



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

- Ward, R. D., & B. A. Schmitt. 1999. The evolution of the genus *Phragmites* (Poaceae) in North America. *Journal of Biogeography* 26: 103–117.
- Ward, R. D., & B. A. Schmitt. 2002. *Phragmites* (Poaceae) in North America: A review of the genus and its distribution. *Journal of Biogeography* 29: 103–117.
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- Ward, R. D., & B. A. Schmitt. 2004. *Phragmites* (Poaceae) in North America: A review of the genus and its distribution. *Journal of Biogeography* 31: 103–117.
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- Ward, R. D., & B. A. Schmitt. 2016. *Phragmites* (Poaceae) in North America: A review of the genus and its distribution. *Journal of Biogeography* 43: 103–117.
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- Ward, R. D., & B. A. Schmitt. 2020. *Phragmites* (Poaceae) in North America: A review of the genus and its distribution. *Journal of Biogeography* 47: 103–117.
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- Ward, R. D., & B. A. Schmitt. 2023. *Phragmites* (Poaceae) in North America: A review of the genus and its distribution. *Journal of Biogeography* 50: 103–117.
- Ward, R. D., & B. A. Schmitt. 2024. *Phragmites* (Poaceae) in North America: A review of the genus and its distribution. *Journal of Biogeography* 51: 103–117.
- Ward, R. D., & B. A. Schmitt. 2025. *Phragmites* (Poaceae) in North America: A review of the genus and its distribution. *Journal of Biogeography* 52: 103–117.

Received for consideration, November 1, 2023; accepted for publication, February 1, 2024.

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Supplemental material for this article is available at <https://doi.org/10.1016/j.jbioge.2024.103117>.

This article is part of the Special Issue: *Phragmites (Poaceae) in North America: A review of the genus and its distribution*.

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Council of Fresno County Governments Amendment to the Measure "C"
Regional Transportation Program Short Range Plan
October 21, 2009

The proposal rolls the Short Range Plan out the next two years and amends it to include program design and right of way acquisition for major projects, to have shelf ready projects, should additional federal or state funding opportunities such as ARRA materialize in the future. It also includes a proposal to advance the Willow - Barstow to Escalon project using savings from the California - West to Fruit project and makes minor offsetting phasing adjustments between fiscal years 11/12 and 12/13 for project segments on Ventura, Peach, and Willow.

The proposal does not at this point include bonding. The city of Fresno has requested that the Transportation Authority consider bonding to advance Veterans Blvd. on a schedule equated with the SR41/180/168 Braided Ramps. The Transportation Authority would like to see the Medium and Long Term plans formalized on a financially constrained basis prior to considering bonding. This proposal does not formalize the Medium and Long Term plans however could be used to provide the financially constrained starting point to consider bonding alternatives. Due to the uncertainties of the future, those projects schedules appearing in the Medium and Long Term plans should remain flexible pending future revenue enhancements or change in strategy.

The \$1.7 million Willow - Barstow to Escalon recommendation has the concurrence of both the cities of Fresno and Clovis and is supported by Fresno State, who is donating Right of Way for a trail. The advancement is made possible due to favorable bid savings of \$2.3 million.

The minor offsetting phasing adjustments on Ventura, Peach, and Willow also have the concurrence of the Cities of Fresno and Clovis and are intended to allow a more logical implementation.

\$82.8 million in previously unprogrammed revenues make the major schedule enhancements to the program feasible.

The Transportation Authority is far enough down the road on the SR 180 East and West projects that they feel comfortable programming and additional \$39.6 on projects that are jointly eligible under both the old and new measure. Of this, \$21.9 is urban and \$17.8 is rural. This does not automatically transfer old measure dollars to the extended measure, as a strict accounting is kept of the old measure Urban and Rural Capital Projects Funds and the eligibility criteria of the old measure money must be adhered to.

The State and Local Partnership contributes \$23.5 to the funding mix. This money is available to the Transportation Authority and we are following their instructions in programming these funds to develop shelf ready projects. Apportionments for this program are estimated at \$4.7 million per year. The first year's apportionment is already available.

The creation of Federal ARRA stimulus funds brought an additional \$18.4 million to be used on SR 180 Temperance to Academy. And additional \$1.4 million in federal demonstration funding was also awarded this project. This, in conjunction with project savings on the project,

freed up approximately \$32 million in STIP funds that were programmed in 2012/13. The proposed strategy assumes that STIP funding will still be available in 2012/13 however the California Transportation Commission advises that their program is oversubscribed. They are asking for shelf ready projects and delivering a project with other funding sources does not guarantee that the funding will remain in line. However our strategy is to bring them a shelf ready project and are hopeful the CTC will be receptive. As a note, the COG Board committed 75% of the STIP county shares to the Regional Transportation program; however the current strategy utilizes almost 100% of the STIP in the early years to deliver promised projects. Any free STIP funds are not available until 2020 and beyond.

There is net \$46.3 million in project savings, almost all coming from favorable bids and subsequent lowered estimates involving the SR 180 projects.

On the Urban program, the revised schedule shows the Willow - Barstow to Escalon project advancing from 2016/17 to 2009/10. It also programs enough to complete the design and right of way for the SR41/180/168 Braided Ramps and Veterans Blvd. in the short term period so that each project is shelf ready to take advantage of any hereto unknown future revenue enhancements. The construction for the Braided Ramps has been broken into two segments with the first segment occurring in 2012/13 and the second segment in 2014/15. The construction schedule for Veterans has not been formalized pending future revenue or strategy enhancements but was advanced on paper from 2023 to 2018.

Measure "C"
2009 Plan Update
Additional Revenues
10/01/09

Old Measure Revenues

Urban	21,980
Rural	17,649
State & Local Partnership	23,575
ARRA/Demo/STIP	19,612

Total New Revenues 82,816

Measure "C" Rural Tier I List**\$ in 1,000****10/29/2009**

Proj. ID	Location	Limits	2008 Estimate	2009 Estimate	Change
A	SR180 W	Yuba/James Passing Lanes	9,800	9,800	0
B	SR 180 E	Temperance to Academy	96,300	78,443	(17,857) Favorable Bid
C	SR180 E	Academy to Trimmer	53,700	35,744	(17,956) Lower Estimate
D	SR180 E	Trimmer to Frankwood	65,100	52,646	(12,454) Lower Estimate
E	Friant	Copper to Millerton	4,000	4,000	0
I	Mountain View	Bethel to Tulare County	22,200	22,200	0
F	Golden State	American to Tulare Cnty	34,979	34,979	0
G	SR 269	Bridge SR198 & Huron	24,300	24,300	0
J	Academy	Manning to Ind. Park	3,350	3,350	0
K	SR 99	American Interchange	32,600	32,600	0
H	SR 180 W	SR 180 to I5	174,000	174,000	0
L	I-5	SR 198 Interchange	10,400	10,400	0
			530,729	482,462	(48,267)

Measure "C" Urban Tier I List
By Segment
\$ in 1,000
10/29/2009

Proj. ID	Agency	Location	Limits	2008 Estimate	2009 Estimate	Change	
A	Caltrans	SR 180 E	Clovis to Temperance	107,710	107,710	0	
B1	Caltrans	SR 180	Brawley/Hughes West	70,160	70,160	0	
B2	Fresno	SR 180	Access RD	6,975	6,975	0	
B3	Caltrans	SR 180	Brawley/Hughes Land Scape	4,560	4,560	0	
C	Caltrans	SR180/41/168	Braided Ramps	72,000	75,679	3,679	Split in two phases
D1	Clovis	Willow	Shepherd to Copper	6,287	6,287	0	
D2	Clovis	Willow	Teague to Shepherd	752	752	0	
D4a	Fresno	Willow	Teague to Shepherd	350	350	0	
D2a	Clovis	Willow	Shepherd Signal	2,189	2,189	0	
D3	Clovis	Willow	1/4 mi North of Alluvial	606	606	0	
D4b	Fresno	Willow	Shepherd to Behymer	3,469	3,469	0	
D5	Fresno	Willow	Decatur to Shepherd	3,606	3,606	0	
D6	Fresno	Willow	International to Copper	598	598	0	
D7	Fresno	Willow	Herndon to Alluvial	1,366	1,366	0	
D8	Fresno	Willow	Barstow to Escalon	1,800	1,700	(100)	Revised down
E1	Clovis	Temperance	Enterprise Canal to Nees	1,306	1,306	0	
E2	Clovis	Temperance	N & S or Sierra	2,235	2,235	0	
E3	Clovis	Temperance	Shepherd to Nees	1,486	1,486	0	
F	Fresno	Ventura	SR41 to SR 99	5,550	5,550	0	
G	Fresno	SR 99	Monterey Bridge	7,370	7,370	0	
H1	Fresno	California	West to Fruit	4,500	2,136	(2,364)	Good Bid
H2	Fresno	California	Fruit to Ventura	8,649	8,649	0	
I2	Fresno	Peach	Jensen to Butler	8,141	8,141	0	
I3	Fresno	Peach	SR180 to Butler	14,224	14,224	0	
J	Caltrans	SR 41	Aux LN Tulare to "O"	13,926	13,926	0	
K 1	Clovis	Herndon	Willow to Minnewawa	3,170	3,840	670	Recognize other funding
K 2	Clovis	Herndon	Clovis to Bundy	1,187	1,187	0	
K 3	Clovis	Herndon	Temperance to DeWolf	9,382	9,382	0	
K 5	Fresno	Herndon	Blythe to Valentine	4,158	4,158	0	
K 6	Fresno	Herndon	Valentine to Marks	2,800	2,800	0	
K 7	Fresno	Herndon	SR99 to Weber	5,380	5,380	0	
K 8	Fresno	Herndon	@SR99	15,050	15,050	0	
K 9	Fresno	Herndon	@UPRR	35,000	35,000	0	
K 10	Fresno	Herndon	Weber to Polk	4,906	4,906	0	
K 11	Fresno	Herndon	Polk to Milburn	5,560	5,560	0	
L1	Clovis	Shaw	East of Locan	1,650	1,650	0	
L2	Clovis	Shaw	Dewolf to McCall	8,425	8,425	0	
M	Caltrans	SR 99	North to Cedar	50,000	50,000	0	
N	Fresno	Veterans Blvd	Herndon to Grantland	116,000	116,000	0	
TOTAL URBAN				612,483	614,368	1,885	

Measure "C" Plan Update
Changes in Construction Scheduling
10/01/09

	Prior Start Construction	Revised Schedule	Advanced
Urban Program			
Willow - Barstow to Escalon	2016/17	2009/10	7 years
SR 168/41/180 Braided Ramps Phase I	2016/17	2012/13	4 years
SR 168/41/180 Braided Ramps Phase II	2016/17	2014/15	2 years
Veterans Blvd.	2022/23	2018/19	4 years
Rural Program			
SR 180 E Academy to Trimmer	2017/18	2016/17	1 year
SR 180 E Trimmer to Frankwood	2019/20	2018/19	1 year

Priority	Urban Combined Urban Regional Program Consolidated	Prior 06/30/09	Short Term Planning Period								Mid Term Planning Period					Long Term Planning Period					Total	Inflated Projects Unfunded 2026/27
			2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27		
A	SR180 East - Clovis to Temperance 4Ln Freeway 6Ln ROW	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Const Total	107,710 107,710	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	107,710 107,710	
B1A&B3	SR180 West - Brawley to Hughes/W Landscape	PE	0	0	0	0	738	0	0	0	0	0	0	0	0	0	0	0	0	0	738	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Const Total	70,180 70,180	0 0	0 0	0 0	4,707 5,445	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	74,887 75,605	
0 B2	SR180 West - Brawley to Hughes/W Frontage Rd.	PE	335	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	335	
		ROW	0	2,758	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,758	
		Const 0 Total	335	2,758	4,426	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,426	7,519
1 I	Peach - SR180 to Jensen Widen to 4 Ln divided Arterial	PE	849	485	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,334	
		ROW	5,862	0	0	1,078	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,940	
		Const 0 Total	6,411	485	0	0	17,071	0	0	0	0	0	0	0	0	0	0	0	0	0	17,071	25,045
2 G	SR 99 Monterey Bridge HBR/Measure 90/20	PE	773	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	773	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Const 0 Total	773	0	7,234	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,234	8,006
3 D	Willow - Barstow to Copper 8Ln divided super Arterial/retrofit	PE	680	117	0	218	725	80	0	0	0	0	0	0	0	0	0	0	0	0	1,900	
		ROW	688	484	0	488	0	1,865	0	0	0	0	0	0	0	0	0	0	0	0	3,905	
		Const 0 Total	5,608 7,176	1,644 2,245	3,169 3,169	1,579 687	5,550 7,475	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	17,760 23,054	
3 F	Ventura - SR41 to SR99 Widen to 4Ln divided collector	PE	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200	
		ROW	0	0	0	4,108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,108	
		Const 0 Total	200	0	0	4,108	1,971	0	0	0	0	0	0	0	0	0	0	0	0	0	1,971	6,279
4 C	SR 41, 168, 180 Braided Ramps Braided ramps	PE	1,804	5,606	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,409	
		ROW	0	103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103	
		Const Total	1,804	5,708	0	0	0	40,860 3,298	3,298	0	0	0	0	0								

