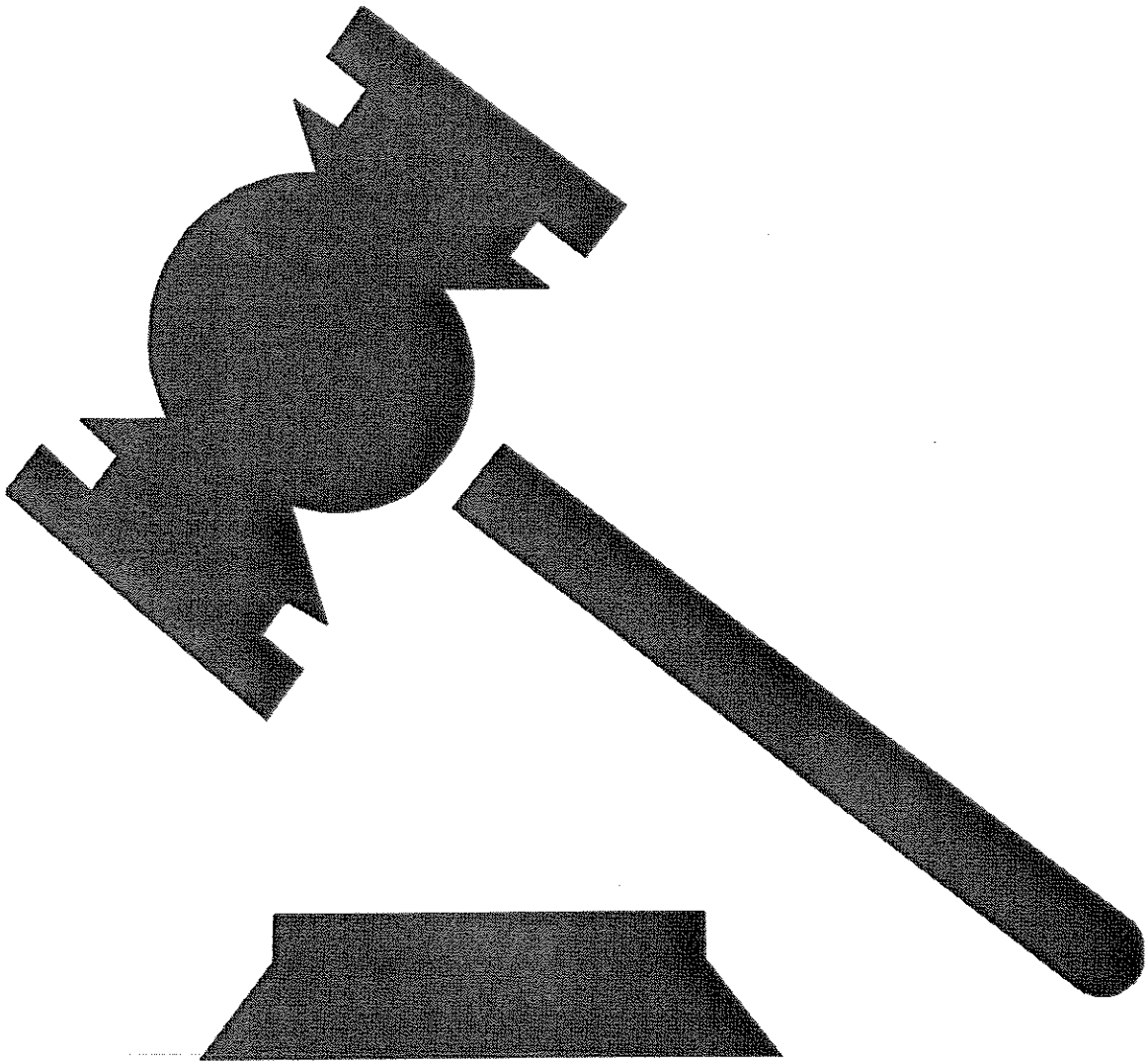




***TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM II. A.***

In the Matter of:)
)
 CONSOLIDATED TRANSPORTATION)
 SERVICE AGENCY OPERATIONS)
 PROGRAM AND BUDGET: 2007-08)

WHEREAS, the Council of Fresno County Governments (Fresno COG) has separately co-designated the Fresno County Economic Opportunities Commission (FCEOC) as the Urban CTSA -- with Fresno Area Express, the City of Clovis as the Clovis Consolidated Transportation Services Agency (CTSA) and the FCEOC as the Rural CTSA -- with the Fresno County Rural Transit Agency (FCRTA); and

WHEREAS, the document has been prepared in cooperation with the Fresno Area Express, the FCEOC and the FCRTA; and

WHEREAS, said documents have been reviewed simultaneously during the review period.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments
this 28th day of June, 2007.

ABSENT:

Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 28th day of June, 2007.

Signed: Barbara Goodwin, Executive Director

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2007-19

In the Matter of:)
)
CONSOLIDATED TRANSPORTATION)
SERVICE AGENCY (CTSA) OPERATIONS)
PROGRAM AND BUDGET: 2007-08)
_____)

RESOLUTION ADOPTING THE
CTSA'S OPERATIONS PROGRAM
AND BUDGET FOR THE CLOVIS
CTSA, 2007-08

WHEREAS, the Council of Fresno County Governments (Fresno COG) has separately co-designated the Fresno County Economic Opportunities Commission (FCEOC) as the Urban CTSA -- with Fresno Area Express, the City of Clovis as the Clovis CTSA and the FCEOC as the Rural CTSA -- with the Fresno County Rural Transit Agency; and

WHEREAS, Clovis has prepared, under contract, the 2007-08 "Operations Program and Budget for the Clovis CTSA"; and

WHEREAS, the document has been prepared in cooperation with the Clovis Transit's CTSA Roundup and the Fresno County Economic Opportunities Commission; and

WHEREAS, the document has been prepared in conjunction with the annual performance evaluation process, the biannual Short Range Transit Plans and annual Public Transit Budgets; and

WHEREAS, said documents have been reviewed simultaneously during the review period.

NOW, THEREFORE, BE IT RESOLVED, that the Council of Fresno County Governments' Policy Board does hereby adopt the "Operations Program and Budget for the Clovis CTSA, 2007-08".

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 28th day of June, 2007.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 28th day of June, 2007.

Signed: _____
Barbara Goodwin, Executive Director

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2007-20

In the Matter of:)
)
2005-10 SHORT RANGE TRANSIT)
PLAN FOR THE FRESNO-CLOVIS)
URBANIZED AREA)
_____)

RESOLUTION ADOPTING THE
COUNCIL OF FRESNO COUNTY
GOVERNMENTS' 2007-12 SHORT-
RANGE TRANSIT PLAN FOR THE
FRESNO-CLOVIS URBANIZED AREA

WHEREAS, the Council of Fresno County Governments (COFCG) has been designated the Regional Transportation Planning Agency for Fresno County by the Secretary of Business and Transportation Agency pursuant to Section 29532 of the California Government Code (as amended by AB 402, 1977); and acting as the Metropolitan Planning Organization (MPO) (Federal Highways Act of 1974 and the Urban Mass Transportation Administration Act of 1964 as amended pursuant to joint regulations-- Code of Federal Regulations, Title 23, Part: 450, Title 49, Part: 613) has developed a comprehensive coordinated, and continuing transportation planning process; and

WHEREAS, under the Urban Mass Transportation Administration Act of 1964 (49 U.S.C. 1604), as amended by Section 103 (a) of Publication L. 93-503 (88 Stat. 1565; November 26, 1974), the National Mass Transportation Assistance Act of 1974, the Metropolitan Planning Organization is required to annually adopt a Short Range transit plan to meet FTA requirements as part of the Regional Transportation Plan; and

WHEREAS, the Short Range Transit Plan for the Fresno-Clovis Urbanized Area has been prepared to comply with FTA requirements for a five year program of transit improvements in the metropolitan transit service area; and

WHEREAS, the Short Range Transit Plan has also been prepared to satisfy management planning requirements and is consistent with the adopted Regional Transportation Plan for Fresno County; and

WHEREAS, the Short Range Transit Plan was developed through a continuing, cooperative, and comprehensive transportation planning process; and

WHEREAS, COFCG is the recognized Clearinghouse for this area and formal review by committees, etc., as aforementioned shall constitute the official Clearinghouse process; and

WHEREAS, public commentary was received at the COFCG's monthly public Board meeting.

NOW, THEREFORE, BE IT RESOLVED, that the Council of Fresno County Governments adopts the report entitled, Short Range Transit Plan for the Fresno-Clovis Urbanized Area, 2007-12 as metropolitan planning policy; and

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 28th day of June, 2007.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 28th day of June, 2007.

