

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

***TRANSPORTATION
CONSENT ITEMS II. & VII. A.-H.***



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Fresno, California 93721

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TRANSPORTATION TECHNICAL COMMITTEE

Date: Friday, September 11, 2009
Time: 9:00 a.m.

POLICY ADVISORY COMMITTEE

Date: Friday, September 11, 2009
Time: 10:00 a.m.

Executive Minutes

Place:

COG Sequoia Conference Room
2035 Tulare St., Suite 201, Fresno, CA

TTC Members Attending:

Scott Mozier, City of Fresno
Nicholas Don Paladino, Fresno Cycling Club
Ken Hamm, City of Fresno/Fresno Area Express
Janet Dailey, Fresno County
Dwight Kroll, City of Clovis

John Donaldson, League of Women Voters
Bruce Webber, City of Reedley
Jeffrey Webster, Fresno Co. Rural Transit Agency
Renee Mathis, City of Clovis

Others Attending:

Frank Steenport, City of Orange Cove
Russell Widmar, City of Fresno - Airports
Mary Gonzalez, City of Fresno
Will Washburn, Provost & Prichard
Francine Farber, League of Women Voters
Gloria Unruh, Grassroots, America
Robert Takacs, Grassroots America, California
Bryan Burnett, City of Clovis
Stephen Ramirez, California Health collaborative

Tony Boren, Executive Director
Barbara Steck, Fresno COG
Les Beshears, Fresno COG
Stephanie Maxwell, Fresno COG
Clark Thompson, Fresno COG
Lauren Dawson, Fresno COG
Kathy Chung, Fresno COG
Brenda Lauchner, Fresno COG
Mike Bitner, Fresno COG
Renee DeVere-Oki, Fresno COG

The TTC portion of the meeting was called to order by Chairman Scott Mozier, (City of Fresno)

I. PUBLIC PRESENTATIONS

This portion of the meeting is reserved for persons wishing to address the TTC/PAC on items within its jurisdiction but not on this agenda. **Note: Prior to action by the TTC/PAC on any item on this agenda, the public may comment on that item. Unscheduled comments may be limited to 3 minutes.**

There were no public presentations

II. TRANSPORTATION CONSENT ITEMS

All items on the consent agenda are considered to be routine and non-controversial by COG staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

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

- | | |
|---|-------------|
| A. TTC Executive Minutes of June 10, 2009 | Approve |
| B. 2009-10 Transportation Funding Claims – Resolutions 2009-30-Fowler, 2009-31-Huron, 2009-32-Kerman, 2009-33-Kingsburg, 2009-34-Mendota, 2009-35-Orange Cove, 2009-36-Parlier, 2009-37-Reedley, 2009-38-San Joaquin, 2009-39-Selma | Approve |
| C. Redetermination of Conformity for the 2009 FTIP Amendment #3 and 2007 RTP Amendment #2 Resolution 2009-28 | Approve |
| D. Federal Transit Administration (FTA) Section 5310 Grading Results | Accept |
| E. Federal Transit Administration (FTA) Section 531/5317 Call for Projects | Information |
| F. FCRTA Item: Acknowledgement of Fresno County Rural Transit Agency's 30th Anniversary on September 27, 2009 | Information |

For a complete summary of these items please see the September 11, 2009 Annotated Agenda.

A motion was made by Jeff Webster (FCRTA) and seconded by John Donaldson (LWV) to approve the Consent Items as presented. A vote was called for and the motion carried.

III. TRANSPORTATION ACTION / DISCUSSION ITEMS

A. ARRA Implementation and Redistribution Policies

Renee DeVere-Okie reported on this item. On August 12, 2009 Caltrans issued final guidance on how the state will insure that 100% of the available California ARRA funds will be obligated by March 2, 2010. The guidelines set up several different milestones which allow the state time to both process paperwork and redistribute available funds within the state. The state has identified when draft and final Requests for Authorization (RFA) must be submitted to Caltrans-Local Assistance and when we as the MPO must submit an obligation plan to Caltrans demonstrating our regions ability meet these deadlines.

It is important to note that the milestones on the enclosure highlighted deadlines that Fresno must meet in order to insure that we: 1.) Spend all of our available ARRA funds, 2.) Position ourselves to receive any available ARRA redistribution, and 3.) Do not lose funds designated to our region. Staff proposed the following policy recommendation.

Proposed Fresno COG ARRA Redistribution Policy:

By October 15, 2009, any project that has not been certified and can meet the December 1, 2009 Caltrans deadline for a Draft RFA submittal, must submit their 1511 Certification request to Fresno COG staff. The 1511 certification states to COG, Caltrans, and FHWA that the agency intends to deliver this project in the time allotted by law.

On October 15, 2009 the City Manager/CAO for each agency, with ARRA money left to obligate, must submit for each individual remaining project a statement of intention to finish that project along with a detailed outline of the projects milestones up to the December 1, 2009 RFA deadline.

Project sponsors who cannot meet the Caltrans deadline, or cannot provide COG staff with adequate documentation of being able to meet the Caltrans deadline; will have their ARRA funds placed back into the regional pot in order to allow Fresno COG staff to redistribute the funds to other projects within Fresno County that can meet the deadlines.

For an agency to receive additional ARRA funds during the Fresno COG internal redistribution of ARRA funds, this agency must:

1. Have already obligated all of their available ARRA funds
2. Have an eligible project/listing in the current FTIP

3. Provide COG staff with documentation that the project can meet Caltrans deadlines
4. Staff will prioritize projects based on available funds and timing for obligating funds.

A motion was made by Renee Mathis (Clovis) and seconded by Bruce Webber (Reedley) to recommend that the Policy Board adopt the proposed ARRA Redistribution policy as presented to the SAFETEA-LU/MAP 21 Subcommittee. A vote was called for and the motion carried.

B. Regional Transportation Plan

1. Public Outreach Plan

Brenda Lauchner (COG) reported that in accordance with Federal guidance emphasized during Fresno COG's latest Federal Certification Review, the RTP Planning Process must foster involvement through a proactive public participation process with the all interested parties. Staff must also seek participation and consultation during the RTP development process with a number of private sector representatives and public agencies.

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.

A copy of the RTP Draft Public Outreach Plan was handed out at the TTC/PAC meeting for review and comment at any time during the RTP Outreach process. Staff has reviewed key elements of the plan and budget with Committee members.

Ms. Launcher explained the Fresno COG 2011 Regional Transportation Plan Draft Public Outreach Plan handout that was distributed at the meeting. The Draft outlines the requirements for the RTP and strategies the staff is planning to implement in getting the public involved.

This was an information item and required no further action by the Committee.

2. Notice of Preparation – 2011 RTP EIR

Clark Thompson reported on this item. A Notice of Preparation of a Subsequent Environmental Impact Report (SEIR) for the Proposed 2011 Revision of the Regional Transportation Plan (RTP) has been issued and was provided as a handout to the committee members. Mr. Thompson reviewed the document with the Committee. Fresno COG requested input regarding the scope and content of the environmental information to be included and evaluated in the SEIR. Any response to this Notice of Preparation you or your agency may provide is requested at the earliest possible date, but not later than 30 days after receipt of this notice.

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.

This was an information item and required no further action by the Committee.

3. RTP Project Nominations

Clark Thompson reported on this item. This is early notification of an action the Fresno COG Policy Board is expected to take at its September 24, 2009 meeting to issue a "call for project nominations" for the 2011 Regional Transportation Plan. Member agencies have until November 19, 2009 to submit their project nominations. Project nominations will be submitted under two categories: non-exempt projects and exempt projects.

Non-exempt projects are capacity increasing projects. As such, they must be included in the COG Transportation Model and subjected to a conformity analysis. Exempt projects are typically safety and maintenance projects and are not subject to a conformity analysis. Both non-exempt and exempt projects are subject to evaluation under the Congestion Management Process and both are also subject to financial constraint, in that project funds must be reasonably available within the time period of the RTP.

New with the 2011 RTP is that project nominations must be submitted by electronic application form, currently under development. The application includes information such as total project cost, year open to traffic, project location and limits, and other information consistent with the requirements of FresnoTrak (our new project monitoring software), the Congestion Management Process, and the RTP prioritization process.

This was an information item and required no further action by the Committee.

C. Blueprint Update

1. SJV Blueprint Memorandum of Understanding with Valley COGs for 4th Year

Barbara Steck, (COG) reported on this item. Fresno COG has assumed the lead agency role from Merced COG on all Valleywide Blueprint activities. In order to formalize this relationship, it is necessary to modify the MOU that staff has been operating under, identifying Fresno COG as lead agency. The revised MOU also included an updated work plan. These documents were included in the agenda packet.