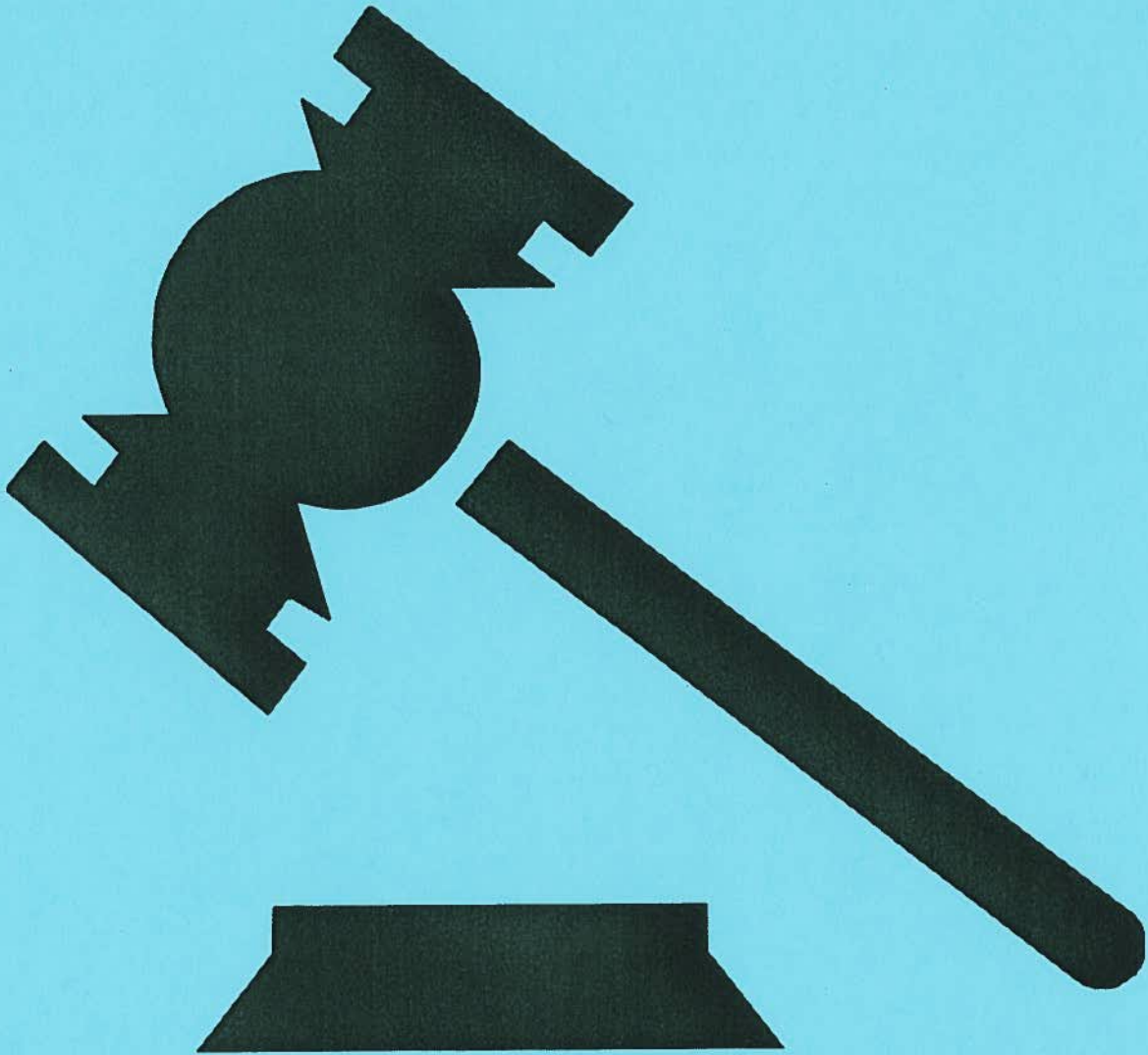
Sched_1.xls Urban Combined
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Priority	Urban Combined Urban Regional Program Consolidated	Prior 06/30/09	Short Term Planning Period					Mid Term Planning Period					Long Term Planning Period					Total	Initiated Projects Unfunded 2026/27			
			2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24			2024/25	2025/26	2026/27
7 M	SR99 - North/Cedar Interchange	PE ROW Const 0 Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	10,050 0 0 0	0 13,159 0 0	0 0 28,850 28,850	0 0 28,850 28,850	0 0 28,850 28,850	0 0 0 0	10,050 13,159 58,566 61,775		
8 E	Temperance - Bullard to Shepherd Widen to 4Ln divided expressway/	PE ROW Const 0 Total	0 0 0 0	295 0 0 0	214 0 2,212 2,425	228 0 1,073 1,522	0 186 1,353 1,539	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	737 407 4,638 5,782		
9 J	SR41 Aux. Lane Tulare to "O" Widen Aux Ln Imp. Ramps	PE ROW Const 0 Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	3,351 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	3,351 0 17,000 20,350		
9 N	Veterans Blvd - Herndon to Grant/ Grade Separation	PE ROW Const 0 Total	1,000 0 0 1,000	9,601 9,635 10,130 19,435	0 0 0 10,130	0 0 0 10,130	0 0 0 10,130	0 0 0 10,130	0 0 0 10,130	0 0 0 10,130	0 0 0 10,130	0 0 0 10,130	0 0 0 10,130	0 0 0 10,130	0 0 0 10,050	0 0 0 10,050	0 0 0 10,050	0 0 0 10,050	0 0 0 10,050	0 0 0 10,050	11,601 19,964 121,352 152,918	
	Grand Total	PE ROW Const Total	4,431 8,182 3,603 206,203	15,501 9,537 14,828 40,287	642 16,156 3,346 20,143	1,793 220 61,184 83,198	798 4,037 18,618 23,653	1,536 5,681 40,860 48,077	1,177 0 13,015 14,182	652 444 12,000 13,096	2,016 0 113,083 2,016	0 0 113,083 2,016	0 0 17,463 20,813	0 0 17,000 20,813	10,050 0 10,050 10,050	0 13,159 0 13,159	0 0 28,850 28,850	0 0 28,850 28,850	0 0 28,850 28,850	0 0 0 0	44,355 63,106 654,444 761,904	
06/30/09	Balance Forward	Revenues	0	25,549	28,075	18,323	15,249	5,226	1,372	354	3,216	4,758	15,613	73	10,194	7,688	12,781	15,530	32,430	21,261	8,854	446
	Prior STIP/Measure "C" Current Measure "C" Measure Match Current STIP RTMP Interest Other Total Revenues Expenses Project Expenses Debt Service Total Expenses Ending Balance		113,752 18,498 0 54,428 338 46,736 231,752 206,203 206,203 25,549	8,973 9,354 0 0 0 0 30,514 40,287 40,287 18,322	9,752 10,167 0 0 0 0 17,089 20,143 20,143 15,249	10,167 10,589 0 5,445 0 113 13,911 63,198 63,198 5,226	10,589 11,050 31,600 2,936 30 3,842 19,789 23,653 23,653 1,372	11,520 11,520 3,298 2,936 61 2,179 47,059 48,077 48,077 354	12,010 12,521 0 0 137 2,489 14,636 13,096 13,096 4,758	12,521 13,063 0 0 350 12,871 0 2,016 2,016 15,613	13,063 13,608 13,405 3,744 270 13,842 30,334 20,813 20,813 73	13,608 14,187 0 0 308 14,495 17,000 17,000 10,194	14,187 14,781 0 0 352 15,143 10,050 10,050 12,781	15,420 16,075 0 0 487 15,907 13,159 13,159 15,530	16,075 16,759 0 0 825 16,900 0 0 32,430	17,472 17,759 0 0 923 17,682 28,850 28,850 21,261	18,215 18,215 0 0 516 18,160 30,567 30,567 8,854	18,215 18,215 0 0 160 76,478 88,886 88,886 446	113,752 252,024 0 173,589 40,388 174,889 762,350 761,904 761,904 446			

[illegible]

Sched_1.xls Rural Combined
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\$1,000

Rural Combined Rural Regional Program		Prior 06/30/09	Short Term Planning Period					Mid Term Planning Period					Long Term Planning Period					Total	Inflated Projects Unfunded 2026/27	
			2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24			2024/25
8 L	0 Const Total	0	0	0	0	0	0	6,764	0	0	0	0	0	0	0	0	0	0	0	6,784
	PE	0	0	0	0	0	0	6,764	0	0	0	0	0	0	0	0	0	0	0	11,782
	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,739
	0 Const	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12,838	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3,739	12,838	0	0	0	16,577
Grand Total		14,635	7,089	0	1,913	0	5,970	0	0	3,887	0	0	0	6,958	3,739	0	39,688	0	0	83,871
ROW Const		24,230	11,965	0	0	0	3,105	0	12,802	13,167	2,630	0	0	0	2,337	0	0	24,823	18,270	0
Total		46,863	19,669	0	0	0	6,764	37,343	30,489	0	41,027	27,802	0	6,958	6,076	55,362	39,688	24,823	18,270	268,268
		85,728	22,000	19,669	1,913	0	9,075	6,764	43,291	17,084	43,657	27,802	0	6,958	6,076	55,362	39,688	24,823	18,270	465,485
		85,726	22,000	19,669	1,913	0	9,075	6,764	43,291	17,084	43,657	27,802	0	6,958	6,076	55,362	39,688	24,823	18,270	465,485
Balance Forward		0	27,922	15,644	5,696	13,871	24,701	27,117	32,426	7,286	9,089	16,551	16,210	2,333	16,850	32,490	45,513	14,645	7,110	(121)
Revenues		73,280	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73,280
Prior Measure "C"		16,498	8,973	9,354	9,752	10,167	10,599	11,050	11,520	12,010	12,521	13,053	13,608	14,187	14,791	15,420	16,075	16,759	17,472	18,215
Current STIP - Measure Match		3,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Current STIP		0	0	0	0	0	0	0	0	16,402	5,500	14,856	0	0	6,958	2,337	7,384	0	0	56,437
RTMF		0	0	0	0	0	0	0	0	16,400	6,084	15,043	0	0	0	0	0	0	0	37,527
Interest		1,060	749	367	337	663	891	1,024	683	282	441	563	319	330	849	1,342	1,035	374	120	11,429
Other		19,612	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15,000	0	34,612
Total Revenues		113,650	9,722	9,721	10,089	10,830	11,490	12,074	12,203	45,094	24,546	43,315	13,927	14,517	22,598	19,099	24,494	32,133	17,592	465,309
Expenses		85,728	22,000	19,669	1,913	0	9,075	6,764	37,343	43,291	17,084	43,657	27,802	0	6,958	6,076	55,362	39,688	24,823	18,270
Project Expenses		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	465,485
Debt Service		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Expenses		85,728	22,000	19,669	1,913	0	9,075	6,764	37,343	43,291	17,084	43,657	27,802	0	6,958	6,076	55,362	39,688	24,823	18,270
Ending Balance		27,922	15,644	5,696	13,871	24,701	27,117	32,426	7,286	9,089	16,551	16,210	2,333	16,850	32,490	45,513	14,645	7,110	(121)	(176)



***TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM IV. B.***

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
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	\$15,625,992
Federal Total					\$1,201,268,589

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

Exhibit 5-2
Transportation Funding Provided Directly to Local Agencies
(Gas Tax, Motor Vehicle License In-Lieu-tax) PUC 99234, 99400(a), Bond Sales, General Fund, etc.)
Not Available for Regional Programming

Clovis	\$1,459,450	\$1,445,969	\$8,379,235	\$11,284,65
Coalinga	\$306,164	\$40,865	\$625,027	\$972,05
Firebaugh	\$60,508	\$0	\$166,996	\$291,16
Fowler	\$209,251	\$0	\$108,230	\$317,48
Fresno	\$16,677,827	\$7,358,965	\$14,370,461	\$38,407,25
Huron	\$130,829	\$0	\$194,020	\$324,84
Kerman	\$198,722	\$0	\$378,285	\$577,00
Kingsburg	\$206,654	\$37	\$340,775	\$547,46
Mendota	\$160,892	\$0	\$236,679	\$397,57
Orange Cove	\$171,483	\$0	\$297,798	\$469,28
Parlier	\$226,935	\$0	\$483,518	\$710,45
Reedley	\$398,013	\$0	\$948,851	\$1,346,86
Sanger	\$916,483	\$50,000	\$1,005,000	\$1,971,48
San Joaquin	\$69,364	\$0	\$122,441	\$191,80
Selma	\$399,352	\$686,341	\$1,677,705	\$2,763,39
Fresno County	\$17,043,228	\$2,679,301	\$13,035,702	\$32,758,23
Total	\$38,635,155	\$12,261,478	\$42,370,723	\$93,331,01

Exhibit 5-3
Transportation Funding Flow Chart

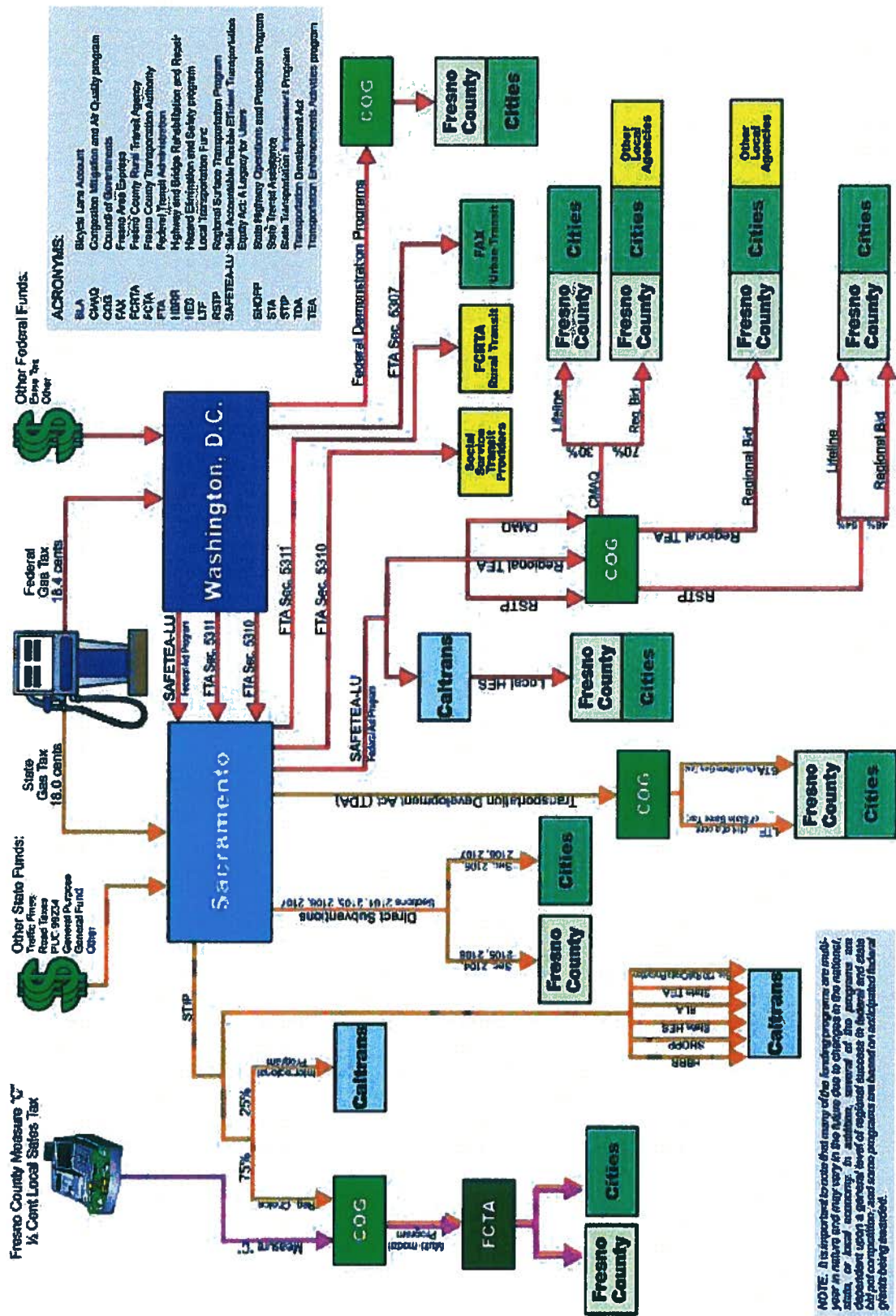


Table 1
Measure "C" Sales Tax Revenue
2009/10
11/03/09

Funding Allocation Programs	Accumulated Balance 08/30/09	Estimated Allocation 2009/10	20 Year Projection
Regional Public Transit Program			
Public Transit Agencies			
Fresno Area Express (FAX)		7,440,796	235,000,000
Clovis Transit		1,069,954	33,700,000
Fresno County Rural Transit Agency (FCRTA)		2,167,064	68,400,000
Public Transportation Infrastructure Study (PTIS)		157,506	5,100,000
ADA / Seniors / Paratransit		429,068	13,700,000
Farmworker / Car / Van Pools			
Farmworker Van Pools		315,012	9,950,000
Car/Van Pools		315,012	9,950,000
New Technology Reserve	2,424,597	1,140,560	36,300,000
Local Transportation Program			
Local Allocation		16,619,588	525,300,000
Pedestrian/Trails			
Urban (Fresno/Clovis)		1,167,716	37,000,000
Rural		515,968	16,300,000
Bicycle Facilities		488,811	15,000,000
Regional Transportation Program			
Urban	16,972,180	7,983,920	251,900,000
Rural	16,972,180	7,983,920	251,900,000
Airports		543,124	17,000,000
Alternative Transportation Program			
Rail Consolidation	4,227,421	3,258,743	102,500,000
Environmental Enhancement			
School Bus Replacement	2,655,511	1,249,185	39,900,000
Transit Oriented Infrastructure for In-Fill	1,385,484	651,749	19,900,000
Administration/Planning Program			
Fresno County Transportation Authority (FCTA)		543,124	17,000,000
Council of Fresno County Governments (COFCG)		271,560	8,600,000
Total		54,312,380	1,714,400,000
		54,312,380	