Signed: _____
Barbara Goodwin, Executive Director

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2007-21

In the Matter of:)
)
SHORT RANGE TRANSIT PLAN)
PLAN FOR THE RURAL FRESNO)
COUNTY AREA: 2007-12)
_____)

**RESOLUTION ADOPTING THE
COUNCIL OF FRESNO COUNTY
GOVERNMENTS' 2007-12 SHORT
RANGE TRANSIT PLAN FOR THE
RURAL FRESNO COUNTY AREA**

WHEREAS, the Council of Fresno County Governments (COFCG) has been designated the Regional Transportation Planning Agency for Fresno County by the Secretary of Business and Transportation Agency pursuant to Section 29532 of the California Government Code (as amended by AB 402, 1977); and acting as the Metropolitan Planning Organization (MPO) (Federal Highways Act of 1974 and the Urban Mass Transportation Administration Act of 1964 as amended pursuant to joint regulations-- Code of Federal Regulations, Title 23, Part: 450, Title 49, Part: 613) has developed a comprehensive, coordinated, and continuing transportation planning process; and

WHEREAS, the Short Range Transit Plan for the Rural Fresno County Area: 2007-12 has been prepared in cooperation with the Cities of Coalinga, Firebaugh, Fowler, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Sanger, San Joaquin, Selma, and Fresno County to identify how public transportation is to be provided, and

WHEREAS, the Short Range Transit Plan for the Rural Fresno County Area has also been prepared to comply with State FTA Section 5311 and Congestion Mitigation Air Quality (CMAQ) requirements for capital and operating assistance grants, and

WHEREAS, the Short Range Transit Plan has also been prepared to satisfy management planning requirements and is consistent with the adopted Regional Transportation Plan for Fresno County; and

WHEREAS, the Short Range Transit Plan was developed through a continuing, cooperative, and comprehensive transportation planning process; and

WHEREAS, public commentary was received at the COG's monthly public Board meeting.

NOW, THEREFORE, BE IT RESOLVED, that the Council of Fresno County Governments adopts the report entitled, Short Range Transit Plan for the Rural Fresno County Area: 2007-12 as transportation planning policy; and

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 28th day of June, 2007.

AYES:

NOES:

ABSTAIN:

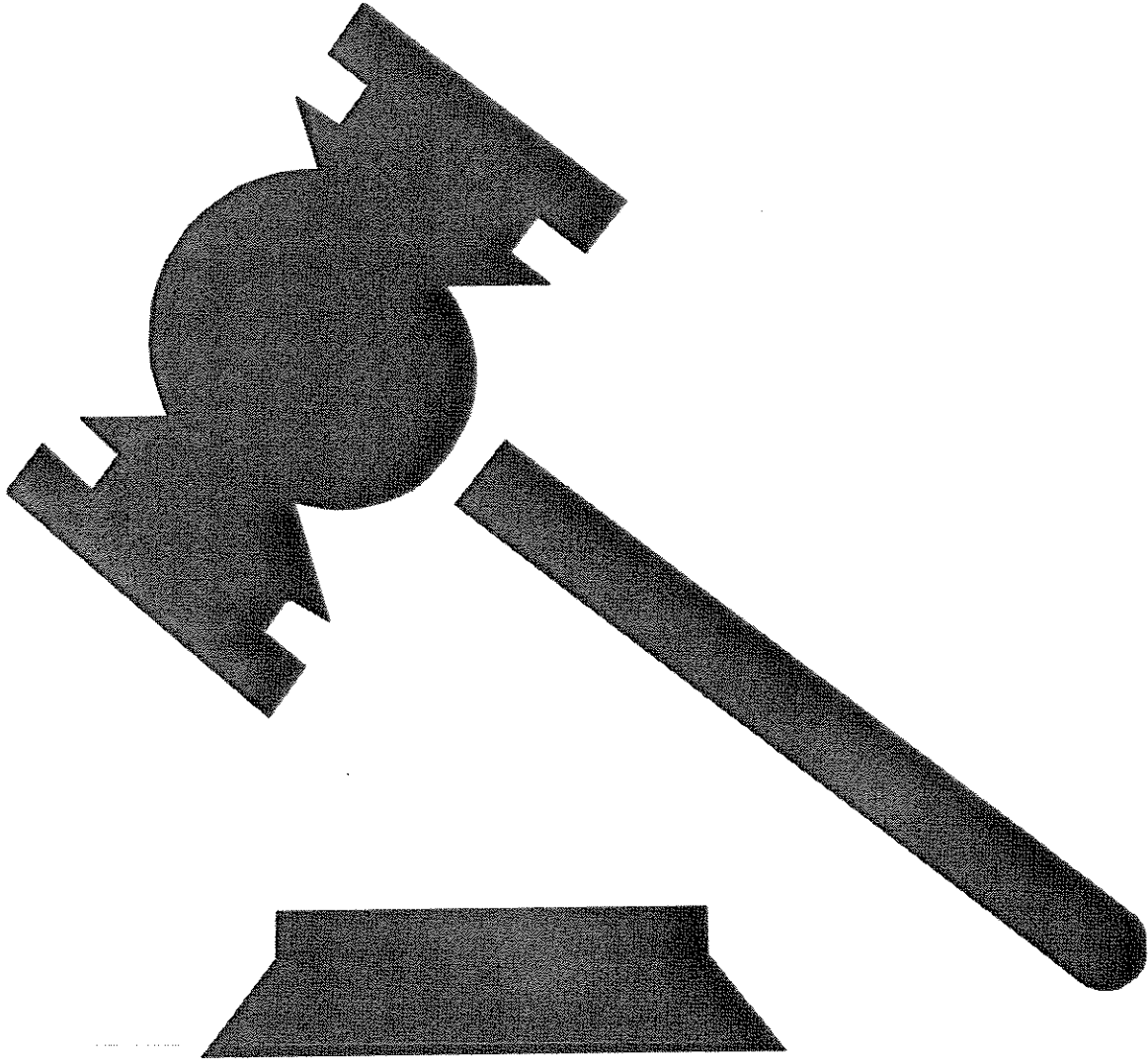
ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chair

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 28th day of June, 2007.

Signed: _____
Barbara Goodwin, Executive Director



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

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION 2007-25

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

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

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

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

WHEREAS, the Fresno COG Board, after consultation with its Social Services Transportation Advisory Council, held such public hearing on June 28, 2007 and received testimony from all interested persons; and

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

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

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

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

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 28th day of June, 2007.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 28th day of June, 2007.

Signed: _____
Barbara Goodwin, Executive Director



2035 Tulare Street, Suite 201
Fresno, California 93721

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

MEMORANDUM

DATE: May 30, 2007

TO: COG Social Service Transportation Advisory Council;
COG Transportation Technical Committee;
COG Policy Advisory Committee;
COG Policy Board; and
THE GENERAL PUBLIC

FROM: BARBARA GOODWIN, Executive Director

SUBJECT: STAFF REPORT AND RECOMMENDATIONS FOR "UNMET PUBLIC
TRANSPORTATION NEEDS" PUBLIC HEARING - JUNE 28, 2007

Recommendation

It is recommended that the Council of Fresno County Governments Policy Board find that there are no unmet public transportation needs that are reasonable to meet within the County of Fresno.

Discussion

On June 28, 2007, the Council of Fresno County Governments (COG), as the Regional Transportation Planning Agency (RTPA) for Fresno County, will hold a legally noticed Public Hearing. The purpose of the hearing is to receive public testimony to determine if public transportation needs within Fresno County will be reasonably met in Fiscal Year 2007-2008 (July 1, 2007, through June 30, 2008), prior to approving claims of Local Transportation Funds (LTF) for streets and roads. The time and place of the Public Hearing have been noticed as follows:

Date: June 28, 2007
Time: 7:00 p.m.
Place: Council of Fresno County Governments, Sequoia Room
2035 Tulare St., Suite 201
Fresno, California 93721-2004

Transportation Development Act (TDA) - Local Transportation Funds are derived from the State Sales Tax. Of the State's portion of the sales tax revenue, 1/4 of a cent goes to the Local Transportation Fund and may be used for transportation projects. In FY2007-2008, the estimated Local Transportation Funds for Fresno County are \$30,000,000 of which \$127,000 is programmed for administration and audits, and \$834,353 is programmed for regional

transportation planning. Table-1 identifies the amount of project funding each local agency will receive in FY2007-2008.

Of the Local Transportation Funds available for public transportation and streets and roads, priority must first be given to public transportation, the net difference is then available for street and road projects.

