated during the alternatives analysis phase of the project-level environmental review.

If you have any questions about the guidelines, please contact me at:

California High-Speed Rail Authority
c/o 516 W. Shaw Ave., #200
Fresno, CA 93704-2515
(559)-221-2636
Cbowen@hsr.ca.gov

We appreciate your interest in the high-speed train project.

Sincerely,

Carrie Bowen
Central California Director

9/9/2009