A motion was made by Renee Mathis (Clovis) and seconded by Bruce Webber (Reedley) to recommend that the COG Policy Board authorize the Executive Director to enter into the revised Valleywide Blueprint MOU with the eight Valley COGs. A vote was called for and the motion carried.

2. SJV Contract with the Regents of the University of California / UC Merced and the Great Valley Center

Barbara Steck, (COG) reported on this item. One of the tasks that was included in the Valley COGs' fourth year SJV Blueprint grant application to Caltrans was continuing our work with the Great Valley Center on the Valleywide Blueprint Website and orchestrating an additional Valleywide Executive Forum for elected officials. Because of the transfer of lead agency mentioned above, staff entered into a new contract with the Regents of the University of California / UC Merced and the Great Valley Center.

The Great Valley Center has been involved with the SJV Blueprint since its inception and has done an excellent job on the website at www.valleyblueprint.org as well as orchestrating large Valleywide events for us. Their proposal was included in the agenda packet. The budget for both tasks is \$50,000 which is consistent with past costs on these line items.

A motion was made by John Donaldson (LWV) and seconded by Scott Mozier (City of Fresno) to recommend that the COG Policy Board authorize the Executive Director to enter into a contract for \$50,000 (on behalf of the eight Valley COGs) with the Regents of the University of California and their affiliates: The Great Valley Center and UC Merced for the purpose of Blueprint related education and outreach. A vote was called for and the motion carried.

3. SJV Blueprint Awards Program – Announcing 2009 Award Recipients

Barbara Steck (COG) reported on this item. The purpose of the San Joaquin Valley Regional Blueprint Awards Program was to encourage quality in planning and development and to increase the public's awareness of the SJV Blueprint planning process by recognizing outstanding achievements and practices. This year's awards program was intended to be the first of an annual event that recognizes and celebrates plans, policies, programs and projects that reflect the Blueprint Principles. The award judges met in early September to review the nominations and determine this year's recipients. The announcement of the recipients was released on September 9th. The list was provided as a handout at the committee meeting.

Ms. Steck (COG) reviewed the Blueprint Awards list that was distributed to the Committee.

This was an information item and required no further action by the Committee.

D. Measure "C" Update

1. Regional Transportation Mitigation Fee (RTMF) Joint Power Agency Agreement

Tony Boren, Executive Director, reported on this item. The first meeting of the Fresno Regional Transportation Mitigation Fee Joint Powers Agency will be on September 24, 2009, immediately following the COG Board meeting. The JPA Board will adopt bylaws, elect a chairman and vice chairman, appoint counsel and officers, discuss the administrative cost structure, and convene a public hearing on the Nexus Study scheduled for adoption by Resolution October 29, 2009. There is a 60 day waiting period before the fee goes into effect on January 1, 2010.

This was an information item and required no further action by the Committee.

2. Amendment to Measure "C" Fresno-Yosemite International Airport Tier I List

Les Beshears (COG) reported on this item. Fresno-Yosemite International Airport received \$2.75 million in ARRA funds for the FYI Taxiway B10/C10 project. This project is now 100% federally funded no Measure "C" matching funds will be required and they wish to add the Security Checkpoint Expansion Project to the Tier 1 Project list in its place. The \$3.7 million project received a favorable bid (about half of what was previously estimated), will have a \$367,500 Measure "C" match over a two year construction period (2009/10 2010/11) and will not supplant any other projects on the Tier I list.

As this is an amendment to the Measure "C" Plan it requires a public hearing. Staff has released this for a 45 day review in September and will adopt the amendment at a public hearing in October.

A motion was made by Ken Ham (FAX) and seconded by John Donaldson (LWV) to initiate a 45-day public review and comment period for amendment to the Measure "C" Fresno-Yosemite International Airport Tier I List. A vote was called for and the motion carried.

E. 2009 Call for Projects – Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds

Renee DeVere-Oki reported on this item. On August 24th, the SAFETEA-LU/ MAP 21 Programming Subcommittee met to discuss policies and issues related to the programming of advanced funding for the next Federal Transportation Funding Act- MAP 21. The 2011 Federal Transportation Improvement Program (FTIP) will program funding from 2010/11 through 2013/14; the FTIP will contain four years of funding from the next Federal Transportation Funding Act- MAP 21.

To insure that no funds are lost to the region Fresno COG must develop a full program of projects for 2010/11 and additional "easy to deliver" projects in the later years of the FTIP that can be advanced in order to meet funding obligation requirements. As part of identifying these "easy to deliver" projects, staff recommended that the current "lifeline" concept be continued, as established in Call #1. The "lifeline" concept allows 60% of RSTP funds and 30% of CMAQ funds to be set aside for use by member agencies for projects of their choosing, as long as the planned projects qualify for the identified funding source and relate to priorities set by the Policy Board.

The SAFETEA-LU Programming Subcommittee reached consensus on the following:

- Program two years worth of funding (Second Call for Projects) from the next Federal Transportation Funding Act, acknowledging that it is possible that currently available fund sources within SAFETEA-LU may not be a part of the next Act.
- For RSTP, the Subcommittee agreed to have combination "lifeline" and "regional bid" Call for Projects. Approximately \$19,100,600 of the apportionments for FFY 2011/12 and 2012/13 will be available. Over the length of the next Federal Transportation Funding Act the split between "lifeline" and "regional bid" funds will remain at a 60/40 split (6 years). The split for this call (2 years) will be \$7,982,400 "lifeline" and \$11,118,200 "regional bid".
- For CMAQ, the Subcommittee agreed to have combination "lifeline" and "regional bid" Call for Projects. Approximately \$23,060,800 of the apportionments for FFY 2011/12 and 2012/13 will be available. Over the length of the next Federal Transportation Funding Act, the split between "lifeline" and "regional bid" funds will remain at a 30/70 split (6 years). The split for this call (2 years) will be \$9,636,000 "lifeline" and \$13,424,800 "regional bid".
- Within the CMAQ "regional bid" pot, \$13,424,800, \$4,612,200 or 20% of the available pot will be solely dedicated to projects meeting a minimum cost effectiveness (\$30 per pound) threshold per adopted Fresno COG policy. Over the life of next Act (6 years) a minimum of 20% of available funding must be applied to projects meeting this minimum cost effectiveness threshold.

The SAFETEA-LU/ MAP 21 Programming Subcommittee recommended retaining the long standing scoring committee representation for both CMAQ and RSTP. At the meeting Fresno Area Express (FAX) expressed interest in having a "Transit" representative added to the scoring committee for 2009 and this recommendation was then passed on to the PAC.

A motion was made by Ken Hamm (FAX) and seconded by Jeff Webster (FCRTA) to recommend that the Policy Board issue a formal "Call for Projects" per the SAFETEA-LU/MAP 21 Subcommittee recommendations and also with the recommendation to add a Fresno Area Express Transit representative to the RSTP Scoring Committee. A vote was called for with 13 yes votes and 0 no votes.

F. High Speed Rail Update – Formation of Fresno COG High Speed Rail Task Force

Clark Thompson (COG) reported that with the passage of Proposition 1A in November 2008, Californians approved \$9 billion for a high-speed train system that will provide a fast, safe, reliable and environmentally friendly transportation alternative. In addition, the State anticipates receiving a share of funding from the \$8 billion of rail stimulus available nationwide, from annual \$1 billion federal appropriations over the next five years, and from an estimated \$50 billion from MAP-21, the next federal Surface Transportation Act. To date, the California High-Speed Rail Authority has completed "Program-Level" environmental studies to determine preferred route and station general locations.

The Authority is now engaged in ongoing outreach with local governments and transportation planning agencies to integrate/coordinate the statewide high-speed train with local and regional transportation systems, land use planning and economic development efforts. Underway and expected to be completed in early 2012 are "Project-Specific" environmental studies that will be used to determine where tracks will be laid, how they will be configured, and where support facilities are needed. Construction will begin shortly thereafter, with testing of prototype trainsets expected to begin in 2015. The Authority's current phasing plan envisions a "high-speed" test section between Merced and Bakersfield. The San Francisco to Los Angeles/Anaheim backbone of the statewide system will commence operation in the 2018 – 2020 timeframe.