TABLE-1
Available TDA-Local Transportation Funds
For Projects by Local Agencies FY2007-2008

AGENCY	Bicycle & Pedestrian Facilities	Social Service Transportation	Regional Transportation Planning	Public Transportation	Total
Clovis	\$59,979	\$157,289	\$89,668	\$2,702,362	\$2,998,958
Coalinga	\$11,740		\$17,552	\$528,968	\$597,024
Firebaugh	\$4,350		\$6,503	\$195,994	\$217,505
Fowler	\$3,441		\$5,144	\$155,021	\$172,036
Fresno City	\$312,695		\$467,479	\$14,088,490	\$15,634,770
Huron	\$4,871		\$7,282	\$219,454	\$243,540
Kerman	\$8,835		\$13,208	\$398,051	\$441,739
Kingsburg	\$7,303		\$10,917	\$329,020	\$365,131
Mendota	\$6,127		\$9,160	\$276,067	\$306,366
Orange Cove	\$6,854		\$10,247	\$308,811	\$342,705
Parlier	\$8,503		\$12,711	\$383,085	\$425,130
Reedley	\$16,192		\$24,207	\$729,531	\$809,600
Sanger	\$16,171		\$24,176	\$728,594	\$808,560
San Joaquin	\$2,516		\$3,761	\$113,344	\$125,784
Selma	\$15,077		\$22,540	\$679,303	\$753,859
Fresno County	\$112,806		\$168,643	\$5,082,470	\$5,640,293
FCRTA	\$0	\$451,208	\$0	\$0	\$451,208
FCEOC (Urban)	\$0	\$855,280	\$0	\$0	\$855,280
TOTALS	\$597,460	\$1,463,777	\$ 893,198	\$26,918,565	\$29,873,000

Pursuant to Section 99401.5 of the California Public Utilities Code, COG, as the Regional Transportation Planning Agency, must make a finding after holding a Public Hearing that there are no unmet public transportation needs within the jurisdiction of claimants which can be reasonably met before it may approve Local Transportation Fund claims for streets and roads.

Definition of "Unmet Transit Needs," and Needs that are "Reasonable to Meet"

Section 99401.5(c) of the California Public Utilities Code specifies that "The transportation planning agency shall determine its definitions of the terms "unmet transit needs" and "reasonable to meet" for the purposes of this section which shall be documented by resolution or within the minutes of the agency."

The COG defined these terms by Resolution 90-15 as follows:

A. Unmet Transit Needs

Those public transportation or specialized transportation services that are identified in the Regional Transportation Plan and/or documented through the COG's Annual Unmet Transit Needs Public Hearing Process that have not been implemented or funded."

B. Reasonable to Meet

"Those public transportation services identified in the Regional Transportation Plan, or proposed amendment thereto, which meet the following criteria:

- (1) Services which, if implemented or funded, would not cause the responsible operator or service claimant to exceed its appropriations limitation as set forth by Proposition 4 (Gann Limit).
- (2) Services which, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of:
 - (a) Local Transportation Funds and State Transit Assistance Funds which may be available for such operator to claim;
 - (b) Federal Transit Administration (FTA) funds or other support for public transportation services which are committed by Federal and/or State agencies by formula or tentative approval of specific grant requests; and
 - (c) Farebox and local funding in compliance with PUC Section 99268 et.seq.

The fact that an identified need cannot fully be met based on available resources, however, shall not be the sole reason for finding that a transit need is not reasonable to meet.

(3) Services which, if implemented or funded, would result in the responsible operator or service claimant meeting the farebox recovery and local support requirements as set forth by PUC Section 99268 et. seq. Evaluation of existing operators shall be based on records provided to COG by operators pursuant to the Transit Productivity Evaluation Process (PUC Section 99244).

Evaluation of proposed new service shall be based upon a feasibility analysis that includes, but is not limited to:

- (a) Forecast of anticipated ridership if service is provided.
- (b) Estimate of capital and operating costs for the provision of such services.
- (c) Estimate of fares and local support in relation to estimated operating costs for providing such services.

(d) An estimated fare which the COG Board would determine to be sufficient to meet farebox recovery requirements, but would not be so high that it would pose a financial burden on transit dependent patrons.

Social Services Transportation Advisory Council (SSTAC)

The COG Policy Board established its Social Service Transportation Advisory Council (SSTAC) on May 26, 1988, to aid in its review of transit issues with emphasis on the annual identification of transit needs within Fresno County. These transit needs include the needs of transit dependent and transit disadvantaged persons, including the elderly, disabled, and persons of limited means. The COG's establishment of this Advisory Council is consistent with State law (SB 498, Chapter 673, 1987) which mandates both the purpose and minimum membership of this body. A list of SSTAC members is included with this report (Attachment A).

The purpose of the SSTAC is to:

- (1) Annually participate in identification of transit needs (Unmet Transit Needs Public Hearing Process).
- (2) Review and recommend appropriate action by the COG for a jurisdiction which finds by resolution, that:
 - (a) There are no unmet transit needs;
 - (b) There are no unmet transit needs that are reasonable to meet;
 - (c) There are unmet transit needs that are reasonable to meet.
- (3) Advise the COG on any other major transit issues, including the coordination and consolidation of specialized transportation services.

SSTAC Unmet Transit Needs Process

The SSTAC has developed an annual process for soliciting unmet transit need comments from the public. Approximately 483 letters are sent to agencies and individuals interested in providing feedback on their public transportation needs within Fresno County (Attachments B-1, B-2 and B-3). The letter was prepared in English and Spanish versions, and included a request for information regarding any unmet transit needs within Fresno County. Respondents were requested to include the following information to assist Staff in an initial evaluation of proposed services:

- Where new service is needed, and where the potential trips would start and end;
- When, and how often trips would need to be scheduled; and
- A description of the individuals needing the service including age group, financial constraints, and whether they have disabilities requiring special services.

As part of the information gathering process, SSTAC held three public meetings (Attachment C) to seek Unmet Transit Needs comments from residents throughout the County.

The first meeting was held in the City of Firebaugh at the Firebaugh Community Center on February 20, 2007. The location was selected to facilitate comments from the residents of Western Fresno County including: Selma, Coalinga, Firebaugh, Huron, Kerman, Mendota, San Joaquin, and the surrounding unincorporated communities. The meeting time was held at 1:30 p.m.

The only persons in attendance were members of SSTAC, and no comments were received. The second meeting was held in City of Fowler at the Fowler City Council Chambers on February 21, 2007. The meeting location was set to facilitate comments from the residents of Eastern Fresno County including: Fowler, Kingsburg, Orange Cove, Parlier, Reedley, Sanger, Selma, and the surrounding unincorporated communities. The meeting was held at 2:30 p.m.

There were seven individuals in attendance including SSTAC members. A copy of the sign-in sheet is included Attachment C-2. The only comments received came from Ms. Sandie Monis who expressed a need for an additional vehicle to service the City of Fowler. Ms. Monis explained that the Fowler transit lacked sufficient capacity to provide needed service to the many Fowler residents. The primary reason, according to Ms. Monis, is that parents are using the system to arrange school transportation for their students. Ms. Monis requested additional service during the school year. FCRTA staff indicated that the funding provided through Measure C will allow Fowler Transit to add an additional vehicle and driver during FY07-08.

The third meeting was held in City of Clovis at the Clovis Senior Center on February 22, 2007. The meeting location was selected to facilitate comments from the residents of the Fresno-Clovis Metropolitan Area (FCMA) and surrounding unincorporated communities. The meeting time was held at 1:00 p.m. No comments were received during the meeting.

In addition to the comment received at the information gathering meetings, SSTAC received two written comments. The first written comment came from Fresno City Councilmember Brian Calhoun. In his email Councilmember Calhoun requested transit service to be added to Northwest Fresno to facilitate travel from that area to Bullard High School. He specifically identified service on West Bullard Avenue to as far west as Polk. Councilmember Calhoun also identified the needs of low-income and disabled residents in the areas around Herndon Avenue and Weber Avenue, and Herndon Avenue and Spruce Avenue.

The second letter came from the Traffic Operations Lieutenant for Fresno State University (CSUF). The letter listed eight areas where CSUF asked for service changes or enhancements. Including the following:

1. Increase the hours of transit operation during the weekdays for faculty, staff, students and visitors using FAX or Clovis Transit in their commutes to the campus;
2. Increase the hours of transit operation on weekends for faculty, staff students and visitors to the University;
3. Offer student discounts for the purpose of monthly bus passes;
4. Continue to expand transit service in the northeast and northwest sections of the city;
5. Provide better transit service to Fresno State from outlying communities;
6. Implement an on-campus transit center;
7. Re-route FAX Route 9 to loop around the CSUF campus as Clovis Route 10 does; and
8. Provide campus circulator services

The SSTAC's Comments Regarding Submitted "Unmet Transit Needs" Requests

At its April 17, 2007 meeting, after reviewing written comments and the information collected during the public meetings, SSTAC agreed that based on public comments received up to this point that there were no unmet needs brought forth that were reasonable to meet. SSTAC directed staff to prepare written responses to the letters received from City of Fresno Councilmember Calhoun and from Lupe Canales-Shrum, Traffic Operations Lieutenant for California State University. A copy of the comment letters and staff response letters is included in Attachment D (D-1, D-2, D-3, D-4).