Exhibit A

Although the amount required for the high speed rail maintenance facility has not been identified, the determination of the funding source will ultimately be affected by the size and timing of the cash requirement. A \$40 million number has been discussed loosely. If the estimate does come in near that level, given the current condition of the state and local agency budgets and the overall economy in general, it would be exceptional to discover that amount of unappropriated funding, therefore the concept of bonding is incorporated into the discussion of funding sources.

Federal Aid Funding - Regional Surface Transportation Program - RSTP, Congestion Mitigation Air Quality - CMAQ, Transportation Enhancement - TE

The COG appropriates approximately \$20 million a year in Federal Aid funding. The program has a population component, Lifeline, and a competitive bid pot component, Regional Bid. In November the Board is approving Regional Bid projects that will encumber apportionments through 2013/14. The funding is channeled through the state and is not bondable. Federal Aid projects must go through a rigorous project review by Caltrans and discrete phases must be completed before money can be encumbered for subsequent phases, that is, the project must be environmentally cleared prior to encumbering for design or right of way, design must be complete and right of way certified prior to proceeding to construction. Recently, FHWA has indicated their intent to rescind \$6.5 million or more in residual apportionments for this program, so the list of existing projects may have to be revaluated in regard to financial constraint programming requirements.

Transportation Development Act - TDA

The current annual TDA estimate is \$28 million. The fund is down considerably from prior years as sales tax has dropped and the state diverted \$10 million in State Transit Assistance. TDA is apportioned by the COG per State statute to various Transportation priorities, Bike & Pedestrian, Regional Transportation Planning, Social Service Transit, and Public Transit. After the priorities have been apportioned and Public Transit budgets developed and funded as Article 4 through a series of statutory "Unmet Needs" public hearing, the remainder of the funds can be apportioned as Article 8 to Local Streets and Roads, Passenger rail service operations and capital improvement, or Farm Worker Van Pools. However the funds are allocated by "Areas of Apportionment" which are defined in statute as each city in the county and the County of Fresno, therefore each city would have to agree to any joint usage of the funds. The largest TDA Claimant, Fresno Area Express, uses their entire Article 4 & 8 apportionment to fund their statutory unmet transit needs requirement leaving approximately \$5.5 between the county and smaller cities to claim as Article 8. Bonds can be sold for public transportation purposes, excluding highways, however the county board of supervisors must call an election.

STIP County Shares

County Shares are estimated to be roughly \$15 million per year, however recent uncertainty with the state budget and bonding capacity bring that into question. The COG board committed 75% of the regions STIP to support the Measure "C" Regional Transportation Highway program, and from a programming perspective all available STIP is being used to advance three major projects, the SR41/180/168 Braided Ramps, SR180 East past Academy, and the Veterans Blvd. Interchange, with the remaining 25% out past 2020. The current amendment to the Short Range Transportation Program nominates the Braided Ramps as the project to fill the programming spot previously filled by SR 180 out to Academy that was freed up by Federal ARRA stimulus funding. However there is no guarantee that the approximately \$30 million will be available in 2012/13 as the California Transportation Commission

has announced there is no new money and existing project are being pushed back on the schedule. A redirection in the COG Boards policy to use STIP funds for the Measure C Regional Transportation program could result in a lengthy delay of one of the three major projects. The regions do not have bonding discretion.

State and Local Partnership

Approximately \$23 million is available to the Transportation Authority over a five year period at \$4.7 per year. Per the direction of the Transportation Authority and the recent consensus develop by the COG process, the funding is dedicated to the three major projects in the Measure C Regional Transportation program, the SR41/180/168 Braided Ramps, SR180 East past Academy, and the Veterans Blvd. Interchange, and will be used to design and acquire right of way and develop shelf ready projects so the region will be positioned to take advantage of any unforeseen windfall of federal or state funds in the future. The regions do not have bonding discretion.

Measure "C"

The Measure C program was extended by election in 2006. The annual apportionment is \$54.3 million and is expected to generate an estimated \$1.7 billion over the twenty year period. The program is spread over various programs stipulated in the ballot, however with the exception on the New Technology Reserve, Rail Consolidation, and Transit Oriented Infrastructure for In-Fill, all categories are fully subscribed. Redirecting any of these categories from the use prescribed in the ballot to allow use for the High Speed Rail Maintenance Facility would require developing a public consensus to amend the plan. Depending on the final cost estimate of the rail facility it may also entail a request to the Transportation Authority to consider selling bonds.

The New Technology Reserve has accumulated \$2.4 million, is anticipated to generate and additional \$1.1 million this year, and projected to receive \$36 million over the life of the program. If this source was bonded, it is anticipated that this level of revenue may support debt service for a \$10 to \$15 million bond issue depending on the timing, bonding environment and underwriter requirements.

The Rail Consolidation program has accumulated \$4.2 million, is anticipated to generate and additional \$3.3 million this year, and projected to receive \$102 million over the life of the program. If the source was bonded, it is anticipated that this level of revenue may support debt service for a \$30 to \$35 million bond issue depending on the timing, bonding environment and underwriter requirements.

Regional Transportation Mitigation Fee

The RTMF fee was established at the October Board meeting and is anticipated to generate up to \$217 million over the next twenty years. The fee requires the establishment of a nexus to development. Under the current nexus the program is specific to the three major projects in the Measure C Regional Transportation program, the SR41/180/168 Braided Ramps, SR180 East past Academy, and the Veterans Blvd. Interchange and a list of smaller Freeway interchanges. The bonding capacity of this program is very sketchy and would necessitate a revision to the nexus.

Local Gas Tax or General Fund

The city's and county may use Gas Tax and General Fund for the Rail Station or to collateralize bonds, however these funding sources are under severe pressure to offset reductions in state apportionments.

Go Fresno

Program Approach
for the Expression of Interest Response

High-Speed Train
Heavy Maintenance Facility

November 9, 2009



Quad Knopf



November 9, 2009

Clark Thompson
Project Manager
Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Dear Clark,

HOK/Darden is pleased to revise our original proposal to include our plan for assisting the Fresno COG with its Expression of Interest for the Heavy Maintenance Facility to the California High-Speed Rail Authority. We fully appreciate the critical nature of this effort to Fresno's economic well-being. Securing the HMF for Fresno will require a concerted, focused effort among the COG, City of Fresno and other stakeholders. We believe - strongly - that we have the combination of technical knowledge and production capability to lead this effort and compile a winning presentation.

Team Fresno

Should we be chosen, HOK/Darden is prepared to immediately engage all of Fresno's stakeholders in leading an aggressive approach to this competition. We've outlined a 10-week program of activities that we believe will draw the best of Fresno together in an intense, organized effort identifying all the attributes and advantages of the Fresno HMF. The "Team Fresno" program combines visioning, strategy and research with publishing and/or production of your presentation. Between HOK/Darden and Quad Knopf, we have the expertise to acquire and compellingly present all of the information necessary to win.

A Winning Vision

Above all, the Team Fresno effort will be a process of discovery. We believe to secure the HMF for Fresno will require a broader vision encompassing economic, social and environmental concerns. So, although we've outlined a rigorous approach, we bring a flexible, enthusiastic - winning - attitude to this effort. We're prepared to help organize Fresno's stakeholders - the COG, City Hall, HSR Task Force - and to generate enthusiastic, active participation. Working together, we believe we can develop a response that will provide the HSR Authority with overwhelming reason to select Fresno.

On behalf of our team, we wish to reiterate our genuine desire to work with you in winning this important project and all that it means to Fresno. Should you have any questions, please contact either of us.

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EXPRESSION OF INTEREST OVERVIEW

UNDERSTANDING

The California High Speed Rail Authority has concluded that the system's Heavy Maintenance Facility should be located in a Central Valley location between Bakersfield and Merced. The Authority has issued a formal Request for Expression of Interest due Jan. 15, 2011. The COG has asked HOK/Darden to amend our earlier proposal to outline our approach to assisting the COG in its response to the CHSRA.

REQUIRED INFORMATION

1. The Request for Expressions of Interest for Maintenance Facilities identifies seven different pieces of required information to be contained in an Expression of Interest to evaluate whether a proposed site meets the Authority's Maintenance Facility Site Criteria. The County of Fresno has already gathered, or soon will, much of the required information, as noted below for each piece. How would you propose to enhance the available information developed by the County? What required information not otherwise available should be developed?

(a) Site description, etc. County staff is developing information and will have a word description by December 1, except for utilities. The County is working with Precision Engineering on GIS mapping of electrical utilities, but will require Consultant input.

HOK/Darden will compile all site data and technical requirements contained in Technical Memoranda 5.1 and 5.3. We will conduct a comprehensive review of existing utilities and any required improvements that may be necessary. Information will be presented in a graphic format illustrative of the technical requirements, site constraints and attributes, and consistent with the overall presentation strategy.

(b) Availability of local labor force, etc. The recently formed Fresno County High Speed Train Steering Committee will charge its Training Subcommittee with development of this information.

HOK/Darden will work with the Task Force in compiling and documenting the availability of Fresno's local labor force to support the HMF needs. We will focus on the economic benefits that the HMF will have on the Fresno economy and present it in report/graphic format.

(c) Constructability, access for construction, etc. The County doesn't foresee any issues as the proposed site is located along arterial roads and access should be good, but there may be a need for some assistance from the consultant with identification of concerns.

HOK/Darden will create a conceptual report outlining constructability issues including potential phasing, staging and lay-down areas as they relate to traffic, circulation and access.



EXPRESSION OF INTEREST OVERVIEW (CONTINUED)

(d) Displacements: etc. County staff is developing this information and will have it by December 1.

HOK/Darden will compile and present data as required.

(e) Traffic Effects: etc. County staff is developing core data but will require input and advice/assistance on how to present the information.

Quad Knopf will work with COG and Caltrans to identify where any necessary road or intersection improvements would be needed. Based on an expectation of an elongated site, it is likely that a roadway somewhere would need to be abandoned. The goal would be to identify impacts and suggest mitigation, and present the information proactively anticipating requirements, costs and potential funding for improvements.

(f) Environmental: etc. A Level I Environmental Site Assessment will need to be provided by the Consultant. The County Health Department has done a preliminary record search and identified one location which was a former disposal site, but with no record of hazardous material or of underground storage tanks. No record results on other properties. County staff can assist in identifying contacts for other agencies with potential records.

Quad Knopf will conduct the Level I Environmental Site Assessment that investigate the former disposal site, identify wetlands and any known underground storage tanks and/or hazardous materials that would require remediation.

(g) Economic incentives, etc. This information will be developed entirely by the Fresno County High Speed Train Steering Committee.

HOK/Darden will assist the Task Force in investigating economic incentives including potential public/private partnerships that may provide finance/operation options

2. How would you otherwise propose to distinguish Fresno County's Expression of Interest from Expressions of Interest submitted by other agencies in the San Joaquin Valley?

The premise of the HOK/Darden approach to developing Fresno's Expression of Interest is founded on a collaborative "Team Fresno" approach with the COG and appropriate stakeholders. We believe an intensive visioning/strategic approach drawing from the ideas of the entire team will be the most productive and efficient way to create a compelling response. That said, we think there are three primary elements to Fresno's position:

Technical Compliance: It appears the Fresno site has numerous advantages to the CHS Authority. The site is virtually midway along the system, adjacent to the proposed alignment, contiguous and of suitable configuration and environmental quality. It is essential to make the case for technical compliance in a concise, indisputable way.



EXPRESSION OF INTEREST OVERVIEW (CONTINUED)

Economic Impact: There are several elements relating to the economic impact of the Fresno HMF site, some benefiting the CHS Authority and other benefiting Fresno. Making the case for the benefits of HMF in Fresno County to the Authority involves issues including land and construction price, ongoing operations and job-force availability. At the same time, it is in the Authority's interest to assign the HMF (as well as other facilities) to communities where the most economic impact can be made. As such, the response should make a clear argument for Fresno's economic well-being.

Intangibles. While technical compliance and economics are fundamental to the Authority's decision, it is likely that intangible qualities will make the difference. We believe it essential that Team Fresno develop an enduring vision for the HMF that goes beyond technical and economic requirements. HOK/Darden will guide the visioning session in an effort to discern a meaningful theme that will broaden the importance of the HMF in Fresno. Attributes such as Fresno's culture, education, housing, transportation and overall quality of life could be vital in the decision of where to locate the HMF. It is essential the response make Fresno's case in an imaginative, creative, engaging manner.

Beyond a durable vision and Fresno's distinguishing attributes, the COG may want to explore innovative public/private options that would provide the CHR Authority with a lease option on a privately developed HMF. Public/Private partnerships for large infrastructure projects are becoming more commonplace and may be a welcome alternative to the Authority looking to defer investment in other areas.

3. How would you propose to "package" Fresno County's Expression of Interest for submittal to the Authority in order to distinguish our Expression of Interest from others the Authority will receive? Our goal is to insure our proposed site is selected for detailed evaluation in the Project Level Environmental Document. Your response should address, for example, the design, formatting, and presentation of the submittal and the use of maps and other graphical materials.