Fresno COG's 2009-10 Overall Work Program has set aside \$100,000 for conducting High Speed Rail planning activities and, last June, the Policy Board approved an initial expenditure of \$10,000 to retain a consultant to analyze heavy maintenance station location criteria established by the Authority, identify sites within Fresno County that satisfy those criteria, and related issues. As Fresno COG is the state designated Regional Transportation Agency for Fresno County and the logical public entity to head the High Speed Rail process, staff is now recommending formation of an inclusive High-Speed Rail Task Force, comprised of elected and appointed officials and others within Fresno County, that will focus on the high-speed train issues of importance to our County. In addition to the heavy maintenance station, these issues include alignment and station location issues, among others. Recommended composition of the Task Force includes representatives from Fresno, the County, the cities of Fowler/Selma/Kingsburg, other interested cities, Chamber of Commerce, Economic Development Corporation, Workforce Investment Board, and interested individuals. Staff asked for suggestions for additional participation. Upon approval of the formation of the Task Force by the Fresno COG Board, staff will issue the Request for Proposals for consultant services.

Mr. Thompson explained the California High-Speed Train Project handout that was distributed to the committee.

A motion was made by John Donaldson (LVW) and seconded by Ken Hamm (FAX) to recommend approval of the formation of the High-Speed Rail Task Force. A vote was called for and the motion carried.

IV. OTHER BUSINESS

A. Items from Staff

Mr. Boren informed the Committee that Darius Assemi had been appointed to the California Transportation Commission.

B. Items from Members

There were no Items from Members

Adjournment

There being no further business, the TTC meeting was adjourned.

JOINT Transportation Technical Committee / Policy Advisory Committee

The Transportation Technical Committee and the Policy Advisory Committee will meet as a joint Committee to consider scheduled public presentations brought before the committees. This portion of the meeting is scheduled to begin at 10:00 a.m.

POLICY ADVISORY COMMITTEE

Time: 10:00 a.m.

PAC Members Attending:

Don Pauley, City of Kingsburg
Dan Spears, City of Sanger
Gerald Forde, City of Huron
Frank Steenport, City of Orange Cove
Lynn Gorman, Fresno County

Kathy Millison, City of Clovis
Luis Patlan, City of Kerman
D-B Huesser, City of Selma
Lou Martinez, City of Parlier

Others Attending:

Margaret Mims, Fresno County Sheriff
Sharon Johnson, Susan G. Komen
Annie Ovalle, Susan G. Komen
Debbie Garret, California Health
Collaborative
Ryan Burnett, City of Clovis
Robert Takacs, Grassroots America
Tony Boren, Executive Director
Barbara Steck, Fresno COG
Jeffrey Webster, Fresno County Rural
Transit Agency
Les Beshears, Fresno COG

Stephanie Maxwell, Fresno COG
Todd Sobrado, Fresno COG
Clark Thompson, Fresno COG
Laural Fawcett, Fresno COG
Lindsey, Monge, Fresno COG
Lauren Dawson, Fresno COG
Marla Day, Fresno COG
Kathy Chung, Fresno COG
Brenda Lauchner, Fresno COG
Mike Bitner, Fresno COG
Renee DeVere-Okie, Fresno CO

The PAC portion of the meeting was called to order by Committee Member Don Pauley (Kingsburg)

V. PRESENTATIONS

A. Fresno International Airport Update – Russ Widmar, Director of Aviation, City of Fresno

Mr. Widmar gave a presentation on the progress with the Port of Entry status for Fresno Yosemite International Airport.

B. Presentation – Sheriff Margaret Mims, Health Care for Underserved Women

Sheriff Mims gave a presentation on breast cancer awareness and distributed information. She informed the committee that October is Breast Cancer Awareness Month. After Sheriff Mims was diagnosed with breast cancer she researched this disease and was shocked to learn that that minority women are diagnosed much later and die at a greater rate than other women. Sheriff Mims believes that education and awareness need to be available to minority women. Sharon Johnson also informed the committee of the Susan G. Komen fund raiser 'Race for the Cure' on October 24, 2009 that will be held at California State University, Fresno. Sheriff Mims asked members to contact her if they would like to schedule a presentation.

C. Presentation – Dr. Michele Cantwell-Copher, Fresno County Office of Education – Fresno County Voluntary Preschool Master Plan (website www.fresnocog.org)

Dr. Francine Farber, President of the League of Women Voters explained the League became interested in this issue. In 2005, the LWV studied the issue of pre-school attendance to determine whether there was enough support to increase the accessibility. Dr. Michele Cantwell-Copher made a presentation on the importance of the accessibility and described the support that is needed for the Pre-School programs. Materials on the topic were distributed.

D. Presentation – Robert Takacs, Grassroots America, California

Mr. Takacs made a PowerPoint presentation relating his concerns for the environmental issues at Morrow Mountain. Lynn Gorman (County) stated that the EIR will be sent out shortly addressing these issues.

E. Caltrans Monthly Report

Due to the mandatory furloughs, Caltrans had no monthly report.

This was an information item and required no further action by the Committee.

VI. PUBLIC PRESENTATIONS

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VII. TRANSPORTATION CONSENT ITEMS

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| A. TTC Executive Minutes of June 10, 2009 | Approve |
| B. 2009-10 Transportation Funding Claims – Resolutions 2009-30-Fowler, 2009-31-Huron, 2009-32-Kerman, 2009-33-Kingsburg, 2009-34-Mendota, 2009-35-Orange Cove, 2009-36-Parlier, 2009-37-Reedley, 2009-38-San Joaquin, 2009-39-Selma | Approve |
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A motion was made by Kathy Millison (Clovis) and seconded by D-B Huesser (Selma) to approve the Consent Items as presented. A vote was called for and the motion carried.

VIII. TRANSPORTATION ACTION / DISCUSSION ITEMS

A. ARRA Implementation and Redistribution Policies

Renee DeVere-Oki (COG) reported that on August 12, 2009 Caltrans issued final guidance on how the state will insure that 100% of the available California ARRA funds will be obligated by March 2, 2010. The guidelines set up several different milestones which allow the state time to both process paperwork and redistribute available funds within the state. The state has identified when draft and final Requests for Authorization (RFA) must be submitted to Caltrans Local Assistance and when we as the MPO must submit an obligation plan to Caltrans demonstrating our regions ability meet these deadlines.

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B. Regional Transportation Plan

1. Public Outreach Plan

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1. SJV Blueprint Memorandum of Understanding with Valley COGs for 4th Year

Barbra Steck (COG) reported that Fresno COG has assumed the lead agency role from Merced COG on all Valleywide Blueprint activities. In order to formalize this relationship, it is necessary to modify the MOU that staff has been operating under, identifying Fresno COG as lead agency. The revised MOU also included an updated work plan. These documents were included in the agenda packet.

A motion was made by Louis Patlan (Kerman) and seconded by Kathy Millison (Clovis) to recommend that the COG Policy Board authorize the Executive Director to enter into the revised Valleywide Blueprint MOU with the eight Valley COGs. A vote was called for and the motion carried.

2. SJV Contract with the Regents of the University of California / UC Merced and the Great Valley Center

Barbra Steck (COG) reported on this item. One of the tasks that was included in the Valley COGs' fourth year SJV Blueprint grant application to Caltrans was continuing our work with the Great Valley Center on the Valleywide Blueprint Website and orchestrating an additional Valleywide Executive Forum for elected officials.

Because of the transfer of lead agency mentioned above, staff will enter into a new contract with the Regents of the University of California / UC Merced and the Great Valley Center. The Great Valley Center has been involved with the SJV Blueprint since its inception and has done an excellent job on the website at www.valleyblueprint.org as well as orchestrating large Valleywide events for us. Their proposal was included in the agenda packet. The budget for both tasks is \$50,000 which is consistent with past costs on these line items.

A motion was made by Lou Martinez (Parlier) and seconded by Kathy Millison (Clovis) to recommend that the COG Policy Board authorize the Executive Director to enter into a contract for \$50,000 (on behalf of the eight Valley COGs) with the Regents of the University of California and their affiliates: The Great Valley Center and UC Merced for the purpose of Blueprint related education and outreach. A vote was called for and the motion carried.

3. SJV Blueprint Awards Program – Announcing 2009 Award Recipients

Barbra Steck (COG) reported that the purpose of the San Joaquin Valley Regional Blueprint Awards Program was to encourage quality in planning and development and to increase the public's awareness of the SJV Blueprint planning process by recognizing outstanding achievements and practices. This year's awards program was intended to be the first of an annual event that recognizes and celebrates plans, policies, programs and projects that reflect the Blueprint Principles. The award judges met in early September to review the nominations and determine this year's recipients. The announcement of the recipients was released on September 9th. The list was provided as a handout at the committee meeting.