May 8, 2007 SSTAC meeting

To fulfill their role in making a recommendation to forward onto the COG Advisory Committees and ultimately to the COG Policy Board, the SSTAC (following an expressed opportunity for public comment) made the following recommendation, based on its May 8, 2007, findings:

In consideration of these actions, and in reference to the contents of the COG's Regional Transportation Plan and supporting implementation documents, specifically:

- the Short Range Transit Plan for the Fresno-Clovis Urbanized Area, July 2008 to June 2013;
- the Short Range Transit Plan for the Rural Fresno County Area, 2005-2010;
- the Consolidated Transportation Service Agency's Operations Program and Budget 2007-2008 for the Fresno Urban CTSA, the Clovis CTSA and the Fresno Rural CTSA; and
- the Fresno County Rural Transit Agency's 2007-2008 Budget.

Pending additional public testimony at the legally noticed Public Hearing scheduled before the COG's Board of Directors on June 28, 2007, the SSTAC hereby has reached the following conclusion:

Motion:

A motion was made by Shonna Halterman (Clovis Transit), and seconded by Linda Descoteaux (FMAAA), to make the following recommendation:

The SSTAC, through its recent efforts to solicit comments, is therefore, recommending the finding that there are no unmet transit needs that are reasonable to meet within the following jurisdictions:

- | | |
|----------------------|-------------------------|
| 1. City of Clovis | 9. City of Mendota |
| 2. City of Coalinga | 10. City of Orange Cove |
| 3. City of Firebaugh | 11. City of Parlier |
| 4. City of Fowler | 12. City of Reedley |
| 5. City of Fresno | 13. City of Sanger |
| 6. City of Huron | 14. City of San Joaquin |
| 7. City of Kerman | 15. City of Selma |
| 8. City of Kingsburg | 16. Fresno County |

The voice vote was taken and the motion passed unanimously.

Public Transportation Plan Summary

A. Overview

The Regional Transportation Plan (RTP) for public transportation services contains a Fresno-Clovis Metropolitan Area (FCMA) component, a rural component, and a Social Service Transportation component. The Metropolitan Area component is actualized through the "Short-Range Transit Plan (FCMA SRTP) for the Fresno-Clovis Urbanized Area July 2007 - June 2012" is scheduled to be adopted on June 28, 2007 at the Fresno COG Board Meeting. It analyzes the metropolitan transit service needs and provides a detailed service plan for implementation over a five-year period. The Rural Area component is actualized through the "Short-Range Transit Plan (Rural SRTP) for the Fresno County Rural Area 2007-2012" and is also scheduled to be adopted on June 28, 2007 at the Fresno COG Board Meeting. It analyzes rural transit service needs, and provides a detailed service plan for implementation over a five-year period.

In addition to these Short-Range Transit Plans for public transportation, the Fresno COG annually adopts an Operations Program and Budget for the coordination and consolidation of transportation for specialized social service programs within Fresno County. The 2007 - 2008 "Operations Program and Budget for the Fresno CTSA, the Clovis CTSA, and the Rural CTSA" is scheduled for adoption on June 28, 2007.

It must be emphasized that to "reasonably meet transit needs," it is necessary to satisfy the planned service requirements documented by the Regional Transportation Plan components described above (Administrative Code Section 6656). Further, State law (Administrative Code Section 6651) prescribes that expenditure of Local Transportation Funds must be in conformance with the Regional Transportation Plan. Fresno COG's Legal Counsel has interpreted these two State law requirements as establishing what must be done (i.e., implement the planned transit service as contained in the Regional Transportation Plan) and what must not be done (i.e., do not provide transit service where it is *not* recommended by the Plan).

These dual requirements may appear inconsistent to individuals and organizations who believe that there may be needs for service in areas of Fresno County where the Regional Transportation Plan does not now propose service, or where less service is proposed than they would desire. The inconsistencies are overcome through a continuous transportation planning process. Those who testify that an unmet transit need does exist can be assured either their desired service has previously been analyzed and found to be unreasonable to meet, or their proposal will be evaluated to determine if it will be reasonable to amend the Plan and provide the desired service.

B. Fresno-Clovis Metropolitan Area (FCMA)

The Regional Transportation Plan calls for fixed-route service within the Metropolitan Area to be provided by the City of Fresno's Fresno Area Express (FAX), with financial participation from the City of Clovis and Fresno County for service to non-Fresno City residents within FAX's Service Area. Demand responsive Handy-Ride service is provided through FAX under contract with MV Transportation Services, Inc. The Short-Range Transit Plan for the Fresno-Clovis Urbanized Area sets forth the specific service implementation plan for the five fiscal year period of July 2007 to June 2012. It is this Short-Range Transit Plan (SRTP) that actualizes the more general service goals and objectives of the Regional Transportation Plan. The FCMA SRTP is scheduled for adoption on June 28, 2007.

The Regional Transportation Plan and the FCMA Short-Range Transit Plan also continue to emphasize specialized service for disabled and elderly residents who are unable to utilize the fixed-route buses.

The estimated cost for operation of FAX in FY 2007-08 is \$42.6 million. Service will be funded with \$20.2 million in State Transportation Development Act - Local Transportation Funds and State Transit Assistance Funds. FAX is anticipating \$8.8 million in Measure C, and an additional \$11.1 million will be funded by the Federal Transit Administration. The remaining funds are derived from farebox revenues and special services provided under contracts with outside agencies such as the City of Clovis, Fresno County, and Valley Children's Hospital. Although the City of Fresno does not propose to expend any Local Transportation Funds on streets and roads during 2007-2008, a "transit needs finding" is necessary to be consistent with SB-498. SB-498 states the lack of available resources shall *not* be the sole reason for finding a transit need is *not* reasonable to meet.

The City of Clovis operates two types of public transit service. Clovis Stageline provides general public fixed-route service within the City Limits. Clovis Round Up operates specialized demand-responsive service for the elderly and disabled residents. The City of Clovis has designated Round Up services as the Consolidated Transportation Services Agency (CTSA) for the Clovis Transit Service Area. The estimated cost for operation of Clovis Transit in FY 2007-08 is \$3.7 million.

C. Rural Areas

The Regional Transportation Plan calls for service to rural portions of Fresno County including intra-city service in and around thirteen (13) rural incorporated cities, two dozen unincorporated communities, and inter-city service linking those cities to the Fresno Metropolitan Area on the following corridors:

- (1) Firebaugh - Mendota - San Joaquin - Kerman Corridor to Fresno.
- (2) Kingsburg - Selma - Fowler Corridor to Fresno.
- (3) Orange Cove - Reedley - Parlier - Sanger Corridor to Fresno.
- (4) Coalinga - Huron - O'Neills - Five Points - Lanare - Riverdale - Caruthers - Raisin City - Easton Corridor to the Fresno.

During the latter part of FY1978-79 and the beginning of FY1979-80, in cooperation with rural incorporated cities in Fresno County, Fresno COG prepared and adopted specific short-range Transit Development Programs to define implementation of rural public transportation service in conformance with the Regional Transportation Plan. In September 1979, Fresno County Rural Transit Agency (FCRTA) was formed and assigned responsibility for implementing the service requirements of the Regional Transportation Plan as set forth by the Transit Development Programs. Services set forth by the Regional Transportation Plan and the Transit Development Programs were fully implemented by mid-February 1980.

A comprehensive Short-Range Transit Plan (Rural SRTP) for the Rural Fresno County Area, which updated the individual Transit Development Programs, was adopted on November 17, 1983. The five-year Rural SRTP is updated biannually. The latest update of the "Short-Range Transit Plan for the Rural Fresno County Area 2007-2012" will be adopted on June 28, 2007. The estimated cost for the operation of FCRTA in FY 2007-08 is \$5,740,907. Service will be funded with \$3,575,503 in State Transportation Development Act - Local Transportation Funds and State Transit Assistance

Funds. FCRTA will utilize \$538,208 in Measure - C, (and \$2,000,000 for capital assistance). An additional \$1,039,000 million will be funded by the Federal Transit Administration. The remaining funds are derived from farebox revenues (\$588,196).

D. Social Service Transportation

The updated Social Service Transportation Action Plan and Inventory, adopted January 29, 1998, continues to co-designate the City of Fresno and the Fresno County Economic Opportunities Commission (FCEOC) as the Fresno Urban Consolidated Transportation Service Agency (CTSA). The Action Plan further designates City of Clovis, as the Clovis CTSA, and the Fresno County Rural Transit Agency (FCRTA) and the FCEOC as the Fresno Rural Area CTSA. The Fresno COG has set aside each year, since FY1983, five percent (5%) of Local Transportation Funds (Table 1) for social service transportation. An Operations Program and Budget (OPB) has been prepared for the Fresno Urban CTSA, Clovis CTSA, and the Fresno Rural CTSA. The FY2006-2007 OPB's, scheduled for adoption on June 28, 2007, document commitments for matching funds from participating social service agencies and defines the types of coordinated/consolidated services to be provided so that funds may be released.