Whoever said "You can't judge a book by its cover" never submitted a competitive proposal. HOK has extensive experience publishing competition documents for large project like this. We believe a distinct, memorable graphic format for this proposal will be critical to its success. One of the first things HOK/Darden would determine with Team Fresno would be the strategic format for the Response. Given the stakes for the HMF, we'd propose an oversized, folio format and professional graphic quality. Typically, the graphic format (or presentation) will emerge from a larger vision. Given the two-month schedule, a published document is likely the most practical format. Both firms have in-house graphic design expertise and color documentation production capabilities. Our designers work in Adobe InDesign and will import all mapping and graphic material for uniform formatting. At the kickoff meeting we'd bring several samples of documents from simple wire-bound, proposal-type documents, to more elegantly published, hard-cover documents. We would also want to explore the possibility of a digitally animated video highlighting the highlights of your response, perhaps including short interviews of Fresno citizens' thoughts on what the HMF would mean to the community.



EXPRESSION OF INTEREST OVERVIEW

(CONTINUED)

TEAM FRESNO PROGRAM SCHEDULE

The attached schedule outlines a 10-week program of activities intended to organize the COG, City of Fresno, and the Task Force in an intensive process that will result in a winning Response to the CHR Authority. The following describes the major elements:

Team Fresno Mobilization

Nov 16-20

Upon receiving the COG's notice to proceed, HOK/Darden would begin preparing for the Kick-Off Meeting. We would work closely with COG project manager Clark Thompson to identify key stakeholders who would constitute Team Fresno. We'd quickly engage each individual and share the details of the 10 week program, urging their focus and participation throughout. Specifically, we would schedule their attendance and participation in the two-day Kick-Off session, then compile all available baseline information regarding the site and related data. From that, we'll create and issue a Kick-Off meeting agenda.

Team Fresno Kick-Off

Nov 23-24

The Kick-Off meeting would be a one or two-day charrette in Fresno where overall goals will be established. Initial strategies will be identified including graphic presentation formats, schedules and budgets. We will develop and overall outline for the response and make assignments for each team member.

Investigation/Data Gathering - Synthesis/Publishing

Ongoing

We expect there will be several teams assigned to gather various types of information including site, technical, environmental, economic, traffic, utilities, cultural, etc. Each team/individual will have assignments with due dates and conduct their work through project manager Marty Dietz. Marty will work with HOK's Crystal Barriscale in synthesizing and publishing the information.

Team Fresno Strategy Session

Dec 7

Week Five will begin with a one-day Strategy Session in Fresno. Team Fresno will have enough information to formulate a broader vision for the HMF. The team will consider the full range of issues brought about at the Kick-Off meeting in an effort to refine the message into a more coherent set of central themes - and a clearly conceived vision and case for the Fresno HMF.

Rough Draft Review

Dec 21

The rough draft review will be a half-day session in Fresno where a core group of Team Fresno will collectively review and edit the document. The rough draft will contain all sections and graphic layouts in concept form. There will still be time to add significant new information or graphic elements.



EXPRESSION OF INTEREST OVERVIEW

(CONTINUED)

Draft Review

Jan 4

The draft review will be a half-day session in Fresno where the core group of Team Fresno will collectively review and vet the document. The draft will be in near final form, so the effort will be to refine the document.

Team Fresno Final Review

Jan 11

The final review will be a half-day session in Fresno where the core group of Team Fresno will review and give final approval for the document for production.

Delivery

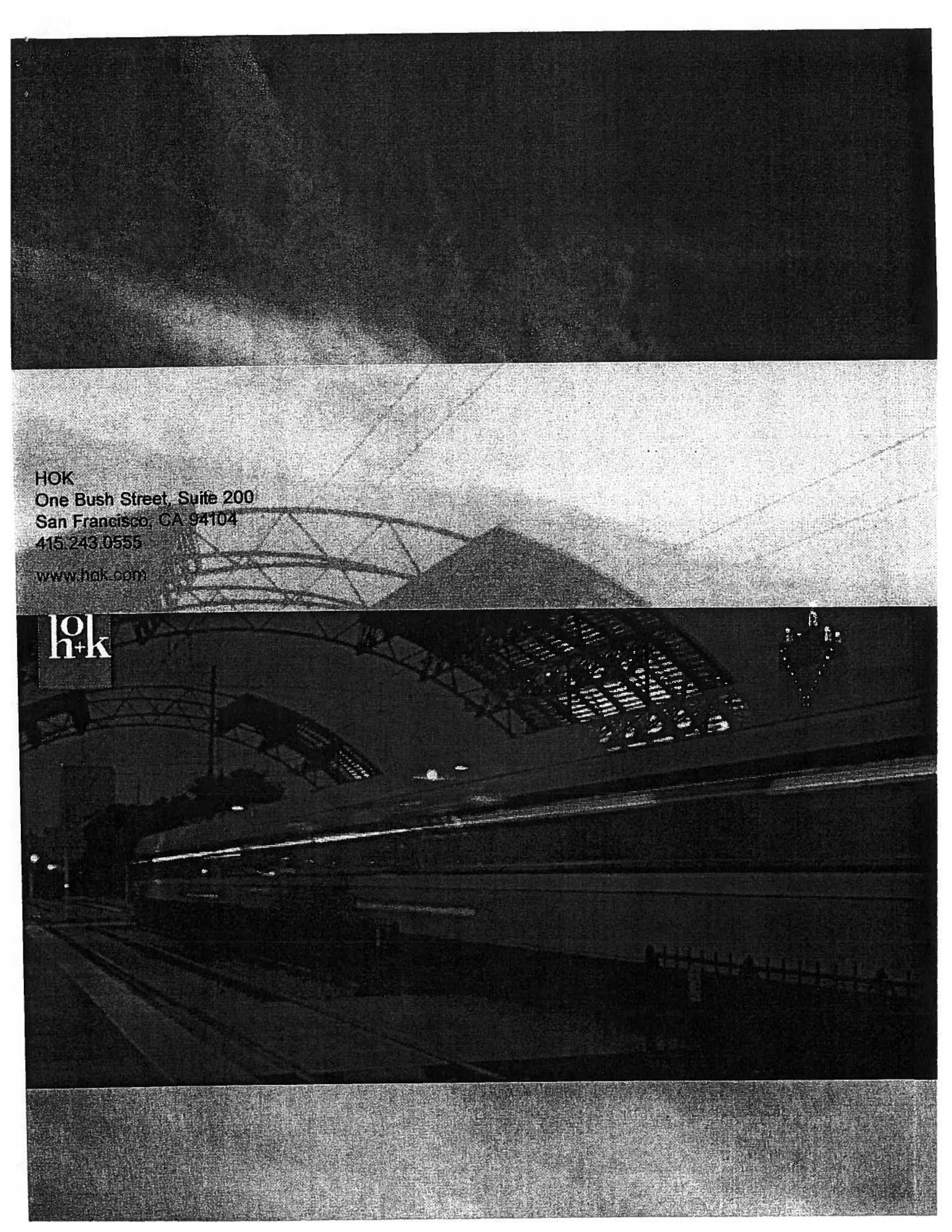
Jan 14/15

HOK/Darden will deliver the documents to the COG on Jan. 14 so they can deliver the Response in Sacramento on Jan. 15.



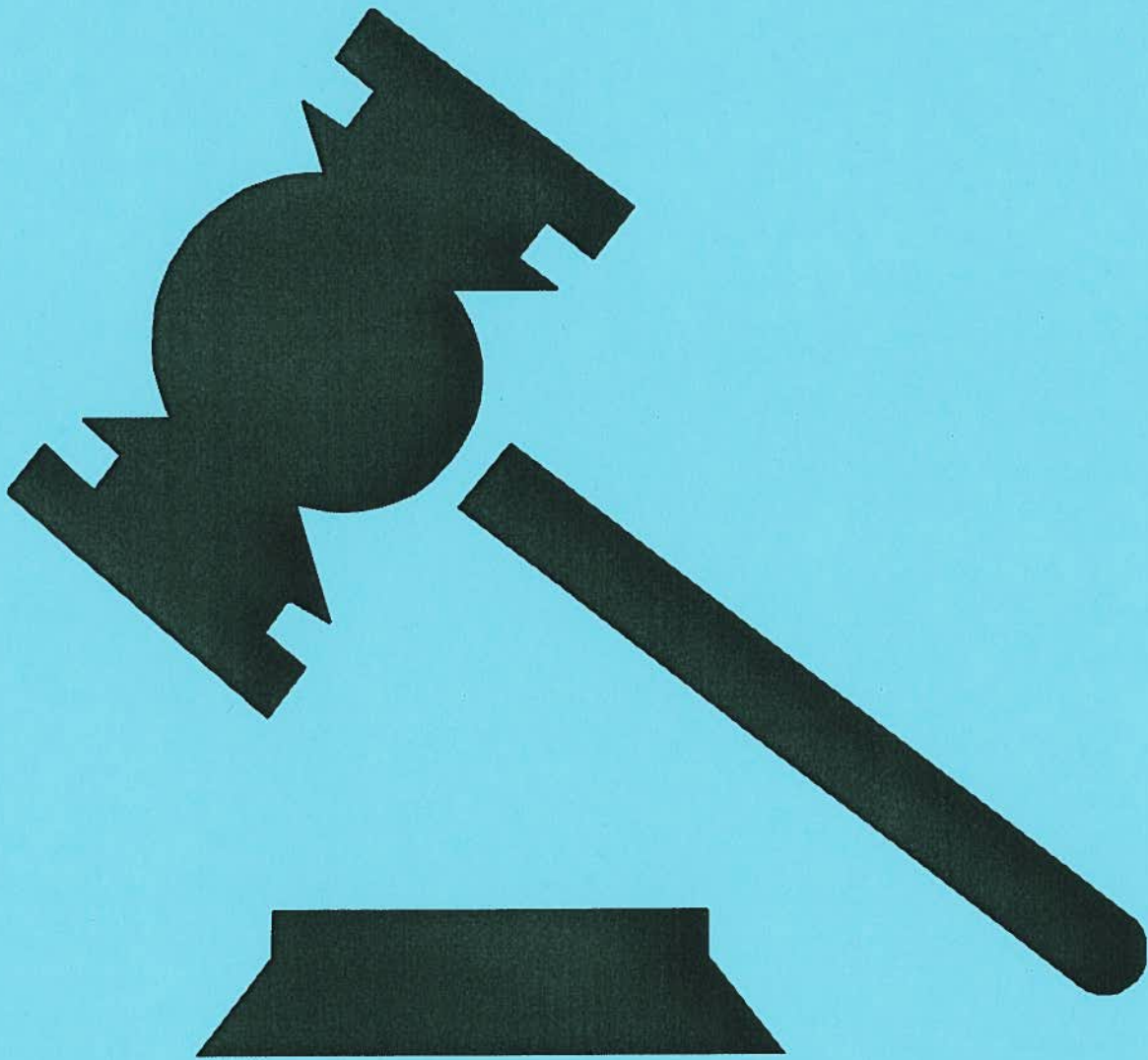
Team Fresno – Heavy Maintenance Facility Expression of Interest Program Schedule

M	T	W	Th	F	Weekly Deliverables	Sat/Sun
9 Nov Proposal Submitted	10 Nov	11 Nov	12 Nov	13 Nov Notice to Proceed	Week One:	14/15 Nov
COG Decision						
16 Nov	17 Nov	18 Nov	19 Nov	20 Nov	Week Two:	21/22 Nov
"Team Fresno" Mobilization					-Team Fresno Directory -Baseline Information -Kickoff Mtg. Agenda	
23 Nov	24 Nov	25 Nov	26 Nov	27 Nov	Week Three:	28/29 Nov
Team Fresno Kickoff			Thanksgiving Holiday		-Outline/Strategy -Formatting -Assignments <u>-Schedule/Budget</u>	
30 Nov	1 Dec Deadline for COG Data /Information	2 Dec	3 Dec	4 Dec	Week Four:	5/6 Dec
		Investigation / Data Gathering			-Collect all data from COG, Fresno City agencies, consultants	
7 Dec Team Fresno Strategy Session	8 Dec	9 Dec	10 Dec	11 Dec	Week Five:	12/13 Dec
	Data Synthesis				-Integrate any new direction from 12/7 Strategy Session	
14 Dec	15 Dec	16 Dec	17 Dec	18 Dec	Week Six:	19/20 Dec
Data Synthesis / Formatting					-Compile draft document/presentation for 12/21 review	
21 Dec Team Fresno Rough Draft Review	22 Dec	23 Dec	24 Dec	25 Dec	Week Seven:	26/27 Dec
	Data Synthesis / Formatting		Christmas Holiday		- Incorporate edits and changes from 12/21 rough draft review	
28 Dec	29 Dec	30 Dec	31 Dec	1 Jan	Week Eight:	2/3 Dec
Data Synthesis / Formatting			New Year's Holiday		-Compile document/presentation for 1/4 Draft review	
4 Jan Team Fresno Draft Review	5 Jan	6 Jan	7 Jan	8 Jan	Week Nine:	9/10 Dec
	Compile Final Document/Presentation				-Compile final document/presentation for 1/11 Final Review	
11 Jan Team Fresno Final Review	12 Jan	13 Jan	14 Jan	15 Jan	Week Ten:	16/17 Dec
	Final Production		Team Fresno Delivery	Delivery to California High-Speed Rail Authority	Delivery final document/presentation	



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lol
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***TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM IV. C.***

the 1990s, the number of people in the world who are under 15 years of age has increased from 1.1 billion to 1.5 billion, and the number of people aged 65 and over has increased from 0.2 billion to 0.4 billion (United Nations 1999).