Ms. Steck (COG) reviewed the Blueprint Awards on the list that was distributed to the Committee.

This was an information item and required no further action by the Committee.

D. Measure "C" Update

1. Regional Transportation Mitigation Fee (RTMF) Joint Power Agency Agreement

Tony Boren, Executive Director, reported on this item. The first meeting of the Fresno Regional Transportation Mitigation Fee Joint Powers Agency will be on September 24, 2009, immediately following the COG Board meeting. The JPA Board will adopt bylaws, elect a chairman and vice chairman, appoint counsel and officers, discuss the administrative cost structure, and convene a public hearing on the Nexus Study scheduled for adoption by Resolution October 29, 2009. There is a 60 day waiting period before the fee goes into effect on January 1, 2010.

This was an information item and required no further action by the Committee.

2. Amendment to Measure "C" Fresno-Yosemite International Airport Tier I List

Les Beshears (COG) reported on this item. Fresno-Yosemite International Airport received \$2.75 million in ARRA funds for the FYI Taxiway B10/C10 project. This project is now 100% federally funded no Measure "C" matching funds will be required and they wish to add the Security Checkpoint Expansion Project to the Tier 1 Project list in its place.

The \$3.7 million project received a favorable bid (about half of what was previously estimated), will have a \$367,500 Measure "C" match over a two year construction period (2009/10 2010/11) and will not supplant any other projects on the Tier I list.

As this is an amendment to the Measure "C" Plan it requires a public hearing. Staff has released this for a 45 day review in September and will adopt the amendment at a public hearing in October.

A motion was made by Dan Spears (Sanger) and seconded by D-B Huesser (Selma) to initiate a 45-day public review and comment period for amendment to the Measure "C" Fresno-Yosemite International Airport Tier I List. A vote was called for and the motion carried.

E. 2009 Call for Projects – Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds

Renee DeVere-Oki reported that on August 24th, the SAFETEA-LU/ MAP 21 Programming Subcommittee met to discuss policies and issues related to the programming of advanced funding for the next Federal Transportation Funding Act- MAP 21. The 2011 Federal Transportation Improvement Program (FTIP) will program funding from 2010/11 through 2013/14; the FTIP will contain four years of funding from the next Federal Transportation Funding Act- MAP 21.

To insure that no funds are lost to the region Fresno COG must develop a full program of projects for 2010/11 and additional "easy to deliver" projects in the later years of the FTIP that can be advanced in order to meet funding obligation requirements. As part of identifying these "easy to deliver" projects, staff recommended that the current "lifeline" concept be continued, as established in Call #1. The "lifeline" concept allows 60% of RSTP funds and 30% of CMAQ funds to be set aside for use by member agencies for projects of their choosing, as long as the planned projects qualify for the identified funding source and relate to priorities set by the Policy Board.

The SAFETEA-LU Programming Subcommittee reached consensus on the following:

- Program two years worth of funding (Second Call for Projects) from the next Federal Transportation Funding Act, acknowledging that it is possible that currently available fund sources within SAFETEA-LU may not be a part of the next Act.
- For RSTP, the Subcommittee agreed to have combination "lifeline" and "regional bid" Call for Projects. Approximately \$19,100,600 of the apportionments for FFY 2011/12 and 2012/13 will be available. Over the length of the next Federal Transportation Funding Act the split between "lifeline" and "regional bid" funds will remain at a 60/40 split (6 years). The split for this call (2 years) will be \$7,982,400 "lifeline" and \$11,118,200 "regional bid".
- For CMAQ, the Subcommittee agreed to have combination "lifeline" and "regional bid" Call for Projects. Approximately \$23,060,800 of the apportionments for FFY 2011/12 and 2012/13 will be available. Over the length of the next Federal Transportation Funding Act, the split between "lifeline" and "regional bid" funds will remain at a 30/70 split (6 years). The split for this call (2 years) will be \$9,636,000 "lifeline" and \$13,424,800 "regional bid".
- Within the CMAQ "regional bid" pot, \$13,424,800, \$4,612,200 or 20% of the available pot will be solely dedicated to projects meeting a minimum cost effectiveness (\$30 per pound) threshold per adopted Fresno COG policy. Over the life of next Act (6 years) a minimum of 20% of available funding must be applied to projects meeting this minimum cost effectiveness threshold.

The SAFETEA-LU/ MAP 21 Programming Subcommittee recommended retaining the long standing scoring committee representation for both CMAQ and RSTP. At the TTC meeting Fresno Area Express (FAX) expressed interest in having a "Transit" representative added to the scoring committee for 2009 and this recommendation was then passed on to the PAC.

It was then recommended that this representative come from City of Clovis staff and that this individual have an understanding/capability to score of both transit and other RSTP eligible projects (non transit). The current representation of the committee is jurisdictional with one representative from the urban area (rotating between Fresno and Clovis), one from the eastside cities, one from the Westside cities, one from Caltrans staff, one from Fresno COG staff, and one from the County of Fresno. With this requested change in composition for the 2009 call, there will be two representatives from the urban area (both Fresno and Clovis with Clovis representing transit), one from the eastside cities, one from the Westside cities, one from Caltrans staff, one from Fresno COG staff, and one from the County of Fresno.

A motion was made by Kathy Millison (Clovis) and seconded by Louis Patlan (Kerman) to add to the RSTP Committee a representative from the City of Clovis to represent Transportation related issues. A vote was called for and passed with 10 yes votes and 0 no votes.

A motion was made by Bruce Rudd (City of Fresno) and seconded by D-B Heusser (Selma) to recommend that the Policy Board issue a formal "Call for Projects" per the SAFETEA-LU/MAP 21 Subcommittee recommendations. A vote was called for and the motion carried.

F. High Speed Rail Update – Formation of Fresno COG High Speed Rail Task Force

Clark Thompson (COG) reported that with the passage of Proposition 1A in November 2008, Californians approved \$9 billion for a high-speed train system that will provide a fast, safe, reliable and environmentally friendly transportation alternative. In addition, the State anticipates receiving a share of funding from the \$8 billion of rail stimulus available nationwide, from annual \$1 billion federal appropriations over the next five years, and from an estimated \$50 billion from MAP-21, the next federal Surface Transportation Act. To date, the California High-Speed Rail Authority has completed "Program-Level" environmental studies to determine preferred route and station general locations.

The Authority is now engaged in ongoing outreach with local governments and transportation planning agencies to integrate/coordinate the statewide high-speed train with local and regional transportation systems, land use planning and economic development efforts. Underway and expected to be completed in early 2012 are "Project-Specific" environmental studies that will be used to determine where tracks will be laid, how they will be configured, and where support facilities are needed. Construction will begin shortly thereafter, with testing of prototype trainsets expected to begin in 2015. The Authority's current phasing plan envisions a "high-speed" test section between Merced and Bakersfield. The San Francisco to Los Angeles/Anaheim backbone of the statewide system will commence operation in the 2018 – 2020 timeframe.

Fresno COG's 2009-10 Overall Work Program has set aside \$100,000 for conducting High Speed Rail planning activities and, last June, the Policy Board approved an initial expenditure of \$10,000 to retain a consultant to analyze heavy maintenance station location criteria established by the Authority, identify sites within Fresno County that satisfy those criteria, and related issues. As Fresno COG is the state designated Regional Transportation Agency for Fresno County and the logical public entity to head the High Speed Rail process, staff is recommending formation of an inclusive High-Speed Rail Task Force, comprised of elected and appointed officials and others within Fresno County, that will focus on the high-speed train issues of importance to our County. In addition to the heavy maintenance station, these issues include alignment and station location issues, among others. Recommended composition of the Task Force includes representatives from Fresno, the County, the cities of Fowler/Selma/Kingsburg, other interested cities, Chamber of Commerce, Economic Development Corporation, Workforce Investment Board, and interested individuals. Staff asked for suggestions for additional participation. Upon approval of the formation of the Task Force by the Fresno COG Board, staff will issue the Request for Proposals for consultant services.

Mr. Thompson explained the California High-Speed Train Project handout that was distributed to the committee.

A motion was made by Kathy Millison (Clovis) and seconded by Dan Spears (Sanger) to recommend approval of the formation of the High-Speed Rail Task Force. A vote was called for and the motion carried.