Fresno County's CTSA process has been very successful in coordinating metropolitan and rural social service transportation needs. The Fresno COG's latest annual "Transit Productivity Report 2005-06" indicates that the CTSAs continue to provide a significant number of trips throughout Fresno County. An inventory of social service agencies is being updated to determine if additional social service agencies may be interested in participating in the CTSA process.

Analysis of Proposed Public Transportation Services and Recommended Findings for Local Agencies 2007 - 2008

A. City of Clovis

The City of Clovis contributes funds to the operation of three (3) transit services within its jurisdiction. First, it operates the Clovis CTSA Round Up service on a demand-responsive basis to its elderly and disabled social service clients. Second, it operates Clovis Stageline to serve general public patrons with four (4) coordinated fixed routes; and third, it provides funding to Fresno Area Express (FAX) which operates fixed route service on Route 28 into Clovis.

Inter-city service to Fresno is available on Clovis CTSAs Round Up and Fresno Area Express / Handy-Ride.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Clovis will be reasonably met. Service requirements contained within the Regional Transportation Plan will be satisfied.

B. City of Coalinga

The City of Coalinga, under an inter-agency agreement with the FCRTA, provides intra-city and inter-city service using vehicles owned by the FCRTA. All FCRTA vehicles are lift equipped for elderly and disabled accessibility.

The Coalinga Transit intra-city demand responsive service operates with one (1) vehicle during an approximate eight (8) hour service period Monday through Friday,

Coalinga Transit also provides inter-city fixed route service, with route deviation to pick-up disabled passengers, between Coalinga and Fresno. The bus provides one (1) round trip through Pleasant Valley Prison, Huron, Five Points, Lanare, Riverdale, Caruthers, Raisin City and Easton, during an approximate eleven (11) hour period, Monday through Saturday.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Coalinga, Sphere of Influence, and surrounding Area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

C. City of Firebaugh

The FCRTA, under an inter-agency services agreement with the City of Firebaugh continues to contract with Fresno County Economic Opportunities Commission (FCEOC) as the Rural Consolidated Transportation Service Agency (Rural CTSA) for the provision of transportation services. Demand responsive service within Firebaugh's Sphere of Influence, and surrounding Area is available by two (2) of FCRTA's lift equipped vans, Monday through Friday for approximately nine and a half (9-1/2) hours per day.

The FCRTA also contracts with the Rural CTSA to operate Westside Transit as a multiple round trip general public commuter service, during a nine and a half (9-1/2) hour period, Monday through Friday using a lift equipped bus; that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Firebaugh, Mendota, San Joaquin and surrounding communities, Kerman, and "to" and "from" Fresno.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Firebaugh, its Sphere of Influence, and surrounding Area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

D. City of Fowler

The FCRTA, under an inter-agency services agreement with the City of Fowler contracts with the Fresno County Economic Opportunities Commission (FCEOC) as the Rural Consolidated Transportation Service Agency (Rural CTSA) for the provision of transportation services within its Sphere of Influence and surrounding Area. Two (2) lift equipped FCRTA vans serves the area, approximately nine and a half (9-1/2) hours per day, Monday through Friday.

The FCRTA also contracts with the Rural CTSA to operate Southeast Transit as a multiple round trip general public commuter service, during an approximate nine and a half (9-1/2) hour period, Monday through Friday, using a lift equipped bus; that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Kingsburg, Selma, and Fowler and "to" and "from" the Fresno.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Fowler, its Sphere of Influence, and surrounding Area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

E. City of Fresno

Fresno Area Express (FAX) provides fixed route service seven days-a-week throughout the Fresno-Clovis Metropolitan Area. The City of Clovis and Fresno County financially participate for service to non-Fresno City residents within Fresno Area Express' Service Area. Fresno Area Express contracts with MV Transit Services, Inc. for weekday and weekend demand-responsive service on Handy-Ride. This service is oriented toward those who are unable to use the fixed-route service.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Fresno will be reasonably met. Service requirements contained within the Regional Transportation Plan will be satisfied.

F. City of Huron

The FCRTA, under an inter-agency services agreement with the City of Huron contracts with the Fresno County Economic Opportunities Commission (FCEOC) as the Rural CTSA for the provision of general public transportation service within the Sphere of Influence, and surrounding area utilizing two (2) FCRTA wheelchair accessible modified vans. The intra-city services are available, during an approximate eleven (11) hour period, Monday through Friday.

The City of Huron continues to provide funding for an inter-city "life-line" service to Coalinga. Two (2) round trips are provided during a five (5) hour period, Monday through Friday.

Coalinga Transit also provides inter-city fixed route service, with route deviation to pick-up disabled passengers, between Coalinga and Fresno. The bus provides one (1) round trip through Pleasant Valley Prison, Huron, Five Points, Lanare, Riverdale, Caruthers, Raisin City and Easton, during an approximate eleven (11) hour period, Monday through Saturday.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Huron, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

G. City of Kerman

The FCRTA, under an inter-agency services agreement with the City of Kerman, provides demand responsive public transportation service with an FCRTA vehicle within its Sphere of Influence and surrounding Area using a lift equipped FCRTA van, for approximately eight (8) hours a day, Monday through Friday.

The FCRTA also contracts with the Rural CTSA to operate Westside Transit as a multiple round trip general public commuter service, during an approximate nine and a half (9-1/2) hour period, Monday

through Friday, using a lift equipped bus; that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Firebaugh, Mendota, San Joaquin and surrounding unincorporated communities, and Kerman, "to" and "from" Fresno.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Kerman, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

H. City of Kingsburg

Two (2) FCRTA wheelchair lift equipped vans are available for providing public transportation services to Kingsburg Area residents. These transit services are provided by the Fresno County Economic Opportunities Commission (FCEOC), as the Rural CTSA, to the City of Kingsburg under an inter-agency services Agreement with FCRTA. Service within the Sphere of Influence, and surrounding Area are available on a demand responsive basis during an approximately ten (10) hour service period, Monday through Friday and approximately eight (8) hours on Saturday utilizing just one (1) vehicle.

The FCRTA also contracts with the Rural CTSA to operate Southeast Transit as a multiple round trip general public commuter service, during an approximate nine and a half (9-1/2) hour period, Monday through Friday, using a lift equipped bus; that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Kingsburg, Selma, and Fowler and "to" and "from" Fresno.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Kingsburg, its Sphere of Influence, and surrounding Area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

I. City of Mendota

The FCRTA, under an inter-agency Agreement with the City of Mendota, contracts with the Fresno County Economic Opportunities Commission (FCEOC), as the Rural CTSA, to provide demand responsive service within its Sphere of Influence and surrounding Area using a FCRTA lift equipped van. This service is provided Monday through Friday, for approximately nine and a half (9-1/2) hours per day.

The FCRTA also contracts with the Rural CTSA to operate Westside Transit as a multiple round trip general public commuter service, during an approximate nine and a half (9-1/2) hour period, Monday through Friday using a lift equipped bus; that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Firebaugh, Mendota, San Joaquin and surrounding unincorporated communities, Kerman, and "to" and "from" Fresno.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Mendota, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

J. City of Orange Cove

The FCRTA, under an inter-agency services agreement with the City of Orange Cove contracts with the Fresno County Economic Opportunities Commission (FCEOC), as the Rural CTSA, for the provision of transportation services. Orange Cove Transit operates a FCRTA lift equipped van on a demand responsive basis within its Sphere of Influence, and surrounding area for approximately nine and a half (9-1/2) hours per day, Monday through Friday.

Orange Cove Transit also provides lift equipped inter-city fixed route service. The service is provided on a scheduled fixed route to serve patrons "between" Orange Cove, Reedley, Parlier, Sanger, and "to" and "from" Fresno. Multiple round trips are available each service day. The inter-city service is provided, during an approximate nine and a half (9-1/2) hour period, Monday through Friday.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Orange Cove, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

K. City of Parlier

Under an inter-agency services agreement, the City of Parlier and FCRTA currently contracts for transportation services with the Fresno County Economic Opportunities Commission (FCEOC), as the Rural CTSA. Parlier Transit operates a lift equipped demand responsive service within its Sphere of Influence, and surrounding area using a wheelchair lift equipped FCRTA van. Service is currently provided, during an approximate eight (8) hour period, Monday through Friday.