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

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RSTP Regional Bid 2009

Applicant / Priority		Route	Project Limits	Scope of Work	Avg Minus Hi Lo	Amount Requested	Amount Recommended	
1	County	10	Jensen Avenue	Golden State Blvd to Maple Ave.	Asphalt concrete overlay, curb ramp installation, signal loop detectors and striping.	48.50	\$866,827	\$866,827
2	Mendota	1	Naples Street	2nd Street to 4th Street.	Reconstruction of existing 2 lane road.	48.50	\$320,061	\$320,061
3	Fresno (City Public Works)	14	Eaton Trail	Beginning 1/4 mile north of Audubon Drive to Copper Ave.	Slurry seal on the asphalt concrete paved trail to prolong pavement life and improve pavement smoothness for trail users. Includes replacement of wood deck planks on two separate bridge overcrossings.	48.25	\$139,701	\$139,701
4	Kerman	1	First Street	Kearney Blvd to Whitesbridge Road.	Rehabilitate existing pavement.	44.80	\$309,900	\$309,900
5	Fresno (City Public Works)	7	Herndon Avenue	Fresno Street to SR 41.	Widen Herndon Ave construction auxiliary lane. Construct operational improvements to relieve congestion and reduce delay.	42.50	\$499,165	\$499,165
6	Kingsburg	1	Sixth Avenue	Sixth Ave reconstruction from Sierra Street to Kern Street.	Pavement reconstruction improvements.	42.50	\$170,453	\$170,453
7	Fresno (City Public Works)	1	Herndon Avenue	Blackstone Ave to Cedar Ave	Asphalt concrete overlay, curb ramp installation, and striping.	42.25	\$1,171,664	\$1,171,664
8	Fresno (City Public Works)	3	Friant Road	Copper Ave to Champlain Ave	Asphalt concrete overlay, curb ramp installation, and striping.	41.75	\$1,171,664	\$1,171,664
9	Kingsburg	2	Lincoln Street	Lincoln Street reconstruction from Sierra Street to 18th Street.	Pavement reconstruction improvements.	40.25	\$142,425	\$142,425
10	Fresno (City Public Works)	8	Herndon Avenue	Valentine Ave to Brawley Ave.	Widen Herndon Ave from 4 to 6 lanes. Construct operational improvements to relieve congestion and reduce delay.	40.00	\$1,770,700	\$1,770,700
11	Clovis	1	Alluvial Avenue	Clovis Ave to Sunnyside Ave.	Road rehabilitation along an existing 2 lane undivided collector with a continuous left turn lane	38.25	\$418,304	\$418,304
12	Kerman	2	Middleton Avenue	First Street to Del Norte Ave.	Rehabilitate existing pavement.	37.60	\$120,400	\$120,400
13	Fresno (City Public Works)	11	Herndon Avenue	Cedar Ave to Willow Ave.	Asphalt concrete overlay, curb ramp installation, and striping.	37.00	\$1,083,253	\$1,083,253
14	Fresno FAX (6 of 6)	15	N/A	Rehabilitate Downtown bus shelters.	Rehabilitate Downtown bus shelters.	36.00	\$442,650	\$442,650
15	Kingsburg	3	Earl Street	Earl Street reconstruction from California Street to 18th Avenue.	Pavement reconstruction improvements.	35.25	\$116,225	\$116,225
16	Fresno (City Public Works)	17	Shaw Avenue and SR 41	Sr 99 northbound off-ramp at Shaw Ave.	Widen northbound off-ramp. Construct operational improvements to relieve congestion and reduce delay through construction of an additional left turn lane.	35.00	\$727,523	\$727,523
17	Sanger	1	Greenwood Avenue	North Ave to Jensen Ave.	Rehabilitate existing pavement	35.00	\$466,500	\$466,500
18	Clovis	2	Clovis Avenue	Herndon Ave to Alluvial Ave.	Road rehabilitation along an existing 4 lane divided arterial	34.50	\$582,793	\$582,793
19	Fresno (City Public Works)	5	Eastbound Jensen Avenue	Chestnut Ave to Willow Ave.	Asphalt concrete overlay, curb ramp installation, signal loop detectors and striping.	34.50	\$301,524	\$0
20	Orange Cove	1	Center Street	South Ave to Park Blvd.	Reconstruct existing Street paving. Grind inadequate asphalt and base rock for use as aggregate sub-base. Install new AC paving and base.	33.30	\$599,000	\$599,000
21	Fresno (City Public Works)	18	North Avenue	Maple Ave to Cedar Ave.	Asphalt concrete overlay, curb ramp installation, signal loop detectors and striping.	30.50	\$852,808	
22	Clovis	6	Herndon Avenue	Sunnyside Ave to Fowler Ave.	Road rehabilitation along an existing 4 lane divided arterial	30.25	\$402,177	
23	Orange Cove	2	Park Blvd and Anchor Avenue	Park Blvd from Anchor Ave to 0.25 miles west and on Anchor Ave from Park Blvd to 0.15 miles south.	Install concrete curb, gutter and sidewalk, asphalt paving and street lights.	29.90	\$530,000	
24	Clovis	3	Shaw Avenue	Clovis Ave to Sunnyside Ave.	Road rehabilitation along an existing 6 lane divided arterial	29.75	\$629,537	
25	Fresno (City Public Works)	19	Cedar Avenue	Jensen Ave to Union Pacific Railroad.	Asphalt concrete overlay, curb ramp installation, signal loop detectors and striping.	29.25	\$842,328	
26	Clovis	4	Herndon Avenue	Fowler Ave to Armstrong Ave.	Road rehabilitation along an existing 6 lane divided arterial	29.00	\$477,958	
27	Fresno (City Public Works)	13	Friant Road	Nees Ave to Champlain Drive.	Asphalt concrete overlay, curb ramp installation, signal loop detectors and striping.	29.00	\$2,939,373	
28	Reedley	1	11th Street	From the alley between B and C Streets to the alley between E and F Streets (lifeline project extends to North Ave).	Reconstruction of pavement, sidewalk, curb and gutter, replacement of 10" sanitary sewer line and reconstruction of domestic water line within project limits	26.86	\$740,800	
29	Kingsburg	4	Stroud Avenue	Stroud Avenue reconstruction from Ten Ave to Madsen Ave.	Pavement reconstruction improvements.	26.50	\$159,895	
30	San Joaquin	2	Manning Avenue	Placer Ave to Sutter Ave.	Overlay existing asphalt paving.	25.60	\$435,500	

RSTP Regional Bid 2009

31	Kerman	3	California Avenue	Madera Ave to Del Norte Ave.	Rehabilitate existing pavement.	23.66	\$484,600	
32	Fresno County	1	Auberry Road	SR 168 to Frazier Road.	Reconstruction of an existing 2 lane road.	23.00	\$4,533,072	
33	Fresno (City Public Works)	16	Herndon Avenue	Sr 99 northbound off-ramp at Herndon Ave.	Widen northbound offramp. Construct operational improvements to relieve congestion and reduce delay through construction of a right turn lane.	22.75	\$1,001,260	
34	Fresno County	2	Mt Whitney Avenue	Howard Ave to SR 145.	Reconstruction of an existing 2 lane road.	21.88	\$3,560,684	
35	Fresno FAX (3 of 6)	6	N/A	Bus shelter solar lighting.	Bus shelter solar lighting	21.25	\$66,398	
36	Orange Cove	3	Anchor Avenue	Park Blvd to Adams Ave.	Reconstruct existing paving that is not adequate in width or structural depth.	20.60	\$489,000	
37	Fresno County	3	Dickensen Avenue	SR 180 to Shaw Ave.	Reconstruction of an existing 2 lane road.	20.58	\$4,447,591	
38	San Joaquin	1	Colorado Avenue	Sutter Ave to 6th Street.	Install concrete curb, gutter and sidewalk, asphalt paving for bike and parking lanes.	20.60	\$236,900	
39	Fresno FAX (2 of 6)	4	N/A	Retrofit for 23 CNG buses.	Retrofit for 23 CNG buses.	20.00	\$1,832,571	
40	Fresno County	4	McKinley Avenue	Chateau Fresno Ave to Bishop Ave.	Reconstruction of an existing 2 lane road.	19.80	\$4,483,483	
41	Fresno FAX (5 of 6)	12	N/A	Citywide bus stop, shelter and signage improvements.	Citywide bus stop, shelter and signage improvements.	18.25	\$442,650	
42	Clovis	5	Nees Avenue	Minnewawa Ave to Clovis Ave.	Construct outside travel lane	15.25	\$739,151	
43	Fresno FAX (1 of 6)	2	N/A	Remodeling of Transportation Maintenance Facility	Remodeling of Transportation Maintenance Facility	14.50	\$2,213,250	
44	Fresno FAX (4 of 6)	9	N/A	Retrofitting the 125 bus fleet with three position bike racks.	Retrofitting the 125 bus fleet with three position bike racks.	8.25	\$110,663	
45	Fresno (City Public Works)	20	SR 41	Gettysburg Ave overcrossing to Shaw Ave exit ramp to create a two-lane exit ramp.	Gettysburg Ave overcrossing to Shaw Ave exit ramp to create a two-lane exit ramp.	3.00	\$3,541,100	
TOTALS							\$48,441,720	\$11,118,207

RSTP Regional Bid 2009

Agency	# of Projects	% of Projects	\$ of Bid Pot	% of Bid Pot
Fresno	8.5	45%	\$ 7,439,733	67%
Mendota	1	5%	\$ 320,061	3%
Kerman	2	11%	\$ 430,300	4%
Kingsburg	3	16%	\$ 429,103	4%
Clovis	2	11%	\$ 1,001,097	9%
Sanger	1	5%	\$ 465,500	4%
Orange Cove	1	5%	\$ 599,000	5%
County	0.5	3%	\$ 433,414	4%

Total	19	100%	\$ 11,118,207	100%
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Urban Area	11	58%	\$ 8,874,243	80%
Rural Area	8	42%	\$ 2,243,964	20%

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 CMAQ Call for Projects-Summary of Submitted Applications

		CMAQ Funding Requested	Total Project Cost
Cost Effective			
Transit			
1 Kings Canyon Unified	5 Hybrid Electric Powered School Buses	\$1,058,981	\$1,196,184
2 FAX	10 new 40' CNG buses	\$4,426,500	\$5,000,000
Traffic Flow Improvements			
3 City of Clovis	Temperance Avenue Traffic Signal Coordination	\$401,041	\$453,000
4 City of Clovis	Clovis/Nees Intersection; Traffic Signal Installation	\$314,612	\$355,373
5 City of Fresno	Ashlan Ave-Wireless ITS Corridor	\$575,500	\$650,000
6 City of Fresno	Nees Ave-Wireless ITS Corridor	\$398,400	\$450,000
7 City of Fresno	First Street-Wireless ITS Corridor	\$1,327,900	\$1,500,000
8 City of Fresno	Shields Ave-Wireless ITS Corridor	\$752,500	\$850,000
9 City of Fresno	Kings Canyon Road-Wireless ITS Corridor	\$398,400	\$450,000
10 City of Fresno	McKinley Ave-Wireless ITS Corridor	\$752,500	\$850,000
11 City of Fresno	Tulare Street-Wireless ITS Corridor	\$664,000	\$750,000
12 City of Fresno	Bullard Ave-Wireless ITS Corridor	\$699,400	\$790,000
13 City of Fresno	West Ave-Wireless ITS Corridor	\$425,000	\$480,000
PM-10			
14 City of Clovis	Tollhouse Road Shoulder Stabilization	\$137,642	\$155,475
15 City of Clovis	Alluvial Avenue Shoulder Stabilization	\$291,751	\$329,550
16 County of Fresno	Shoulder Improvements on Fowler Ave	\$3,690,150	\$4,168,247
17 County of Fresno	Shoulder Improvements on Floral Ave	\$997,903	\$1,127,192
18 County of Fresno	Shoulder Improvements on Placer Ave	\$849,419	\$959,470
19 City of Clovis	Alluvial Avenue Curb and gutter installation	\$337,830	\$381,600
20 County of Fresno	Shoulder Improvements on Adams Ave	\$1,501,484	\$1,696,017
21 County of Fresno	Shoulder Improvements California Ave	\$1,701,588	\$1,922,047
22 County of Fresno	Shoulder Improvements on Jensen Ave	\$423,335	\$478,182
23 *Kings Canyon Unified	Purchase of CNG Street Sweeper	\$284,503	\$319,667
Total		\$22,410,339	\$25,312,004
"Soft Target"		\$5,369,918	
Difference		\$17,040,421	



Transit			
1 FAX	Purchase of 3 new 60' CNG buses	\$2,337,190	\$2,640,000
2 FAX	Purchase 10 new 40' CNG buses	\$4,426,500	\$5,000,000
3 FAX	Purchase 2 new 40' electric hybrid buses	\$1,150,890	\$1,300,000
4 FAX	Transit Signal Prioritization	\$770,210	\$870,000
5 Kings Canyon Unified	5 Hybrid Electric Powered School Buses	\$1,058,981	\$1,196,184
Total		\$9,743,771	\$11,006,184
"Soft Target"		\$2,684,959	
Difference		\$7,058,812	

Alternative Fuel			
6 City of Kerman	2 Electric Powered Maintenance Trucks	\$30,000	\$34,000
7 City of Sanger	Purchase CNG Refuse Truck	\$132,800	\$150,000
Total		\$162,800	\$184,000
"Soft Target"		\$1,610,976	
Difference		-\$1,448,176	

Diesel Retrofits-(non-transit)

Miscellaneous			
8 City of Fresno	Sugar Pine Trail Head and Park and Ride Lot	\$380,294	\$429,564
9 Central Transit & Development	Building of an inventory of NEVs	\$350,000	\$1,765,580
Total		\$730,294	\$2,195,144
"Soft Target"		\$201,372	
Difference		\$528,922	

Traffic Flow Improvements

10 City of Clovis	Temperance Avenue Traffic Signal Coordination	\$401,041	\$453,000
11 City of Clovis	Tollhouse & Armstrong Round-about Installation	\$330,029	\$372,788
12 City of Clovis	Temperance & Nees Traffic Signal Installation	\$558,507	\$630,868
13 City of Clovis	Clovis/Nees Intersection; Traffic Light Installation	\$314,612	\$355,373
14 City of Fresno	Herndon Avenue Right-turn Pocket Extension	\$310,730	\$350,988
15 City of Fresno	West Ave-Wireless ITS Corridor	\$425,000	\$480,000
16 City of Fresno	Jensen Ave-Fiber ITS Corridor	\$1,000,400	\$1,130,000
17 City of Fresno	Bullard Ave-Wireless ITS Corridor	\$699,400	\$790,000
18 City of Fresno	First Street-Wireless ITS Corridor	\$1,327,900	\$1,500,000
19 City of Fresno	Ashlan Ave-Wireless ITS Corridor	\$575,500	\$650,000
20 City of Fresno	Nees Ave-Wireless ITS Corridor	\$398,400	\$450,000
21 City of Fresno	Kings Canyon Road-Wireless ITS Corridor	\$398,400	\$450,000
22 City of Fresno	Shields Ave-Wireless ITS Corridor	\$752,500	\$850,000
23 City of Fresno	McKinley Ave-Wireless ITS Corridor	\$752,500	\$850,000
24 City of Fresno	Tulare Street-Wireless ITS Corridor	\$664,000	\$750,000
25 City of Kingsburg	Coordinate Traffic Signals on Sierra Street	\$262,159	\$296,125
26 City of Kingsburg	Construct Roundabout at Draper St and Marion St	\$322,945	\$364,786
27 City of Kingsburg	Construct Roundabout at 18th and Kern Street	\$630,522	\$712,212
28 City of Parlier	J Street/First Street Roundabout	\$154,900	\$175,100
Total		\$10,279,445	\$11,611,240
"Soft Target"		\$1,879,471	
Difference		\$8,399,974	