IX. ADMINISTRATIVE CONSENT ITEMS

All items on the consent agenda are considered to be routine and non-controversial by COG staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

A. Airport Land Use Commission – Memorandum of Understanding Extension	Approve
B. 2009/10 Overall Work Program Amendment #2	Approve
C. Farmland Conservation Model Program Update	Information
D. Monthly Legislative Update	Information
E. Recommendation to Add Non-Voting Member to COG Policy Board	Information
F. SB 12, SB 375, SB 716 and Proposition 84 Update	Information
G. Status Report on Sacramento Lobbying Activities— Steve Samuelian, California Consulting LLC	Information
H. Regional Clearinghouse	Information

	Project	Applicant
1.	RHS 514 Loan – Off Site Farm Labor Housing	Corporation for Better Housing –
2.	One Time Program Improvement 2009 Head Start-Preschool and Early Head Start	Fresno County EOC

For a complete summary of these items please see the September 11, 2009 Annotated Agenda.

A motion was made by Alan Bengyel (Orange Cove) and seconded by Don Pauley (Kingsburg) to approve the Consent Items as presented. A vote was called for and the motion carried.

X. ADMINISTRATIVE ACTION / DISCUSSION ITEMS

A. Abandoned Vehicle Abatement FY 2008-09 Third Quarter Summary Report

Clark Thompson (COG) reported that as stated in the 2003 Fresno County Abandoned Vehicle Abatement Service Authority Plan, the Fresno COG, as administrator of the AVA Program, shall submit a quarterly status report to the Fresno County Abandoned Vehicle Abatement Service Authority. The Service Authority has directed the quarterly status report first be presented to the Policy Advisory Committee for review and recommendation. Status reports are submitted quarterly to ensure proper distribution of funding to the member agencies. This status report contains the following information:

- The gross amount of money received by the Authority from the Abandoned Vehicle Trust Fund during the quarter.
- An itemized statement of the Abandoned Vehicle Trust Fund monies expended by the Authority during the quarter.
- An accounting of money expended for major purchases, if any.
- An accounting of unexpended revenues from the Abandoned Vehicle Trust Fund.
- An accounting of the total number of vehicles and parts thereof abated by the Authority during the quarter.

The enclosure for this item indicated the level of activity and distribution of funding to the member agencies. For the third quarter of FY 2008-09, a total of \$164,733.72 in current AVA revenues was received and available for distribution to member agencies and to the Fresno COG for program administration. During the quarter, member agencies expended \$163,818.84 conducting AVA activities and the Fresno COG claimed \$2,375.00 for program administration (total expenses = \$166,193.84). Expenses exceeded revenue during the quarter by \$1,460.12, thereby reducing the program's accumulated surplus. A total of 865 vehicles were abated this quarter, compared to 1,171 vehicles abated during the same quarter of the previous fiscal year. This decrease is mostly attributable to fewer abatements during the quarter by the City of Fresno and, to a lesser extent, the County of Fresno.

A motion was made by Lou Martinez (Parlier) and seconded by Luis Patlan (Kerman) to recommend acceptance of the Abandoned Vehicle Abatement FY 2008-09 Third Quarter Summary Report as presented. A vote was called for and the motion carried.

B. 2010 "One Voice" Call for Projects

Barbara Steck (COG) reported that it was again time to begin the process of planning for Fresno COG's annual "One Voice" trip back to Washington DC where staff will present a list of priorities for our region. Trips over the past seven years have been quite fruitful as noted in the Fresno COG "One Voice" 2009 Summary and 2010 Recommendations on our website at www.fresnocog.org

The 2010 "One Voice" trip will take place February 6-11, 2010. In preparation, staff has been in communication with its D.C. lobbyist, Simon & Company, to discuss their recommendations. As noted in their memo dated April 9, 2009:

As with past years, the joint congressional briefing worked well and as you will recall, the congressional staff were thoroughly engaged in the discussion of projects, which continued among them subsequent to the "One Voice" visit. However, with two out of the four "One Voice" House members not accepting earmark requests, it is important they we continue to balance our time with them to include important policy issues as well as earmark requests.

As suggested, staff needs to solicit information on policy issues that our member agencies and community partners may be concerned with so that staff can raise those issues with our Washington delegation and their staff. The timeline for the 2010 project selection process is as follows:

- Kick-off Meeting – Wednesday, September 9, 2009 @ 3:00 PM at COG
- Mail/Email Call for Projects – Monday, September 21, 2009
- Deadline for project submittal – Friday, October 9, 2009
- Project Selection Committee Meeting – Wednesday, October 21, 2009
- COG Policy Board Approval of Project List – Thursday, November 19, 2009

This was an information item and required no further action by the Committee.

C. San Joaquin Valley Regional Planning Agencies Fall Policy Conference – October 1 and 2

Barbara Steck (COG) reported on this item. The San Joaquin Valley Regional Planning Agencies' Policy Council was established in 2006. The Council is comprised of two elected officials (and one alternate) appointed from each of the regional planning agency's policy boards. The Council meets at least twice each year to provide guidance on common interregional policy issues.

The Policy Council also represents the San Joaquin Valley at public forums, including before the California Transportation Commission, the Governor and his/her administration, and before State and Federal legislative bodies that require a common voice. The Policy Council also provides direction and guidance to the Regional Planning Agencies Executive Directors Committee.

Ms. Steck informed the committee that three years ago, the Policy Council initiated an annual Fall Policy Conference, that allows the eight Regional Planning Agencies in the Valley to convene with other agencies and stakeholders to discuss issues that affect the entire region. While the primary focus is on transportation planning, the Council recognizes that other regional issues must be considered as well. The ultimate goal is to implement policies that will result in an improved quality of life for all who live here. The agenda for this year's program is available on the COG website at www.fresnocog.org.

This was an information item and required no further action by the Committee.

XI. OTHER BUSINESS

A. Items from Staff

Tony Boren, Executive Director informed the Committee that Darius Assemi has been appointed to the California Transportation Commission.

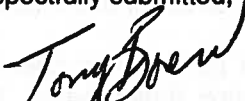
B. Items from Members

There were no items from members.

Adjournment

There being no further business, the meeting was adjourned.

Respectfully submitted,



Tony Boren, Executive Director
Council of Fresno County Governments

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BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2009-40

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

RESOLUTION OF APPROVAL
TRANSPORTATION FUNDING
CLAIM FOR THE CITY OF
FIREBAUGH, 2009-10

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

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

WHEREAS, the City of Firebaugh has submitted a Transportation Funding Claim for its 2009-10 fiscal year apportionment.

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

1. The Funding Claim submitted by the City of Firebaugh has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or areawide public transportation needs.
3. On June 25, 2009 the COG Board approved Resolution 2009-22 which found that public transportation needs within the City of Firebaugh and its sphere of influence will be reasonably met in 2009-10.

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

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

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 24th day of September, 2009.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 29th day of October, 2009.

Signed: _____
Tony Boren, Executive Director

Date: September 11, 2009

Claimant: City of Firebaugh

**TRANSPORTATION FUNDING CLAIM
FOR FISCAL YEAR: 2009/10**

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

FROM: Applicant: City of Firebaugh
Address: 1133 "P" Street
City: Firebaugh, Ca Zip Code: 93622
Contact: Jose Antonio Ramirez Phone: (1559) 659-2043

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

Local Transportation Fund

Apportionment	\$ <u>201,431</u>
Surplus (Prior Years)	\$ _____
Unexpended, Held by Claimant	\$ _____
Other Agency	\$ _____

State Transit Assistance Fund

Estimate	\$ _____
Prior Year Carryover	\$ _____
Unexpended, Held by Claimant	\$ _____

Other

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

TOTAL \$ 201,431

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

(spell out amount)

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

Authorized Signature: _____

Title: City Manager

Date: _____

09/13/09

Claimant: City of Firebaugh

PURPOSE	AMOUNT	SUB-TOTAL
---------	--------	-----------

	GRAND TOTAL	\$ <u>201,431</u>
(Claim Total Must Agree With Total On First Page)		
Minus All Unexpended Funds Held By		\$ _____
GRAND TOTAL PAYABLE TO CLAIMANT		\$ <u>201,431</u>

Page 2

Date: September 11, 2009

Claimant: City of Firebaugh

BICYCLE AND PEDESTRIAN FACILITIES

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

Project Title and Brief Description

Project Cost

1. (Generic) Various Bicycle and Pedestrian facilities throughout the..... \$ _____
claimant's jurisdiction;