The FCRTA also contracts with the Rural CTSA to operate Orange Cove Transit as a multiple round trip general public commuter service, during an approximate nine and a half (9-1/2) hour period, Monday through Friday, using a lift equipped bus; that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Orange Cove, Reedley, Parlier, Sanger, and "to" and "from" Fresno.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Parlier, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

L. City of Reedley

The City of Reedley, through an inter-agency services agreement with the FCRTA, provides demand responsive public transportation within its Sphere of Influence and surrounding area, using four (4) vehicles on an eight (8) hour staggered basis during an approximate nine and a half (9-1/2) hour

service period, Monday through Friday, and one (1) vehicle on Saturdays during an approximate eight (8) hour period.

The FCRTA also contracts with the Rural CTSA to operate Orange Cove Transit as a multiple round trip general public commuter service, during an approximate nine and a half (9-1/2) hour period, Monday through Friday using a lift equipped bus; that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Orange Cove, Reedley, Parlier, Sanger, and "to" and "from" Fresno.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Reedley, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

M. City of Sanger

To provide public transportation service within the Sanger Sphere of Influence and surrounding area, the FCRTA, under an inter-agency services agreement, with the City of Sanger contracts with Transportation Specialties. Two (2) wheelchair accessible FCRTA vehicles offer service in Sanger. The vehicles provide staggered service during an approximate nine and a half (9-1/2) hour period, Monday through Friday, and one (1) vehicle during an eight (8) hour period on Saturday.

FCRTA also contracts with the Rural CTSA to operate Orange Cove Transit as a multiple round trip general public commuter service, during an approximate nine and a half (9-1/2) hour period, Monday through Friday, using a lift equipped bus; that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Orange Cove, Reedley, Parlier, Sanger, and "to" and "from" Fresno.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Sanger, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

N. City of San Joaquin

The FCRTA, under an inter-agency agreement with the City of San Joaquin, contracts with the Fresno County Economic Opportunities Commission (FCEOC), as the Rural CTSA, for demand responsive Intra-City service within their Sphere of Influence and surrounding area. Inter-community service is also provided between the unincorporated communities of: Cantua Creek; El Porvenir; Halfway; Three Rocks; and Tranquillity. Inter-City service Kerman and Mendota are also available. These services are provided, during an approximate nine and a half (9 1/2) hour period, Monday through Friday using a FCRTA lift equipped van.

The FCRTA also contracts with the Rural CTSA to operate Westside Transit as a multiple round trip general public commuter service, during an approximate nine and a half (9-1/2) hour period, Monday through Friday, using a lift equipped bus; that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Firebaugh, Mendota, San Joaquin and surrounding unincorporated communities, and Kerman "to" and "from" Fresno.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of San Joaquin, its Sphere of Influence, and the surrounding area with its identified unincorporated communities will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

O. City of Selma

The City of Selma under an inter-agency services agreement with FCRTA operates public transportation service within Selma's Sphere of Influence and the surrounding area.

This service utilizes five (5) FCRTA wheelchair accessible vehicles. It currently operates four (4) on a demand responsive basis; three (3) for eight (8) hours each on a staggered basis, and one (1) for four (4) hours for lunch time relief, Monday through Friday, during an approximate nine and a half (9-1/2) hour service day. A fifth (5th) vehicle operates on a fixed route basis, Monday through Friday, during an eight (8) hour service period. Saturday demand responsive service is contracted by FCRTA to the Fresno County Economic Opportunities Commission (FCEOC), as the Rural CTSA. Services are provided with a single (1) vehicle during an approximate eight (8) hour service period.

The FCRTA also contracts with the Rural CTSA to operate Southeast Transit as a multiple round trip general public commuter service, during an approximate nine and a half (9-1/2) hour period, Monday through Friday, using a lift equipped bus; that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Kingsburg, Selma, and Fowler and "to" and "from" the Fresno-Clovis Metropolitan Area (FCMA).

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Selma, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

P. Fresno County

Fresno County financially participates through the Fresno County Rural Transit Agency for provision of service to unincorporated area residents within the Spheres of Influence and surrounding areas of the thirteen (13) rural cities and two dozen unincorporated communities situated on established fixed routes.

Fresno County also provides the funding for four (4) other unincorporated area transit services.

Auberry Transit through an inter-agency services agreement between the FCRTA and the Fresno County Economic Opportunities Commission (FCEOC), as the Rural CTSA. The service area includes the communities of: Alder Springs, Auberry; New Auberry; the Big Sandy Indian Rancheria; Burrough Valley; Cold Springs Indian Rancheria; Jose Basin; Marshall Station; Meadow Lakes; Mile High; Prather; Sycamore; and Tollhouse. A lift equipped vehicle provides, approximately six (6) hours of service per day, Monday through Friday. A second Auberry Transit van is to provide "life-line" inter-city service from the foothill communities and through Friant and the Table Mountain Indian Rancheria to the Fresno-Clovis Metropolitan Area, one (1) day a week during an eight (8) hour service period.

Del Rey Transit operates as a general public demand responsive service. The Rural CTSA continues to fund the service four (4) hours per service day and Fresno County TDA monies fund the remaining four (4) hours. The service is under contract for driver services through the Rural CTSA and continues to be available during an approximate eight (8) hour period Monday through Friday. The operation will continue to maintain priority service to seniors attending the mid-day Hot Meal Nutrition Program. The service transports passengers within the community on a shared ride basis; arranges passenger grouping for trips to Sanger; and transfers passengers in Sanger to access Orange Cove Transit for service to Fresno.

Laton Transit continues to be provided by the FCRTA through an ongoing inter-agency services agreement with Kings Area Rural Transit (KART). Round trip, inter-community service between the unincorporated Community of Laton and the City of Hanford, in Kings County, is available Monday through Friday. An existing inter-County service by KART from Hanford through Selma (Kaiser Clinic) and Hospitals in Fresno and the Central Valley Children's Hospital in Madera County was expanded from a twice (2) a week operation to three (3) times a week (with Fresno County funding) in 2006-07.

South Sierra Transit, may provide once-a-week "life line" service from Squaw Valley to the Fresno-Clovis Metropolitan Area. Interested general public residents, including seniors (60+), disabled, and children with an adult, of Squaw Valley; Dunlap; Miramonte; and Pinehurst, have indicated a willingness to travel by their own means to a central pick-up location in Squaw Valley to catch a wheelchair accessible FCRTA van that would travel "to" and "from" the Fresno-Clovis Metropolitan Area (FCMA). The service would be initiated on a three (3) month demonstration basis to determine if sufficient ridership would warrant continuation through June 30, 2008.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the unincorporated portions of the County of Fresno will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

Attachment A
Social Services Transportation Advisory Council
Membership List
Updated May 2007

Potential Transit User 60 Years of Age or Older (minimum of 1)			
Appointment	Resident/of Geographic Representation	Term Expires	Ethnic Background
Phyllis Baltierra, Firebaugh Sr.Site Coordinator	Firebaugh/Fresno County	3-2009	Hispanic
Terri Staples	Fresno/Fresno County	5-2009	Caucasian
Representatives of the Local Social Service Providers for Seniors (minimum of 2)			
Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
Linda Descoteaux, FMAAA	Fresno/Fresno County	3-2009	Caucasian
Potential Transit User Who Is Disabled (minimum of 1)			
Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
Janet Carmichael, CSRD	Fresno/Fresno County	6-2007	Caucasian
Jan Kafton, NFB	Fresno/Fresno County	3-2009	Caucasian
Carlos Duarte, FAX	Fresno/Fresno County	3-2009	Hispanic
Bill Sheen	Clovis/Fresno County	4-2009	Caucasian
Representative of the Local Social Service Provider for Disabled (minimum of 2)			
Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
Bill Hyatt, CVRC	Fresno/Fresno County	6-2007	Caucasian
Bob Hand, CIL Fresno	Fresno/Fresno County	5-2010	Caucasian
Landon Henderson, VACCHCS	Fresno/Fresno County	11-2007	Caucasian

Representative of a Local Social Service Provider for Persons of Limited Means (minimum of 1)			
Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
Victor Ruiz, FCHSS/ET&A	Fresno/Fresno County	6-2007	Hispanic
Representatives from the Local Consolidated Transportation Service Agency (minimum of 2)			
Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
Shonna Halterman, Clovis Transit	Clovis/Fresno County	9-2007	Caucasian
Gary Joseph, FCEOC/CTSA	Fresno/Fresno County	6-2007	Caucasian
Jeffrey Webster, FCRTA	Fresno/Fresno County	6-2007	Caucasian
Judith Nishi, FAX	Sanger/Fresno County	6-2007	Asian American
Representatives of General Public			
Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background

Acronym	Agency Name
FMAAA	Fresno Madera Area Agency on Aging
CVRC	Central Valley Regional Center
UCP	United Cerebral Palsy
ET&A	Fresno County Department of Employment & Temporary Assistance
FCEOC	Fresno County Economic Opportunities Commission
CTSA	Consolidated Transportation Service Agency
FCRTA	Fresno County Rural Transit Agency
FAX	Fresno Area Express
VAC CA HCS	Veterans Administration Central California Health Care System
FCHSS	Fresno County Health and Social Services
NFB	National Federation of the Blind
CSRDR	California State Rehabilitation Department

Attachment B-1: Unmet Transit Needs Request for Comments Letter

February 2, 2007

MEMORANDUM

TO: Interested Individuals and/or Organizations

FROM: BILL HYATT, Chairman
Social Services Transportation Advisory Council

SUBJECT: UNMET PUBLIC TRANSPORTATION NEEDS

The Council of Fresno County Governments (COG), as the Regional Transportation Planning Agency, is responsible for annually ensuring that public transportation needs are being "reasonably met". Each year the Fresno COG conducts an extensive process to plan, program, and evaluate existing and potential general public and social service transit services within Fresno County.