Pedestrian/Bicycle

29 City of Coalinga	Baker Street Improvements	\$301,002	\$340,000
30 City of Firebaugh	Ped./Bike Route on Q Street	\$292,150	\$33,000
31 City of Firebaugh	Levee Multi-Use Trail	\$571,019	\$645,000
32 City of Firebaugh	Ped/Bike Routes-Dunkel Park	\$172,633	\$195,000
33 City of Fresno	Sugar Pine Trail Underpass on Shepherd Ave	\$400,000	\$941,000
34 City of Fresno	West Avenue Bike Lanes	\$195,652	\$221,000
35 City of Fresno	Herndon Ave Trail Gap	\$377,290	\$426,172
36 City of Fresno	Millbrook Avenue Bike Lanes	\$321,840	\$363,538
37 City of Fresno	Herndon Ave Trail Gap (2)	\$154,649	\$174,685
38 City of Fresno	Gettysburg Avenue Bicycle Lanes	\$528,524	\$597,000
39 City of Huron	Sidewalk Improvements	\$305,429	\$345,000
40 City of Kingsburg	Sidewalk Construction on Sierra St	\$28,356	\$32,030
41 City of Kingsburg	Sidewalk Construction on 18th Ave	\$43,004	\$48,576
42 City of Kingsburg	Sidewalk Construction on Sierra St (2)	\$30,237	\$34,155
43 City of Kingsburg	Sidewalk Construction on 18th Ave (2)	\$46,364	\$52,371
44 City of Orange Cove	Park, Anchor and Jacobs Avenues Sidewalks	\$141,600	\$160,000
45 City of Reedley	Reedley Parkway Bike Trails	\$212,472	\$240,000
46 City of San Joaquin	Elm Ave Trail and Citywide Bike Lanes	\$603,600	\$682,000
Total		\$4,725,821	\$5,530,527
"Soft Target"		\$805,488	
Difference		\$3,920,333	

PM-10

47 City of Clovis	Alluvial Avenue Curb and gutter installation	\$337,830	\$381,600
48 City of Clovis	Alluvial Avenue Shoulder Installation	\$291,751	\$329,550
49 City of Clovis	Tollhouse Road Shoulder Installation	\$137,642	\$155,475
50 City of Firebaugh	Purchase of CNG Street Sweeper	\$205,390	\$232,000
51 City of Mendota	Purchase of CNG Street Sweeper	\$205,390	\$232,000
52 County of Fresno	Shoulder Improvements Fowler Ave	\$3,690,150	\$4,168,247
53 County of Fresno	Shoulder Improvements on Floral Ave	\$997,903	\$1,127,192
54 County of Fresno	Shoulder Improvements on Placer Ave	\$849,419	\$959,470
55 County of Fresno	Shoulder Improvements on Adams Ave	\$1,501,484	\$1,696,017
56 County of Fresno	Shoulder Improvements on California Ave	\$1,701,588	\$1,922,047
57 County of Fresno	Shoulder Improvements on Jensen Ave	\$423,335	\$478,182
58 *Kings Canyon Unified	Purchase of CNG Street Sweeper	\$284,503	\$319,667
Total		\$10,626,385	\$12,001,447
"Soft Target"		\$469,868	
Difference		\$10,156,517	

Total	\$36,268,516
CMAQ Funds Available	\$13,424,796
Difference	\$22,843,720

Final Funding Recommendations

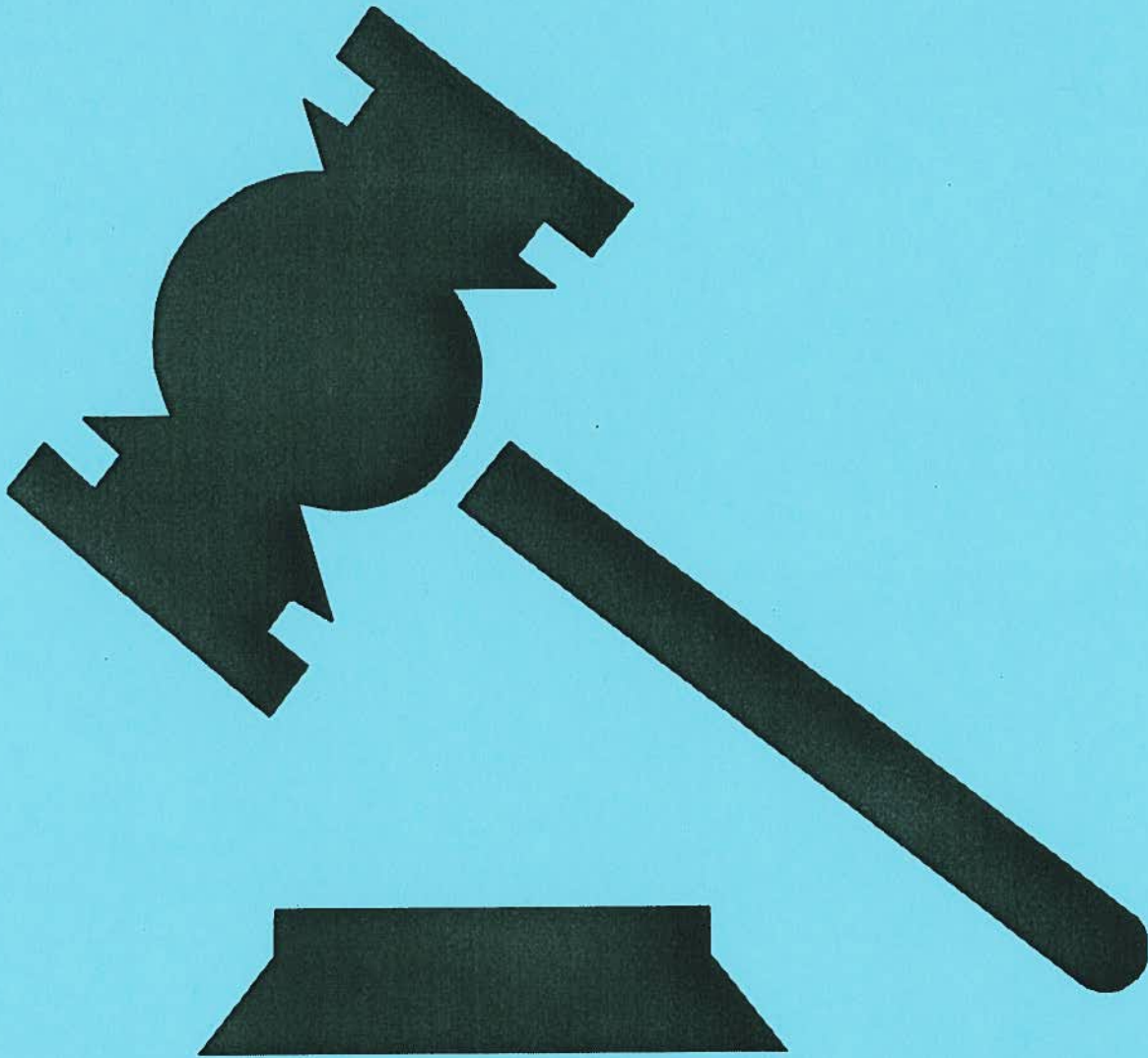
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Category/Applicant	Project Description	CMAQ Funding Requested	Total Project Cost	Average Score	Recommended \$	Cumulative \$
Pedestrian-Bicycle (\$805,488 "Soft Target")						
23 Fresno	Herndon Ave Trail Gap-Fruit to Harrison Avenues	\$154,649	\$174,685	42.20	\$154,649	\$154,649
24 Fresno	West Avenue Bike Lanes from Yale to South of Fairmont	\$195,652	\$221,000	37.40	\$195,652	\$350,301
25 Kingsburg	Sidewalk Construction on the South side of Sierra St.	\$28,356	\$32,030	33.83	\$28,356	\$378,657
26 Kingsburg	Sidewalk Construction on the North side of Sierra St.	\$30,237	\$34,155	33.50	\$30,237	\$408,894
27 Huron	Sidewalk Improvements-Mouran Elementary School	\$305,429	\$345,000	32.50	\$305,429	\$714,323
28 Fresno	Herndon Ave Trail Gap-between Valentine and Marks	\$377,290	\$426,172	32.20		
29 Kingsburg	Sidewalk Construction on the West side of 18th Ave	\$43,004	\$48,576	31.17		
30 Fresno	Millbrook Avenue Bike Lanes from Shields to Gettysburg	\$321,840	\$363,538	31.00		
31 Firebaugh	Ped/Bike Route on Q Street	\$292,150	\$330,000	30.50	\$292,150	\$1,006,473
32 Fresno	Sugar Pine Trail Underpass at Shepherd Ave west of Millbrook	\$400,000	\$941,000	30.00		
33 Fresno	Gettysburg Avenue Bicycle Lanes from Blackstone to Willow	\$528,524	\$597,000	29.20		
34 Reedley	Reedley Parkway Bike Trails	\$212,472	\$240,000	29.00	\$212,472	\$1,218,945
35 Kingsburg	Sidewalk Construction on the East side of 18th St.	\$46,364	\$52,371	28.67		
36 Orange Cove	Park, Anchor and Jacobs Avenues Sidewalks	\$141,600	\$160,000	28.60	\$141,600	\$1,360,545
37 San Joaquin	Elm Ave Trail and Citywide Bike Lanes	\$603,600	\$682,000	25.20		
38 Firebaugh	Ped/Bike Routes-Dunkel Park	\$172,633	\$195,000	25.00		
39 Coalinga	Baker Street Improvements	\$301,002	\$340,000	23.83		
40 Firebaugh	Levee Multi-Use Trail	\$571,019	\$645,000	20.33		
PM-10 (\$469,868 "Soft Target")						
41 County of Fresno	Shoulder Improvements on Fowler Ave from South to Elktröm	\$3,690,150	\$4,168,247	50.00		
42 Clovis	Alluvial Avenue, between Fowler-McKelvy, Shoulder Installation	\$291,751	\$329,550	44.83	\$291,751	\$291,751
43 County of Fresno	Shoulder Improvements on Adams Ave	\$997,903	\$1,127,192	43.20		
44 County of Fresno	Shoulder Improvements on California Ave from SR 33 to Lyon	\$1,501,484	\$1,696,017	41.40		
45 County of Fresno	Shoulder Improvements on Placer Ave from Lincoln to Adams	\$849,419	\$959,470	39.60		
46 County of Fresno	Shoulder Improvements on Jensen Ave from SR 145 to Siskiyou	\$423,335	\$478,182	35.80		
47 County of Fresno	Alluvial Avenue Curb and gutter installation	\$337,830	\$381,600	28.33		
48 Clovis	Purchase of CNG Street Sweeper	\$205,390	\$232,000	24.17		
49 Firebaugh	Purchase of CNG Street Sweeper	\$205,390	\$232,000	22.83		
50 Clovis	Tollhouse Road Shoulder Installation	\$137,642	\$155,475	22.50		
Total			\$13,424,786			

2009 CMAQ Regional Bid Projects

Applicant	# of Projects Submitted	# of Projects Funded	% of Total # Submitted	Total CMAQ Money Awarded	% of Awarded
Clovis	7	3	12%	\$1,007,404	7.5%
Coalinga	1	0	2%	\$0	0.0%
County of Fresno	6	1	10%	\$2,247,868	16.7%
FAX	4	1	7%	\$2,337,190	17.4%
Firebaugh	4	1	7%	\$292,150	2.2%
Fowler	Did Not Apply				
Fresno	18	11	31%	\$5,761,731	42.9%
Huron	1	1	2%	\$305,429	2.3%
KCUSD	2	1	3%	\$635,400	4.7%
Kerman	1	1	2%	\$30,000	0.2%
Kingsburg	7	3	12%	\$320,752	2.4%
Mendota	1	0	2%	\$0	0.0%
Orange Cove	1	1	2%	\$141,600	1.1%
Pattler	4	0	2%	\$0	0.0%
Reedley	1	1	2%	\$212,472	1.6%
San Joaquin	1	0	2%	\$0	0.0%
Sanger	1	1	2%	\$132,800	1.0%
Selma	Did Not Apply				
CTDC	1	0	2%	\$0	\$0
Total Regional Bid	58	28	100%	\$13,424,796	100%
Urban Area	29	15	50%	\$9,106,325	68%
Rural Area	29	11	50%	\$4,318,471	32%



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

STAFF REPORT

Date: November 13, 2009
TO: Fresno COG TTC and PAC
FROM: Ron Hughes

SUBJECT: JOINT EXERCISE OF POWERS AGREEMENT – CalVANS, A PUBLIC TRANSIT AGENCY

SUMMARY:

Agreement to participate in the Joint Exercise of Powers Agreement – CalVANS, a Public Transit Agency will allow Fresno COG to provide safe, efficient, reliable and affordable public transportation options and to ensure a voice in the quality and accessibility of vanpool services to residents of Fresno County.

BACKGROUND:

History

In 1999, a van transporting agricultural workers collided with a tractor semi-trailer at Five Points, a rural community in Fresno County, resulting in the loss of 13 lives. Several reforms were enacted almost immediately after the accidents regarding the process for inspecting farmworker vans. In 2000, a federal demonstration program was established to underwrite farmworker transportation projects. The most significant program, the Agricultural Worker Transportation Program (AWTP), was established in 2006 with the enactment of SB 1135, Chapter 516, Statutes of 2006. The AWTP is modeled on the Agricultural Industries Transportation Services (AITS) program operated by the Kings County Area Public Transit Agency (KCAPTA), the transit provider for Kings County.

In 2001, KCAPTA initiated its vanpool program with several vanpools transporting State workers to prison facilities in Corcoran and Avenal. The vanpool program expanded in 2002 with the successful funding of the Agricultural Industries Transportation Services (AITS) project. This project focused on farmworkers and was in cooperation with Tulare County. KCAPTA was asked by Caltrans to expand the AITS project to include Fresno County. In 2003, an MOU was signed with Fresno County Rural Transit Agency expanding the project.

Five counties and one city—Fresno, Kern, Madera, Tulare and Ventura Counties and the City of Greenfield have now entered in formal agreements with KCAPTA to provide vanpool services. Many other communities have solicited KCAPTA's assistance in establishing vanpools in their regions. In addition to the five Valley counties, Monterey and Sacramento Counties are interested in entering into a formal agreement with the proposed new ridesharing entity.