AND/OR

1. (Specific) \$ _____

2. (Specific) \$ _____

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

Revenue Source & Amount

LTF (Article 3) \$ _____

LTF (Article 8a) \$ _____

Other: \$ _____

Other: \$ _____

Audit Exception - G.F. Payback .. \$ _____

STREETS AND ROADS CLAIM

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

Project Title and Brief Description

Project Cost

1. (Generic) Development, Construction and Maintenance of Facilities \$ _____

AND/OR

1. (Specific) \$ _____

2. (Specific) \$ _____

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

Revenue Source & Amount

LTF (Article 8a) \$ _____

Other: \$ _____

Other: \$ _____

Audit Exception - G.F. Payback .. \$ _____

Date: September 11, 2009

Claimant: City of Firebaugh

CONTINGENCY PROJECT LISTING

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

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

Project Title & Brief Descriptions

Project Cost

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

AND/OR

1. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

() **ARTICLE 4, PUBLIC TRANSPORTATION**

OR

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

Project Title & Brief Descriptions

Project Cost

1. \$

2. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

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

Project Title & Brief Descriptions

Project Cost

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

AND/OR

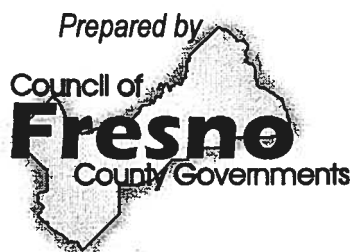
1. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

2007 Regional Transportation Plan

Administrative Amendment #3
MPO Adoption 1/29/08



Chapter 4

Needs Assessment and Action Element

4.4 Urban Mass Transportation

4.4.1 Overview

The purpose of the Regional Transportation Plan's Mass Transportation section is to review the existing and planned transit services and determines those improvements that will provide the greatest benefit while maintaining a high level of system efficiency. The following section has been updated to incorporate Bus Rapid Transit into the discussion

4.4.5 Proposed Actions

Short-Range Transit Plan

Fresno Area Express

The most recent Short-Range Transit Plan (SRTTP) for the Fresno-Clovis Metropolitan Area was adopted on June 30, 2005. The Plan represents a short-range evaluation of transit needs and proposes specific recommendations for implementing the long-range objectives of the RTP. The Plan guides the provision of transit services in the FCMA over a five-year period, and sets forth an action plan commensurate with reasonable needs and available funding. The SRTTP and this RTP are being amended to reflect the findings and recommendations of the Long-Range Transit Master Plan that was completed February 2002.

In order to achieve the goal of maintaining financial stability, FAX must continuously seek improvements in service productivity and cost effectiveness. Since the majority of FAX's budget is spent to provide service on the street, it is critical that service be regularly monitored to ensure these resources are being utilized to the fullest extent possible. FAX has addressed system productivity by instituting an ongoing program of service evaluation to identify inefficient use of resources and respond with corrective measures.

The primary assessment of transit service is accomplished by measuring individual route performance using FAX's route evaluation process. When appropriate, corrective action is taken to modify route alignments, change the service schedule to ensure that resources are used in the most productive manner. There are many methods for evaluating the efficiency and effectiveness of public transportation service. Because each method has unique strengths and weaknesses, FAX employs several service evaluation methods. Among the methods used are: peer review analysis, system minimum/maximum standards assessment, and passenger surveys.

Peer Review Analysis uses standard service measurement criteria to compare one agency's system performance against another. This kind of analysis is most valuable when standard, well controlled data sets are available, and when the systems being evaluated have similar operating environments.

The System Minimum/Maximum Standards Assessment uses standards that are established both through legislation and local effort. From a legislative perspective, Federal and State regulations require public transit operators to provide and maintain service in some very specific ways. The Federal Transit Administration has regulations governing the provision of "Charter Service." Also, Title VI of the Civil Rights Act of 1964 states the following:

"No person in the United States shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discriminations under any program or activity receiving Federal financial assistance."

As part of the Title VI regulations, FAX must provide a Title VI Evaluation Report every three years. There are two sections to this report. The first section, *General Reporting Requirements*, contains information concerning active lawsuits and complaints, a description of any pending applications for Federal financial assistance, a summary of civil rights compliance review activities, FTA civil rights assurances, and fixed-facility impact analysis. The second section, *Program Specific Requirements*, contains information regarding the Title VI internal review process for service delivery, the internal monitoring process, the service standard policies, and a description of service changes specific to the Fresno Area Express fixed-route transit system and its impacts on the minority population. The Title VI assessment is designed to ensure that FAX provides its services equally among various population groups. Specifically, census tracts designated as "Minority Census Tracts" must be evaluated and compared to Non-Minority Census Tracts to determine whether any discriminatory practices are evident.

The State Transportation Development Act (TDA) regulations require FAX to maintain a minimum 20 percent farebox recovery ratio. The TDA also places restrictions on the use of State Transit Assistance (STA) Funds. Regulations require transit agencies to keep cost increases under the State Cost of Living Index (CPI). If cost increases exceed the State CPI, transit agencies are not allowed to use STA Funds for operating expenses. Finally, local and regional concerns are used to develop minimum productivity standards. For FAX, these standards are developed through a coordinated, comprehensive, continuous process carried out by the Council of Fresno County Governments (COFCG). The COFCG's Regional Transportation Plan (RTP) and Short-Range Transit Plan for the Fresno-Clovis Urbanized Area (SRTP), set guidelines for service evaluation. Additionally, each year the COFCG prepares the Annual Transit Productivity Analysis. This document assesses all public transit operators in Fresno County, and reviews the most recent Triennial Audit recommendations.

In 1981, a Transit Corridor Analysis was completed which evaluated the efficiency and effectiveness of service on a route-by-route basis. At that time, service measures were developed to assist in evaluating individual route performance in relation to the system-wide performance. Those minimum performance measures continue to be the basis of local service evaluation. At a minimum, an individual route should exceed 60 percent of the system-wide average for a number of key passenger productivity indicators. The 60 percent figure is an overall industry standard that assumes a transit system may tolerate some low performing routes if they provide an important component of the system, and especially if the component helps meet the needs of the transit dependant riders. Cost performance measures should not exceed 140 percent of the total system average, with 140 percent representing the system maximum.

Passenger surveys allow public transit operators to include human aspects of service in the evaluation mix. Measurements of satisfaction, friendliness, and of opinions about services provided are most appropriately collected through customer surveys. Additionally, customer surveys provide an effective way to measure customer expectations and needs, and provide valuable information for quality decision making.

FAX utilizes a variety of survey methods including inexpensive self-administered surveys that are provided in every schedule guide, and more detailed and expensive on-board interviews. These surveys are used to collect information that is required by Federal and State agencies including passenger demographics, origin/destination information, and travel habits. This data also provides FAX with insights into the concerns of our passengers. For example, it was one of these passenger surveys that allowed FAX to prioritize service improvement options and select night service in 1999.

Clovis Transit

Clovis Transit has also been affected by limited funding, which necessitated changes with an added emphasis on efficiency. Route changes will be implemented based upon demand, reducing transfers and

elimination of unproductive routes or portions of routes. Increased emphasis will continue to be placed on peak-hour service.

Clovis Transit will continue to monitor existing services for productivity and internal efficiencies. Efforts to coordinate services among transit systems for maximum delivery of service throughout the region will also continue. Ongoing coordination and consolidation of all Clovis transportation service for social service agencies will continue to be the focus of Clovis' specialized services.

Long-Range Improvement Plan

Fresno, like other Central California cities, is expected to continue experiencing a high rate of growth and development over the next twenty years. This growth will bring both opportunities (new jobs, new housing and increased prosperity) and problems (increased traffic congestion, air pollution and general over-crowding).

The Fresno urban area is no stranger to some of these problems. Fresno has experienced explosive growth, especially in the northern neighborhoods abutting Herndon Avenue. On one hand, this growth has been good because it has increased the stock of affordable housing and created thousands of jobs in construction and related industries. On the other hand, the increase in automobile traffic associated with this growth is having an effect on both traffic congestion (collector streets and arterials) and air pollution.

Will things get worse? The population of the FCMA, according to the State Department of Finance, is expected to surpass 1 million within the next twenty years. According to the COG Travel Model, traffic congestion throughout the FCMA will reach a 'significant' level by 2010 and 'serious' level 2020.

Increased congestion impacts not just cars but buses as well. How? An increase in congestion increases the time it takes for a bus to make a round-trip, which, in turn, increases the number of buses, needed just to maintain the current level of service. In other words, it ends up costing more to keep doing the same thing. Even a small decrease in the average speed along a corridor can translate into the need to one or two extra buses on a route. This in turn can increase annual operating costs by several hundred thousand dollars. In the near future as much as 25% of a bus' total round-trip time could be spent waiting at red lights or creeping along in stop and go traffic.