The COG's Social Services Transportation Advisory Council (SSTAC) was established to address transit issues within Fresno County. It is composed of a broad representation of social service agencies, transit operators and users, and is responsible for forwarding recommendations to the COG Policy Board regarding transit needs and issues.

As part of the annual process to identify possible unmet transit needs within Fresno County, we invite individuals and organizations such as you, to contribute comments. If you are aware of a specific transit need that is not currently being met by one of the existing general public, social service or private sector operators, ***we request that you submit information regarding any unmet transit needs to assist staff in evaluating the potential for additional transit service.*** In order to evaluate potential services, we are asking you to provide as much information as possible. The specific information that will be most helpful includes:

- X Where new service is needed, and where the potential trips would start and end;
- X When, and how often trips would need to be scheduled;
- X A description of the individuals needing the service including age group, financial constraints, and whether they have disabilities requiring special services;

The information will be used by the SSTAC to evaluate potential new services before it makes a determination and recommendation regarding "unmet transit needs" to the COG Policy Board prior to its Public Hearing on this matter. The Public Hearing will be held on June 28, 2007 during the COG Policy Board Meeting.

If you have questions about transit services in your area, please contact the appropriate staff representatives to the Council:

City of Fresno - Mr. John Downs, COG Senior Transit Planner, 621-1502

City of Clovis - Ms. Shonna Halterman, Public Transit Supervisor, 324-2770

Rural Communities - Mr. Jeffrey Webster, FCRTA General Manager, 233-6789

Social Services Programs - Mr. Gary Joseph CTSA Transit System Director, 486-6594

If you have any specific written comments, please forward them to me, with the required aforementioned supporting information by March 16, 2007:

Bill Hyatt, SSTAC Chairman
Central Valley Regional Center Inc.
4615 North Marty
Fresno, California 93722

In addition to our request for written comments, SSTAC will be holding three information-gathering meetings during the month of February, 2007. The meeting times and locations are as follows:

Tuesday, February 20, 2007 – 1:30 p.m.

Westside of Fresno County
City of Firebaugh, Community Center,
1655 13th St., Firebaugh, CA

Wednesday, February 21, 2007 – 2:30 p.m.
Eastside of Fresno County
City of Fowler, City Hall, Council Chambers
128 S. Fifth St., Fowler, CA

Thursday, February 22, 2007 – 1:00 PM
Fresno-Clovis Metropolitan Area
City of Clovis
The Clovis Senior Center
850 Fourth St., Clovis, CA

The meeting rooms and restrooms are ADA accessible. Representatives or individuals with disabilities should contact Fresno COG (559-233-4148), at least 3 days in advance, to request auxiliary aids and/or translation services necessary to participate in the public meeting.

Thank you in advance for your assistance and cooperation. If you have any questions, please call Bill Hyatt at 276-4341, or email at BHyatt@cvrc.org.

Attachment B-2: Unmet Transit Needs Request for Comments Letter in Spanish

2 de febrero, 2007

MEMORANDUM

PARA: Organizaciones o Individuos Interesados

DE: BILL HYATT, Presidente
Consejo Consultivo del Transporte de los Servicios Sociales

TEMA: NECESIDADES INCUMPLIDOS DE TRANSPORTE PUBLICO

El Consejo de los Gobiernos del Condado de Fresno (COG), como la Agencia de Planeamiento Regional del Transporte, es responsable anualmente de asegurarse de que las necesidades públicas del transporte "razonablemente se están resolviendo". Cada año el COG conduce un proceso extenso para planear, programar, y evaluar los servicios del tránsito que ahora existen y servicios potenciales dentro del Condado de Fresno para el publico general.

Establecieron al Consejo Consultivo del Transporte de los Servicios Sociales de COG's (SSTAC) para tratar ediciones del tránsito dentro del Condado de Fresno. Se compone de una amplia representación de las agencias del servicio social, de los operadores del tránsito y de los usuarios. El Consejo es responsable para dar recomendaciones al Tablero de la Política de COG acerca de las necesidades y ediciones del tránsito.

Como parte del proceso anual a identificar necesidades que esten incumplidos en el tránsito dentro del Condado de Fresno, invitamos a organizaciones y individuos como usted, que contribuyan comentarios. Si usted está enterado de una necesidad específica del tránsito que no esté siendo resuelta en parte de operadores de público en general, del servicio social o del sector privado, *solicitamos que usted someta la información, con respecto a cualquier servicio de tránsito que este incumplido, para asistir en la evaluación del potencial para servicios adicionales del tránsito.* Para evaluar servicios potenciales, estamos pidiendo que usted proporciona lo mas información posible. La información específica que será la más provechosa incluye:

- Donde está necesario el nuevo servicio, y donde los viajes potenciales comenzarían y terminarían;
- Cuando, y con cuánta frecuencia, se deberían programar los recorridos;
- Una descripción de los individuos que necesitan el servicio incluyendo categoría de edad, apremios financieros, y si tengan inhabilidades que requieren servicios especiales;

La información será utilizada por el SSTAC para evaluar nuevos servicios potenciales, antes de hacer una determinación y la recomendación, con respecto a "necesidades incumplidos del tránsito" al Tablero de la Política de COG antes de su Audiencia Pública en esta materia. La Audiencia Publica sera sostenido el 28 de junio, 2007 durante la junta del Tablero de la Política de COG.

Si usted tiene preguntas sobre servicios del tránsito en su área, por favor llame o escribe a los representantes apropiados del Consejo:

- **Ciudad de Fresno** - Sr. John Downs, Planificador de Tránsito de COG, 621-1502
- **Ciudad de Clovis** – Senorita Shonna Halterman, Supervisora de Tranisto Publico, 324-2770
- **Comunidades Rurales** - Sr. Jeffrey Webster, FCRTA Director General, 233-6789
- **Programas De los Servicios Sociales** - Sr. Gary Joseph CTSA, Director Sistema De Tránsito 486-6594

Si usted prefiere hacer específico comentarios escritos, por favor escribeme, con la información requerida de soporte ya mencionada, antes del 16 de marzo, 2007:

Bill Hyatt, Presidente de SSTAC
Central Valley Regional Center Inc.
4615 N. Marty
Fresno, California 93722

Además de pedir comentarios escritos, SSTAC tendrá tres reuniones de informacion durante el mes de febrero, 2007. La hora y localizacion de los reuniones son como sigue:

Martes, 20 de febrero, 2007 – 1:30 P.M.

Westside of Fresno County
City of Firebaugh, Community Center,
1655 13th St., Firebaugh, CA

Miercoles, 21 de febrero, 2007 – 2:30 P.M.

East Side of Fresno County
City of Fowler, City Hall, Council Chambers
128 S. Fifth St., Fowler, CA

Jueves, 22 de febrero, 2007 - 1:00 P.M.

Fresno-Clovis Metropolitan Area
City of Clovis
The Clovis Senior Center
850 Fourth St., Clovis, CA

Nota: Las salas de conferencias y los sanitarios son accesibles para personas discapacitadas. Si usted requiere asistente auxiliar tal como un intérprete de la lengua de la muestra, por favor llame a El Consejo de los Gobiernos del Condado de Fresno (559-233-4148) por lo menos tres días antes de la reunion, así que las medidas necesarias pueden ser tomadas.

Gracias por su ayuda y cooperación. Si usted tiene preguntas, por favor llame a Bill Hyatt en 276-4341 o correo electronico Bhyatt@cvrc.org.