Current Vanpool Operations

KCAPTA provides between 300 - 350 vanpools to those traveling five-county project area, including Fresno, Kern, Kings, Madera, Monterey, Tulare, and Ventura Counties. The number of farmworker vanpools varies between 80 and 140 vans throughout the agricultural season. Support via the main office in Hanford consists of 24-hour roadside assistance, vehicle on-site service, a fuel card provided with van, and GPS monitoring. Random spot inspections are performed, as needed, to insure safe conditions and compliance with all rules and regulations. All driver licenses also are pulled and reviewed monthly.

All vans are insured at \$10 million, with \$1 million uninsured motorist and \$5,000 per person no-fault medical coverage, at a cost of less than \$1,400 per unit per year. Six years ago the rate was \$4,200 per unit for \$2 million coverage and no rider medical coverage.

Funding

All capital and operating costs come from fares received from system users, with the exception of the AWTP. Funds from the AWTP are used to purchase equipments and expand the AWTP. Additional grant funds are from the San Joaquin Valley Air Pollution Control District (SJVAPCD) and Fresno Measure C Program, Congestion Management and Air Quality (CMAQ), and Job Access and Reverse Commute (JARC). To date, there has been no expenditure of funds from any county's general fund or Local Transportation Funds supporting the vanpool program. The passage of SB716 (Wolk) in 2009, however, provides greater flexibility for rural cities to use their allocation of Local Transportation Funds for vanpool purposes, including farmworker transportation to and from work.

Vans for non-farmworker vanpools are lease/purchase and paid for over five years by the user of the vans. After five years the cost to the vanpool group is reduced to reflect that the van is paid for and lease/purchase payments are no longer being made. When the van is no longer serviceable, it is replaced with a new lease/purchase van that is again charged to the vanpool group. The fares collected from farmworkers cover the operating but not the capital cost of the vans. Replacement of these vans is anticipated to occur using the funding parameters found in recently passed SB716.

Proposed Joint Powers Agency

For future stability and to provide representation of all participants, it is recommended that the present vanpool operation be transitioned to a new joint powers agency with representation from Councils of Governments (COGs) served by the program. Since COGs represent both counties and cities, it is suggested that a COG representative serve as a member of the new joint powers agency. Any member agency may withdraw its membership from the agency by written notice 180 days before actual withdrawal.

The current vanpool program does not require outside funding for its operation; and it is not anticipated that any member agency would be obligated to provide funding to the new agency. This would not prevent any COG or agency, however, from providing support if it so chooses (i.e., the flexibility of a transportation commission, county, city, or transit operator to expend LTF for vanpool operating and capital improvements for agricultural worker transportation to and from work is greatly enhanced under SB716).

Benefits to Fresno COG

Participation on the CalVANS Board will ensure Fresno COG is fully representing its constituents and has a voice in the quality and accessibility of vanpool services in Fresno County. Fresno COG will benefit from participation in the proposed new entity, CalVANS, by providing improved transportation options above and beyond traditional public transportation alternatives and through economies of scale derived from consolidation of operations into a single entity. CalVANS has an established efficient and cost-effective organizational and operational infrastructure that can be seamlessly replicated in Fresno County.

The Fresno COG will further benefit by reducing single-occupancy vehicle trips, reducing traffic congestion, and improving air quality.

FINANCIAL IMPACT:

This action will have no fiscal impact.

RECOMMENDATION:

Staff recommends approval of a Board resolution to become a member agency of the proposed new entity, CalVANS, a Public Authority, through a joint powers agreement.

DRAFT

JOINT EXERCISE OF POWERS AGREEMENT

by and between the

Association of Monterey Bay Area Governments

Council of Fresno County Governments

Kings County Association of Governments

Madera County Transportation Commission

Tulare County Association of Governments

Sacramento Area Council of Governments

JOINT EXERCISE OF POWERS AGREEMENT

THIS JOINT EXERCISE OF POWERS AGREEMENT

is by and between the Association of Monterey Bay Area Governments, Council of Fresno County Governments, Kings County Association of Governments, Madera County Transportation Commission, Sacramento Area Council of Governments, and Tulare County Association of Governments ("Member Agencies").

W I T N E S S E T H:

WHEREAS, the Joint Exercise of Powers Act (Government Code sections 6500 *et. seq.*) authorizes the Member Agencies to create a joint powers entity and to jointly exercise common powers; and

WHEREAS, the Member Agencies are each empowered by law to undertake public transportation projects and programs; and

WHEREAS, Federal Transit Administration and State matching funds have provided for the establishment of the "Agricultural Industries Transportation Services" and "RideShare" demonstration programs to help workers have an efficient and safe means of commuting to work within the southern San Joaquin Valley; and

WHEREAS, the California Department of Transportation ("Caltrans") has determined that the Kings County Area Public Transit Agency's vanpool programs should be replicated regionally as a means of addressing the non-traditional transportation needs of California residents.

NOW, THEREFORE, the Member Agencies agree as set forth below.

Article I

General Provisions

1. Name.

The legal name of the joint powers entity shall be the "xxxxxx Public Authority, a/k/a "CalVANS.""

2. Boundaries.

The boundaries of the “xxxxxx Public Authority” shall coincide with the collective geographic boundaries of the Member Agencies.

3. Powers.

The “xxxxxx Public Authority” shall have all powers necessary to carry out the purpose of the Agreement, except the power to tax. The powers of the “xxxxxx Public Authority” specifically include, but are not limited to, the following:

- a. Operate a vanpool system to serve the jurisdictions of the member agencies.
- b. To expend funds.
- c. To sue and be sued.
- d. To make and enter into contracts.
- e. To incur debts, liabilities and obligations.
- f. To apply for and execute agreements for financial assistance from the State of California, federal government, and other funding entities.
- g. To purchase insurance.
- h. To employ staff or to contract with the member agencies to provide the “xxxxxx Public Authority” with the necessary and appropriate staff services including an executive director and legal counsel.

4. Separate Legal Entity.

The Public Authority shall be a public entity duly formed under the laws of the State of California. It is a legal entity that is separate and distinct from its member agencies. The debts, duties, and obligations created pursuant to this Agreement shall be solely the responsibility of the Public Authority and not of its officers, employees, nor the Member Agencies.

Article II

Organization

1. Board of Directors.

The powers of the Public Authority are vested in its Board of Directors ("Board"). The Board shall be composed of representatives from the Member Agencies. Each Member Agency shall appoint one voting member of the Board and one alternate member. Each appointed and alternate Board member shall serve a term of one year. Each Member Agency shall have one vote. Each Member Agency shall notify the Public Authority in writing upon making an appointment or change thereof.

2. Ex Officio Members.

The California Department of Transportation and the San Joaquin Valley Air Pollution Control District may each designate one non-voting representative to the Board.

3. Meetings.

The Board shall adopt the date, time, and place for regular bi-monthly meetings. Special meetings may be called by either the Chairperson or the Executive Director. All meetings shall be in conformance with the Ralph M. Brown Act (Government Code sections 64950 *et seq.*).

Article III

Finances

1. Limitation of Financial Commitment.

The Board shall not obligate the Public Authority to expenditures of funds not appropriated by the legislative bodies of the Member Agencies or received directly from the State or federal government.

2. Treasurer.

Pursuant to Government Code section 6505.6, the Public Authority shall use the Treasurer of the County of Kings, who shall comply with the provisions of Government Code section 6505.5 (a-d). The County of Kings shall be compensated for the services rendered by the Kings County Treasurer.

3. Auditor.

The Auditor shall draw warrants to pay demands against the Public Authority when approved by the Treasurer. Pursuant to Government Code section 6505.6, the Public

Authority shall use the Auditor of the County of Kings, who shall comply with the provisions of Government Code section 6505.5 (a-d). The Auditor shall provide for strict accountability of all funds and report of all receipts and disbursements pursuant to Government Code section 6505. The County of Kings shall be compensated for the services rendered by the Kings County Auditor.

4. Disposition of Assets.

Pursuant to Government Code section 6512, upon termination of this Agreement, after the payment of all obligations of the Public Authority, any assets remaining shall be distributed to the Member Agencies in proportion to the contributions made.

5. Liability of Public Authority.

Funds of the Public Authority may be used to defend, indemnify, and hold harmless the Public Authority, any Member, any Director or alternate, and any employee or officer of the Public Authority for their actions taken within the scope of their duties while acting on behalf of the Public Authority.

Article IV

Miscellaneous

1. Custodian of Public Authority Property.

The Executive Director shall have charge of, handle, and have access to, all property of the Public Authority. The Executive Director shall file an official bond in an amount determined by the Board.

2. Severability.

Should any part, term, or provision of this Agreement be decided by the courts to be illegal or in conflict with any law of the State of California, or otherwise be rendered unenforceable or ineffectual, the validity of the remaining parts, terms or provisions hereof shall not be affected thereby.

3. Withdrawal.

A Member Agency may withdraw from the Public Authority by filing its written notice of withdrawal with the Executive Director 180 days before the actual withdrawal.

Such a withdrawal shall be effective on the last day of that 180-day period. The withdrawal of a Member Agency shall not in any way discharge, impair or modify the voluntarily-assumed obligations of the withdrawn Member Agency in existence as of the effective date of its withdrawal. Withdrawal of a Member Agency shall not affect the remaining Member Agencies. A withdrawn Member Agency shall not be entitled to the return of any funds or other assets belonging to the Public Authority, until the effective date of termination of the Public Authority or upon the unanimous vote of all remaining Member Agencies.

4. Joining the Agency.

An Agency may join the Public Authority by filing its written Request for Inclusion with the Executive Director. The Request for Inclusion shall be reviewed by the agency and voted on by the entire Board. By a unanimous vote, agencies may be accepted as part of the agency. Upon recordation of an amended Joint Powers Agreement, the new member shall become full and equal members of the Authority.

5. Amendment.

This may be amended at any time with the unanimous approval of all Member Agencies.

6. Ratification and Effective Date.

This Agreement shall become effective upon the signature of the last Member Agency to sign this Agreement.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed and attested by their proper officers thereunto duly authorized, and their official seals to be hereto affixed, as of the day and year first above written.

**Association of Monterey Bay
Area Governments**

Dated: _____

Chairperson

Approved as to Form:

Dated: _____

County Counsel, County of Monterey

Council of Fresno County Governments

Dated: _____

Chairperson

Approved as to Form:

Dated: _____

County Counsel, County of Fresno

Kings County Association of Governments

Dated: _____

Chairperson

Approved as to Form:

Dated: _____

County Counsel, County of Kings

Madera County Transportation Commission

Dated: _____

Chairperson

Approved as to Form:

Dated: _____

Dated: _____

County Counsel, County of Madera

Sacramento Area Council of Governments

Dated: _____

Chairperson

Approved as to Form:

Dated: _____

County Counsel, County of Sacramento

Tulare County Association of Governments

Dated: _____

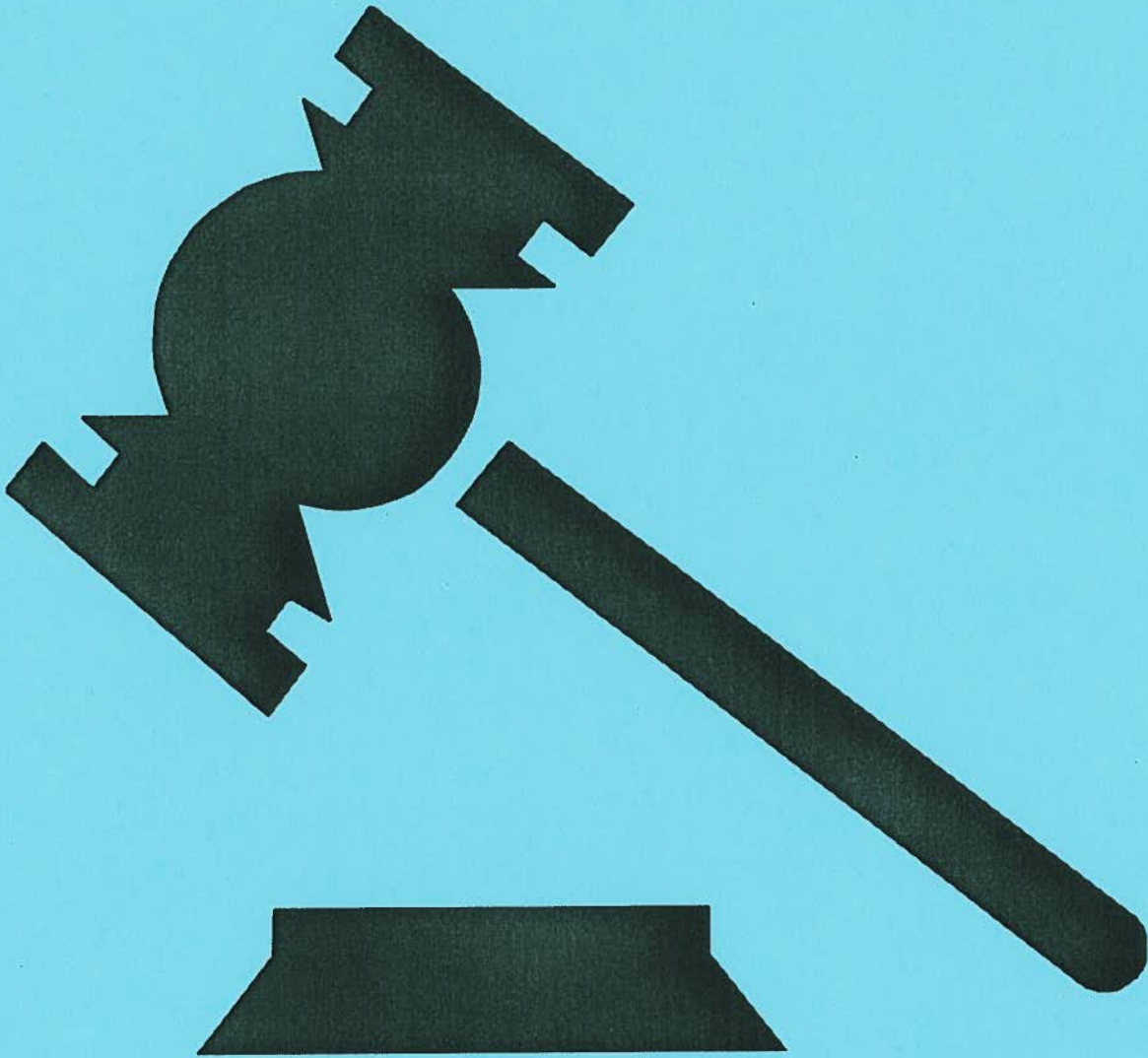
Chairperson

Approved as to Form:

Dated: _____

Dated: _____

County Counsel, County of Tulare



***TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM IV. G.***

the 1990s, the number of people in the world who are undernourished has increased from 600 million to 800 million (FAO 1996).

There is a growing awareness of the need to improve the nutritional status of the world's population. The United Nations World Food Programme (WFP) has been instrumental in this regard, and has been successful in increasing the number of people who are adequately nourished from 1.2 billion in 1990 to 1.6 billion in 1995 (WFP 1996).