Public transit operators and policy makers must give serious consideration to how competitive transit can or should be with private automobiles. If FAX, or any other transit operator, is expected to play an earnest role in economic development, environmental justice or improving air quality, then it will be necessary to offer a system which is competitive with the private automobile. If so, that system will look vastly different from the system on the street today. The question then becomes, is the community ready to commit the resources needed for transit to be a viable alternative to the ubiquitous automobile?

The Fresno Area Express (FAX) Long-Range Transit Master Plan (FAX LRTP) provides a vision of what public transit might/should look like in twenty years based on adopted regional and local goals and objectives. The Plan presents an evaluation of current and future transit needs and issues, plus recommendations for creating a system to address those needs in an effective and efficient manner. The Plan has two primary components: A long term (2020) vision for public transit, and a five-year short-term plan that supports the longer term vision.

The current FAX system, as with many other areas around the county including those within Fresno County, is one that primarily addresses social service transportation needs. The typical FAX passenger tends to come from a transit dependent household and has few, if any options other than riding the bus. If public transit is going to play a role in addressing mobility and air pollution challenges, the system will need to be structured, or restructured, in a manner that can attract choice riders. It must become competitive with the automobile.

With limited resources, shifting the service objectives of the FAX system could result in the need to make some difficult trade-offs. A system that is designed to be competitive with the automobile is not always

appropriate for serving social service needs. This could become an issue for current riders and social service agencies. The question is, how limited resources will be distributed between competing needs. The FAX LRTP identifies two short-term scenarios as well as long-term strategies that build upon these scenarios.

(1) *Short-term scenario A* focuses all resources toward maximizing system-wide ridership. This scenario reduces service in areas that currently generate low ridership, while increasing the frequency of service to every 15 minutes all day in areas of high ridership. The service assumes a 25 percent increase in resources and suggests that ridership growth in the range of 35-50% is conceivable.

(2) *Short-term scenario B* retains coverage to all areas now served, and even expands the coverage area to include most developed parts of the city. Relatively few improvements are made to increase productivity, although some frequencies are improved. This scenario is likely to increase the growth rate in ridership slightly, but at a rate below that of Scenario A. To date, this has been the scenario of choice for FAX and other Fresno County service providers.

For long-term growth, the service plan recommends the implementation of either of the short-term scenarios, and then to grow service only as funding resources permit. The approach presumes that the 30% growth in travel projected for the region will occur overwhelmingly in the form of single-occupant auto trips. The long-term recommendations urge Fresno to aggressively seek funding for a major expansion and "reinvention" of the rubber-tired transit system, as well as for major high capacity transit projects.

The 2002 FAX LRTP identified four corridors that could potentially support high capacity transit to be considered in a future Federal Major Investment Study. The corridors include Ventura/Kings Canyon, Shaw Avenue, Cedar Avenue and Blackstone Avenue. Data collected during the preparation of the FAX LRTP including residential and employment densities, current and planned land uses, and current FAX ridership travel demand analysis showed these corridors to be the most viable within the FCMA. As recommended in the Plan, the City of Fresno completed an *Alternative Mass Transportation Pre-Major Investment Study* (PreMIS). This study was completed in two phases. Phase I of the study, "Developing a Vision for High Capacity Transit", conducted the outreach necessary to inform the public and key stakeholders about the realistic potential for high capacity transit service within the study areas. This phase also developed a set of policy and strategy recommendations that will enhance transit supportive development. Phase II of the study focused on the choice corridor for more detailed cost, ridership and mode-split projections.

FAX undertook an update of the Long-Range Transit Master Plan (LRP) update in January 2007. Much of the work was the development of a Bus Rapid Transit (BRT) Plan for the FCMA. The work has included public outreach, corridor selection as well as ridership and cost modeling. The final plan includes an evaluation of the steps necessary to seek federal Very Small Starts funding. In addition to the service planning, the LRP includes a task to evaluate 'Urban Growth Management Transit District' or similar development fees to support transit infrastructure.

The Locally Preferred Alternative (LPA) for FAX's first BRT corridor will operate on Ventura/Kings Canyon Boulevard between Fowler Avenue on the east and the CBD following the current FAX Route 28 alignment, and then from the CBD north on Blackstone Avenue to Friant Road. Following the current FAX Route 30. The proposed corridor is comprised of segments of FAX's most productive routes. The other alternatives considered before the Fresno City Council adopted the LPA were the Ventura/Kings Canyon corridor (Route 28) from Fowler Avenue on the east to the CBD; Blackstone Corridor (Route 30) from Friant Road on the north the the CBD; and a modified combination of the first two alternatives that would have traveled north on Blackstone only as far as Manchester Transit Center. Other corridors identified in the Transit Master Plan include Cedar Avenue (FAX Route 38) and Shaw Avenue (FAX Route 9) including service to Clovis.

The current FAX system, as with many other areas around the county including those within Fresno

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County, is one that primarily addresses social service transportation needs. The typical FAX passenger tends to come from a transit dependent household and has few, if any options other than riding the bus. If public transit is going to play a role in addressing mobility and air pollution challenges, the system will need to be structured, or restructured, in a manner that can attract choice riders. BRT service promises to provide significant reductions in travel time and improvements in service reliability that will attract more choice riders.

The Fresno COG is also undertaking Phase II of the Public Transportation and Infrastructure Study (PTIS). The purpose of the PTIS is to evaluate mobility needs and opportunities, and to identify strategies for public transit and transit supportive infrastructure development that will result in wider acceptance and use of non-automobile transportation modes such as public transit, bicycle and pedestrian travel. In addition to the development of viable alternative public transportation options for Fresno County, this study seeks to develop ridership projections and cost estimates for various scenarios that will be used to establish a long-range plan leading to optimum connectivity within the region.

Phase I of the PTIS evaluated existing and planned land uses, mapped residential and employment densities, and identified primary travel corridors for communities outside of the Fresno/Clovis Metropolitan Area (FCMA). Phase I also reviewed existing land use policies and developed a set of transit supportive recommendations.

Discussion

Coordination of Fares and Schedules

Management and staff from FAX, Clovis Transit, Fresno County Rural Transit Agency, and Fresno County Economic Opportunities Commission meet regularly to discuss ongoing planning projects and reports, service issues, and connectivity among systems. Coordination of fares and schedules is an ongoing topic at these meetings. FAX now includes Clovis Roundup schedules with the FAX Schedule Guide, and in October 2004, Clovis Roundup and FAX initiated the Metro Pass, a new regional pass that is accepted on both systems. Information for both systems is available by phone at 559-621-RIDE.

In addition, a regional farebox system that could facilitate a regional pass program was included as part of the COG's "One Voice" program. FAX is the lead agency in the procurement of a new Automated Fare Collection System that will accomplish many of the benefits of forming a regional transit agency without the necessity of forming a new regional political structure.

Transit Interface

COG continues to publish the *Fresno County Transportation Guide*. The Guide is a bilingual (English/Spanish), user friendly booklet which describes in detail the availability of mass transportation services throughout the county. The Guide includes information on regional, inter-city, and local transportation providers; information on transportation services to many popular destinations; and clear direction on how to plan trips and make connections within and between systems and modes. The document includes several colored maps. The COG continues to revise the document each time it is published.

Public/Private Sector Coordination

FAX continues to contract with the private sector for many services which can be provided more reliably and economically. The maintenance department contracts to private firms for a variety of services including major overhauls and vehicle painting. FAX also contracts with private firms for special studies, surveys, marketing projects, technical training and administrative equipment servicing. Planning and related services are now contracted with the Council of Fresno County Governments. Many administrative support services such as legal, personnel, communications, finance, data processing and purchasing are performed by other city departments. Municipal code and labor contracts preclude some outside service contracting.

Inter-city Rail

Amtrak currently provides inter-city passenger rail service for six round trips daily. Freight is carried along both the Burlington Northern Santa Fe and the Union Pacific railroads.

Passenger Rail Project Priorities:

Passenger rail priorities currently facing Fresno include:

- Preservation of abandoned railroad right-of-way and trackage
- The California High Speed Rail Project
- Assessment of future light rail potential

A more detailed discussion of rail issues can be found elsewhere in this document (Section 4.8) under the heading *Rail*.