The WFP has been successful in increasing the number of people who are adequately nourished from 1.2 billion in 1990 to 1.6 billion in 1995 (WFP 1996). The WFP has been successful in increasing the number of people who are adequately nourished from 1.2 billion in 1990 to 1.6 billion in 1995 (WFP 1996).

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DRAFT
FFY 2008 - 2009
Local Assistance Delivery
Formula -OA Funds

Based on CBARS/FMIS Transactions as of September 30, 2009

Region	ACTUAL Base FFY 2009 OA ¹	Adjustment to FFY 2009 OA for FFY 2008 Over - Under Delivery ²	Contribution for NEPA FY 2008/09	NEPA Funding Offset	FFY 2009 Actual OA ³	FFY 2009 Obligations as of 9/30/09	Percent Delivered	FFY 2009 August Redistribution (\$37,371,111)	Balance of FFY 2009 OA ⁴
Butte	4,554,769	2,739,111			7,293,881	5,094,947	68.9%	-	2,198,934
Fresno	19,378,786	(1,886,989)	(18,376)		17,473,421	23,612,858	135.1%	968,046	(5,171,391)
Kern	14,905,173	(4,255,046)	(15,266)		10,634,862	16,888,486	158.8%	986,051	(5,267,573)
Kings	2,971,191	828,298			3,799,489	2,677,410	70.5%	-	1,122,079
Los Angeles	234,321,344	(14,464,436)	(227,743)	1,000,000	220,629,165	238,339,904	108.0%	2,792,572	(14,918,167)
Madera	2,888,018	392,032			3,280,050	3,379,827	103.0%	15,733	(84,045)
Merced	4,916,187	681,086			5,597,264	4,774,673	85.3%	-	822,591
Monterey	4,803,485	(2,475,959)			2,327,526	4,969,841	213.5%	416,632	(2,225,684)
Orange	70,285,895	19,774,865	(68,238)		89,972,522	29,070,394	32.3%	-	60,902,128
Riverside ⁵	42,353,687	(1,723,170)	(39,081)		40,591,436	33,680,984	83.0%	-	6,910,452
Sacramento (SACOG)	43,858,238	(17,423,079)	(41,308)		26,393,851	58,803,237	223.2%	5,125,974	(27,383,412)
San Benito	636,468	134,221			770,689	621,507	80.6%	-	149,182
San Bernardino ⁶	44,458,396	18,702,707	(41,847)		63,119,256	98,525,403	156.1%	5,582,728	(29,823,421)
San Diego	60,478,738	(19,353,888)	(58,763)		41,066,087	50,827,103	123.8%	1,539,085	(8,221,931)
S.F. Bay Area (MTC)	144,553,361	(46,878,465)	(139,797)		97,535,099	190,503,682	195.3%	14,658,984	(78,308,599)
San Joaquin	14,189,003	(3,965,149)	(13,292)		10,210,562	17,350,946	169.9%	1,125,873	(6,014,512)
San Luis Obispo	2,949,329	(134,760)			2,814,569	2,948,329	104.8%	21,248	(113,511)
Santa Barbara	4,774,612	(38,361)			4,736,251	7,753,661	163.7%	475,775	(2,541,634)
Santa Cruz	3,055,990	(64,344)			2,991,646	3,642,627	121.8%	102,645	(548,337)
Stanislaus	11,000,841	(1,738,604)	(10,465)		9,251,772	9,103,942	98.4%	-	147,830
Tahoe	1,027,850	(176,858)			2,792,678	887,680	32.1%	-	1,894,998
Tulare	8,477,733	(3,776,290)			4,701,443	8,152,017	173.4%	544,075	(2,906,499)
Ventura ⁸	15,634,943	(683,135)	(14,874)		14,756,834	8,648,242	58.6%	-	6,108,592
Amador ⁹	737,823	196,683			817,908	596,657	72.9%	-	221,251
Calaveras ⁹	872,503	336,865			827,804	533,422	64.4%	-	294,382
Imperial ⁶	2,874,962	(189,329)	(1,923)		2,683,710	3,955,433	147.4%	200,521	(1,071,202)
Mariposa ⁶	354,242	(423,405)			777,647	384,308	46.8%	-	413,339
Nevada ⁶	1,914,098	733,960			2,648,058	2,572,133	97.1%	-	75,925
Tuolumne ⁹	1,142,704	661,738			2,302,604	2,268,895	98.5%	-	32,710
Rural Counties ⁹	11,222,285	-	-	-	11,222,285	11,222,285	100.0%	-	-
TOTAL LOCAL AGENCIES	775,572,635	(71,861,195)	(691,073)	1,000,000	704,020,367	841,882,831	119.8%	34,555,941	(103,306,524)
HBP	256,007,155	(25,840,262)	(308,927)		229,657,966	247,712,027 ⁹	107.8%	2,815,170	(15,038,890)
Safety	42,649,262	64,202,438			106,851,700	16,645,381	15.6%	-	90,206,319
SRTS	21,039,493	29,543,072			50,582,566	18,548,825	36.7%	-	32,033,741
TOTAL	1,095,268,545	(3,955,946)	(1,000,000)	1,000,000	1,094,312,598	1,124,789,064	103.1%	37,371,111	3,894,545
FFY 2008 Formula OA Obligations									
YTD (9/30/08) (Total)		Prior year data here for informational purposes			1,133,861,837	1,180,167,362	104.1%	42,350,079	(3,955,946)

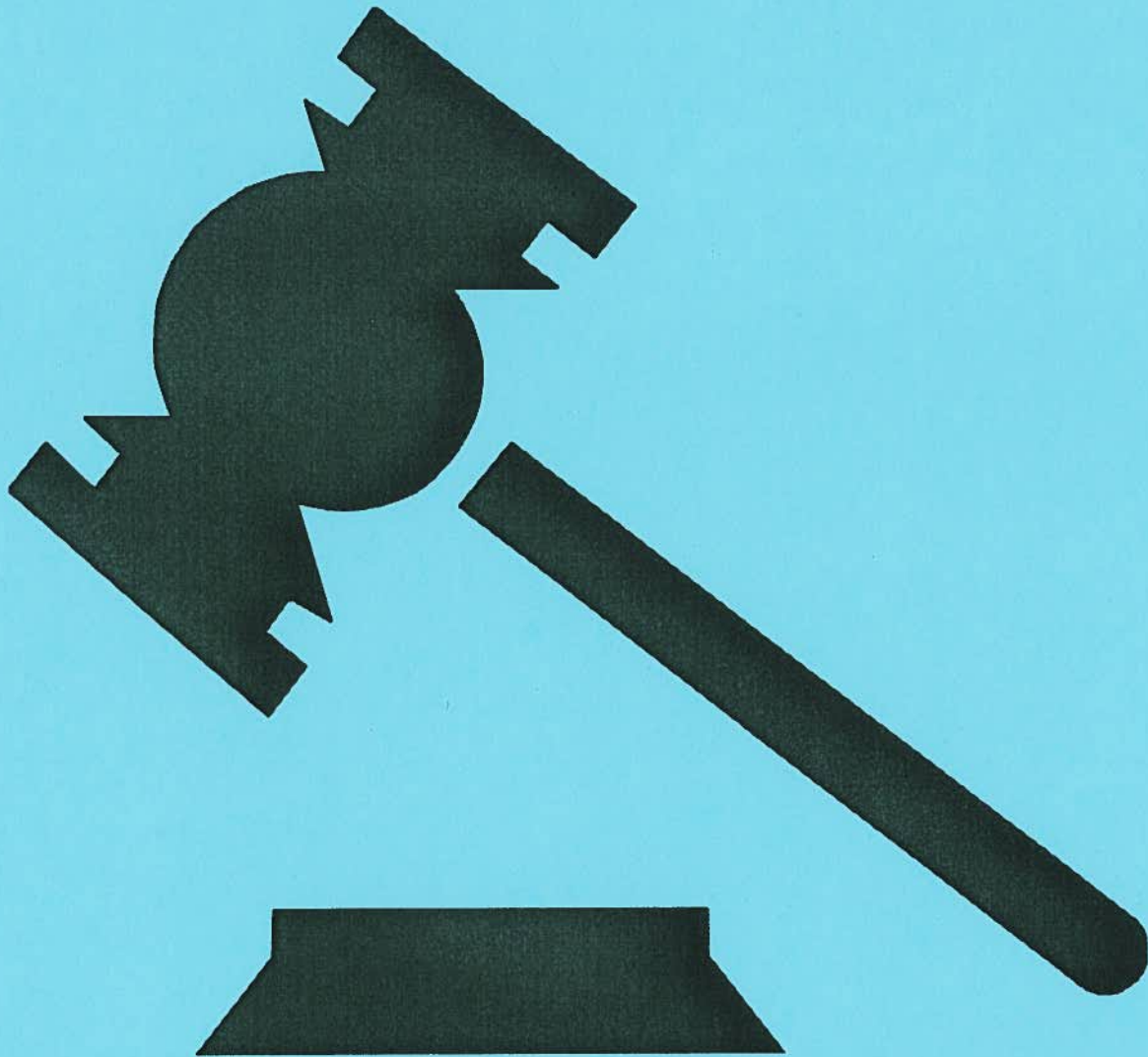
DRAFT
FFY 2008 - 2009
Local Assistance Delivery
Formula OA Funds
Based on CBARS/FMIS Transactions as of September 30, 2009

Assumptions:

< Obligations are based on CBARS/FMIS transactions and adjustments per the Department's Federal Resources Office (FRO).
< Obligations include obligations, deobligations, exchanges, FTAs.

Footnotes:

- ¹ As of the September 30, 2009 Delivery Report, the Locals' FFY 2009 OA is based the Actual FFY OA per Caltrans Federal Resource Office.
- ² Balance of FFY 2008 OA – This is the amount a Region must pay back if over delivered or the amount a Region will receive to "make whole" if under delivered based on the DLA OA Management Policy. Amounts shown in parenthesis are amounts owed back and positive (non-parenthesis numbers) amounts are amounts owed to those Regions/Programs. When DLA, as a whole, under delivers the OA in an FFY and this under delivered OA is "lost" to the State because of DLA under delivery – this "lost" OA may not be repaid to DLA.
- ³ This is FFY 2009 OA with the adjustments for FFY 2008 OA Over or Under Delivery and National Environmental Policy Act (NEPA) delegation for FFY 2009.
- ⁴ Balance of FFY 2009 OA per date of report – This is the amount a Region must pay back if over delivered or the amount a Region will receive to "make whole" if under delivered based on the DLA OA Management Policy. Amounts shown in parenthesis are amounts owed back and positive (non-parenthesis numbers) amounts are amounts owed to those Regions/Programs. If OA is lost to the State due to DLA under delivery, as a whole, then under delivered OA may not be available to repay Regions and/or Programs.
- ⁵ Per August 1, 2006 MOU from Riverside County Transportation Commission (RCTC) and the San Bernardino Associated Governments (SANBAG), the FFY 2006 OA for these two regions was adjusted in September 2006 to reflect a loan of OA of \$16,000,000. The Loan decreased RCTC's FFY 2006 OA and increased SANBAG's FFY 2006 OA by the \$16,000,000. The August 1, 2006 memo states that the paycheck of the OA to RCTC from SANBAG is anticipated in FFY 2009 or FFY 2010. Upon direction from these Regions the paycheck will not be in FFY 2009.
- ⁶ The Rural Counties' subtotal above excludes those rural counties receiving CMAQ beginning in FFY 2006.
- ⁷ Based on the FFY 2008 September 30, 2008 year-end reconciliation with FRO, this amount is an adjustment to OA that will be made in FFY 2009. This is a paycheck of DLA's Over Delivery of OA to Capital and thus reduces DLA's share of FFY 2009 OA.
- ⁸ MOU (June 2008) between ACTC; CCOG; and TCTC – \$381,564 of OA from CCOG to TCTC for FFY 2008-09; and \$116,598 of OA from ACTC to TCTC for FFY 2008-09; repayment and future loans in FFY's 2010, 2011; and 2012.
- ⁹ Includes transfer of \$24.3M of LICO from the Locals to the State in accordance with Prop. 1B.
- ¹⁰ As of March 31, 2009 Delivery Report, includes FFY 2009 RSTP Exchange.



***TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM IV. H.***

**Caltrans Status of Projects Report
November 2009**

Route	Location Description	Estimated Ready to Begin Construction	Estimated End Construction	Project Manager	Comment
99	From North Goshen Overhead to Conejo Ave Separation - Widen 4 Lane Freeway to 6 Lanes	08/10	10/13	Phillip Sanchez (559) 243-3466	SR99 Bond funded project. Environmental Phase approved in 11/06. Design Phase submitted to headquarters for approval in 10/09. Project has R/W issues with AT&T underground utility within freeway R/W. State is having difficulty selling bonds to fund construction projects including this
99	From Ashlan Ave to Grantland Ave - Widen 4 Lane Freeway to 6 Lanes	09/12	09/14	Jim Bane (559) 243-3469	Project Study Report completed in 06/01. SR99 Bond funded project. Original project proposed to be split at Grantland Ave for Construction Phase in 08/09.
99	From Grantland Ave to Ave 7- Widen 4 Lane Freeway to 6 Lanes	07/16	07/18	Jim Bane (559) 243-3469	(See Project Above)
99	Between Shaw Ave and Herndon Ave - New Interchange	07/13	07/16	Jim Bane (559) 243-3469	City of Fresno is lead agency. Project Study Report targeted for completion 01/09.
180	Between Route 41 and Route 168 - Construct Braided Ramps	04/13 (Phase 1)	04/15 (Phase 1)	Neil Bretz (559) 243-3465	Project Study Report completed in 07/09. Negotiating with COFCG & FCTA to obtain funding to start Environmental Phase in early 2010.
180	Between James Rd and Lake Ave - Construct Passing Lanes	05/17	12/18	Neil Bretz (559) 243-3465	Project Study Report updated in 05/08. Project is awaiting funding.
180	From Clovis Ave to Temperance Ave - Construct 4 Lane Freeway on New Alignment	01/08	11/09	Neil Bretz (559) 243-3465	Construction to be completed in 11/09.
180	From Temperance Ave to Quality Ave - Construct 4 Lane Freeway	11/09	02/11	Neil Bretz (559) 243-3465	Construction contract approved in 09/09. Construction Phase scheduled to begin in 11/09.
180	From Quality Ave to Trimmer Springs Rd - Widen 2 Lanes to 4 Lane Expressway	TBD	TBD	Neil Bretz (559) 243-3465	Project currently on hold due to lack of funding. Negotiating with COFCG & FCTA to secure funding for Design & Right of Way Phases.