Chapter 5

Financial Element

Exhibit 5-1

Transportation Funding Categories

Federal Programs					
Program	Allocation Process	Eligible Projects	Annual Funding Estimate	10 yr. Funding Estimate	Life of the RTP (24 Years)
Air National Guard	Air national guard contributes \$50,000 annually for general maintenance to FYI	Fresno Yosemite International Airport (FYI) maintenance & improvements	\$50,000	\$500,000	\$1,200,000
Bridge Replacement/Rehabilitation (HBRR)	Competitive based on need and merit	Highway bridge rehabilitation & replacement	\$2,109,333	\$21,093,330	\$50,623,992
Congestion Mitigation & Air Quality (CMAQ)	Competitive bid and fair share distribution	Transportation projects that reduce emissions and improve air quality	\$15,486,008	\$154,860,085	\$371,664,203
Emergency Relief (ER)	Competitive based on need and merit	Repair damaged federal highways in federal disaster areas	\$40,000	\$400,000	\$960,000
Federal Airport Improvement Program	Entitlements are based on passengers and air cargo pounds	Improvements at commercial, "reliever", and general aviation airports	\$3,330,000	\$33,300,000	\$79,920,000
Federal Lands Program	Discretionary program	Highway improvements/construction projects for access to public lands	\$800,000	\$8,000,000	\$19,200,000
Federal Transit Administration Section 5307	FTA gives urban area funds based on formula	Purchase of transit capital items	\$7,751,883	\$77,518,830	\$186,045,190
Federal Transit Administration Section 5309	Projects identified through TEA-21 earmarks	Purchase of rail cars, buses, new rail systems & various equipment	Varies	Varies	Varies
Federal Transit Administration Section 5310	Competitive bid process	Purchase of transit capital items for needs of elderly & disabled persons	\$985,525	\$9,855,250	\$23,652,600
Federal Transit Administration Section 5311	FTA allocated rural area funds for transit	Purchase of transit capital items and/or operating assistance	\$100,000	\$1,000,000	\$2,400,000
Hazard Elimination and Safety Program (HES)	Competitive based on need and merit	Highway & roadway safety improvements	\$590,000	\$5,900,000	\$14,160,000
Highway/Railroad Grade Crossing Safety Improvement Program	Competitive based on need and merit	Improve at-grade crossings between roads and railroad tracks	\$1,440,000	\$14,400,000	\$34,560,000

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Interstate Maintenance (IM) Program	Based on formula for each state	Interstate system maintenance projects	Included in Regional Choice Funds	Included in Regional Choice Funds	Included in Regional Choice Funds
\$590 National Highway System (NHS) Program	Based on formula for each state	SHOPP and STIP projects	Included in Regional Choice/SHOPP Funds	Included in Regional Choice Funds	Included in Regional Choice/SHOPP Funds
Pedestrian Safety Program	Competitive based on need and merit	Pedestrian safety projects	\$189,600	\$1,890,600	\$4,550,400
Program	Allocation Process	Eligible Projects	Annual Funding Estimate	10 yr. Funding Estimate	Life of the RTP (24 Years)
Recreational Trails	Competitive based on need and merit	Bicycle, equestrian, and pedestrian recreation trails	\$46,250	\$462,500	\$1,110,000
Regional Surface Transportation Program (RSTP)	Competitive bid and fair share distribution	Fed highway, bus terminals, transit, public road bridge	\$14,446,710	\$144,467,103	\$346,721,046
Safe Routes to School Program	Competitive based on need and merit	Bicycle and pedestrian safety & traffic calming projects	\$474,000	\$4,740,000	\$11,376,000
TEA-21 High Priority (Demonstration) Projects	Discretionary program	High priority projects identified by Congress	Varies	Varies	Varies
Transportation Enhancements (TE)	100% competitive	Aesthetic & environmental improvement projects	\$1,562,465	\$15,624,653	\$37,499,166
FTA Sec 5316/5317	Formula	Transit-JARC/New Freedom	\$651,083	\$6,510,830	\$15,625,892
Federal Total					\$1,201,268,589

It can be reasonably expected that a Very Small State Grant will be awarded to the Fresno County Region. The estimated revenue available would be \$38.08 million.

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State Programs					
Program	Allocation Process	Eligible Projects	Annual Funding Estimate	10 yr. Funding Estimate	Life of the RTP (24 Years)
AB 2766 Funds (Motor Vehicle Registration)	Competitive program	Air pollution reduction projects	\$3,360,000	\$33,600,000	\$80,640,000
Bicycle Transportation Account	Competitive based on need and merit	Bicycle safety projects	\$118,500	\$1,185,000	\$2,844,000
California Aid to Airports Program-Acquisition and Development	Competitive program	Capital improvements and maintenance of public airports	Varies	Varies	Varies
California Aid to Airports Program-Airport Loan Program	Selected by Caltrans based on nominations	Airport-related construction projects, land acquisition, and engineering costs	This program has not been utilized by Fresno County	This program has not been utilized by Fresno County	This program has not been utilized by Fresno County
California Aid to Airports Program-Annual Grant Program	Entitlement program subject to eligibility	Airport capital improvements and operations/maintenance projects	\$40,000	\$400,000	\$960,000

Environmental Enhancement and Mitigation (EEM)	Selected by Caltrans based on need and merit	Environmental enhancement and mitigation projects	\$250,000	\$2,500,000	\$6,000,000
Interregional Improvement Program	Selected by Caltrans based on project nominations	Rural state highway projects & urban projects that generate economic development	\$10,000,000	\$100,000,000	\$240,000,000
Local Transportation Funds (LTF)	Population Formula	Public transportation projects for urban/rural areas based on population	\$30,000,000	\$300,000,000	\$720,000,000
Program	Allocation Process	Eligible Projects	Annual Funding Estimate	10 yr. Funding Estimate	Life of the RTP (24 Years)
Minors Program	Selected by Caltrans based on project nominations	Projects that preserve the safety and the reliability of the State Highway System	\$566,666	\$6,496,191	\$21,846,698
Petrol Violation Escrow Account (PVEA)	California Legislature decides based on merit	Projects that save energy	N/A	N/A	N/A
Regional Choice Funds	Competitive basis based on need and merit	Regional capital improvement projects	\$24,000,000	\$240,000,000	\$576,000,000
SB 1266 -Prop 1B RTIP Augmentation	Regional Decision on Type of Project	Regional capital improvement projects	One time Only Funding	NA	\$25,000,000
SB 1266-Prop 1B Transit Modernization	Formula Allocation to Transit Agencies	Transit Rehabilitation, Safety, Modernization, Capital Projects	One time Only Funding	NA	\$49,999,989
SB 1266 Prop 1B Local Streets & Roads	Formula Allocation to Cities & County	Street & Road Capital Projects	One time Only Funding	NA	\$54,538,662
SB 1266-Prop 1B SR 99 Bond Funding	Funding for Projects Identified in SR 99 Business Plan	Capital Improvements on SR 99	One time Only Funding	NA	\$93,000,000
State Emergency Repair Program	CTC decides allocations by vote	State Highway projects	\$10,000	\$100,000	\$240,000
State Highway Operation and Protection Program (SHOPP)	Selected by Caltrans based on need & merit	State Highway System safety & preservation	\$1,553,000	\$15,530,000	\$37,272,000
State Transit Assistance (STA)	Population formula and fare box revenues	Mass transit or transportation planning	\$10,889,094	\$108,890,940	\$261,338,256
State Total					\$2,169,679,605

Local Programs

Program	Allocation Process	Eligible Projects	Annual Funding Estimate	10 yr. Funding Estimate	Life of the RTP (24 Years)
Chandler Airport User Fees	Fresno City Council Approves	Operations, maintenance and improvements at Chandler Airport	\$200,000	\$2,000,000	\$4,800,000
Fresno County Local Sales Tax (Measure C) Local Share (67.9% of Total Meas. C Dollars)	Population and road miles formula	Highways, streets, rail, bus routes, park-and-ride lots, bicycle facilities, and railroad crossings	\$58,394,000	\$583,940,000	\$1,167,880,000
Fresno County Local Sales Tax (Measure C) Regional Share (30.6% of Total Meas. C Dollars)	Based on Measure C Expenditure Plan prepared by Fresno COG	Regional highways	\$26,010,000	\$260,100,000	\$520,020,000

Fresno-Yosemite International Passenger Facility Charge	FAA approves	Funds authorized improvements at FYI	\$1,300,000	\$13,000,000	\$31,200,000
Regional Facilities Development Impact Fees	Fees Collected go to 2006 Measure C Projects	2006 Measure C Projects (Tier 1 & 2)	\$4,250,000	\$42,500,000	\$102,000,000
Local Total					\$1,815,900,000

1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	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