Attachment B-3 Unmet Needs Letter Mailing List

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Nutrititon Site Coord. Calwa Park 4545 E. Church Fresno, CA 93725	President Canteen of Fresno 527 L St. Fresno, CA 93721	Marketing Director Carrington Pointe 1715 E. Alluvial Fresno, CA 93720
Nutrition Site Coord. Caruthers Sr. Ctr. 13341 S. Quince Caruthers, CA 93609	Director Central Valley YMCA P.O. Box 11248 Fresno, CA 93772-1248	Assistant Ombudsman City Manager's Office 2600 Fresno St. Fresno, CA 93721
Community Rec. Sup. City of Fresno 2326 Fresno St. Fresno, CA 93721	Community Service Officer Clovis Police Dept. 1033 Fifth St. Clovis, CA 93612	Community Svs. Mgr. Clovis Sr. Ctr. 850 4th St. Clovis, CA 93612
Social Service Coordinator Club 55 Plus 1111 E. Spruce Fresno, CA 93720	Coordinator Coalinga Sr. Center P.O. Box 386 Coalinga, CA 93210	Commissioner Commission on the Status of Women 3283 N. Dewey Fresno, CA 93722
Community Service Officer Crime Prevention Unit 2323 Mariposa St. Fresno, CA 93721	Executive Director CSUF Foundation 5310 N. Campus Dr., MS102 Fresno, CA 93740	Executive Director Ctr. For Independent Living 3475 W. Shaw Ave., Ste.. 101 Fresno, CA 93711
Delno Terrace Elderly Housing 1480 N. Delno Fresno, CA 93728	Marketing/Service Coordinator Diversified Benefit Svs. Inc. 1391 W. Shaw , #A Fresno, CA 93711	Nutrition Site Coord. Edwin Blaynewy Sr. Ctr. 108 N. 3rd Fowler, CA 93625
Nutrititon Site Coord. Einstein Park 3566 E. Dakota Fresno, CA 93726	Project Coordinator EOC Refugee Svs. 1920 Mariposa Mall Fresno, CA 93721	Director EOC Senior Aides 1900 Mariposa, #116 Fresno, CA 93721

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Branch
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Squaw Valley, CA 93675

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Fresno Co. Mental Health Dept.
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Fresno Unified School District
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NAME	ADDRESS	PHONE
GARY JOSEPH	FCEOC	266-3663
SHONNA HALTERMAN	CITY OF CLOVIS	
CARLOS DUARTE	FAX	621-1522
JEFF LONG	COG	621-1436
JEFFREY WEBSTER	FCRTA	233-6789
JOHN DOWNS	COG	621-1502
BILL HYATT	CVRC	

Attachment D

Unmet Transit Needs Comment letters and Responses

Attachment D-1

Barbara:

Thank you for the February 1, 2007 memo titled "Unmet Public Transportation Needs" issued by Bill Hyatt.

I would like to request that the unmet needs for bus service in Northwest Fresno be considered during this process. Specifically, I've had requests for several years now for Service on West Bullard as far west as Polk Ave. There are Bullard HS students in the Figarden loop area and west of the loop that ride the City Bus to and from school because of 7:00 AM classes and sports after school. Currently, they have to go from the Bullard and Cecilia area all the way down and around the loop and over the train tracks up to the bus stop at Herndon and Milburn. It makes using public transportation for going to BHS very difficult.

Additionally, I have had requests from Disabled residents in the West Herndon at Polk/Spruce area, and even as far West on Herndon at Herndon town. This area at Herndon and Weber is a very low income (CDBG) area. They have requested bus service in the past. Currently, people needing to take the bus have to walk east bound on Herndon with no sidewalks to Milburn. They have to walk or ride in wheel chairs up and over the narrow overpass which has no sidewalks over the train tracks. This is a dangerous situation which could be mitigated if there were bus service further West of Milburn on Herndon. Although I realize ridership is a consideration, it would be hard to gauge ridership until service is available in these areas.

Thank you for your interest in these concerns. Please feel free to contact me or my Council Assistant, Ann Kloose if you need additional information.

Brian

BRIAN CALHOUN
Councilmember, District 2
2600 Fresno Street
Fresno, CA 93721
(559) 621-8000



CALIFORNIA
STATE
UNIVERSITY,
FRESNO

February 22, 2007

Bill Hyatt, SSTAC Chairman
Central Valley Regional Center Inc.
4615 North Marty
Fresno, California 93722

Subject: UNMET PUBLIC TRANSPORTATION NEEDS

Dear Mr. Hyatt,

I am writing this letter in response to your memorandum dated February 1, 2007. I am the Traffic Operations Lieutenant at California State University, Fresno and oversee the promoting of alternate means of transportation at the campus. Gary Beddingfield, University Plant Operations, Fred Martinez, University Police Department, and I have previously met with John Downs from Fresno Area Express to discuss transit improvements at Fresno State. We are currently in the process of upgrading the bus shelters along Shaw Avenue to include lighting and additional covered space for transit riders. We are also working with FAX on an Automated Fare Collection program which would allow us to utilize our University I.D. cards to board buses.

We still, however, have some concerns in regard to the following:

1. **Increase the hours of transit operation during the weekdays for faculty, staff, students and visitors using FAX or Clovis Transit in their commute to the campus.**
Currently FAX routes 9, 28, 38 and Clovis Transit route 10 serve the campus. FAX routes were extended during the week days (Monday through Friday) to provide transit service after 9 p.m. Clovis Transit provides no service beyond 6:30 pm during the week. Many night classes do not adjourn until 10 p.m. during the week, this makes transit service unavailable to our students, faculty and staff. An extension of service until 10 p.m. on week nights would be helpful and give the campus community the opportunity to use transit in their commute.
2. **Increase the hours of transit operation on weekends for faculty, staff, students and visitors to the University and add additional Service/Stops to accommodate the addition of Campus Pointe on the east side of the campus (Chestnut Ave.)**

Traffic Operations
2311 E. Barstow Ave. M/S P014
Fresno, CA 93740-8004
559.278.2950
Fax 559.278.7538

THE CALIFORNIA STATE UNIVERSITY

Weekend service continues to be an unmet need in regard to library visits, Student Recreation Center, football games, special events, and events at the Save Mart Center. Most events at the Save Mart Center extend beyond 10 p.m. especially on the weekends. This item continues to become more critical with the increasing number of events scheduled at the Save Mart Center, the addition of Campus Pointe, Library expansion and the proposal to expand Bulldog Stadium. We currently have many events on campus (concerts, plays, and sporting events) that occur on the weekends and there is no transit service beyond 7:13 p.m. Clovis Transit provides no weekend service to the campus.

3. Offer student discounts for the purchase of monthly bus passes.

This would provide an incentive for students to use transit. This would help reduce traffic and parking congestion on the campus. University students are one segment of the Fresno/Clovis population that are likely to use public transit and should be encouraged to do so. This could also be implemented for faculty and staff commuters.

We encourage FAX to continue to develop an Automated Fare Collection program to allow faculty, staff and students to use their university ID card as the transit fare. The ID card would be swiped into a card reader. This would allow us to track usage and determine the appropriate pricing.

In the interim, a discounted fare for students, faculty and staff would serve as an incentive to transit use and allow the university to promote transit ridership.

4. Continue to expand transit service in the northeast and northwest sections of the city.

There is very little transit service north of Herndon Ave. A large number of campus students, faculty and staff live in zip codes to the northwest and northeast of the campus. (93711, 93722, 93720, 93611).

5. Provide better transit service to Fresno State from the outlying (rural) communities.

Our student populations commuting from the outlying areas of the Valley have no timely or efficient means of using transit to commute to the University. Students living in communities such as Visalia, Madera, or Hanford need a reliable and timely commuting option. The campus population from these areas continues to increase. Disabled students have expressed a concern for transportation from the outlying communities. There needs to be increased coordination between Fresno County and surrounding counties to

address unmet transit needs from outlying areas. An express service from a central point in each city might be a viable program.

6. Implement an on campus Transit Center.

An on campus transit center would benefit students, visitors, faculty and staff with campus interior transit service to campus. Bike lockers in the transit center area would also be beneficial for those opting to bicycle and to highly secure their bike in an enclosed locker. Arrival and departure times for buses could also be posted at this site. An on-campus transit center is currently under consideration in our proposed Campus Master Plan.

7. FAX Route 9

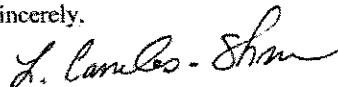
Change the routing to proceed north of the Fresno State campus (at Woodrow Ave. or Chestnut Ave) and complete a loop around the campus heading west on Barstow Avenue and then south on Cedar Avenue. This would provide access to campus destination points north of Shaw Ave. and be more convenient to transit riders. Clovis Transit Route 10 currently provides a loop around the campus with many stops along the route. Once the Campus Pointe development on the east side of Chestnut Avenue is opened it will become a destination point and need transit service. This service could be provided with a change in Route 9.

8. Campus circulator routes

Fresno State has previously discussed the possibility of providing transit service (Quick Response Vehicle shuttle buses) to clusters of students living within a two to three mile radius of the campus. The majority of these students now drive to the campus since there is no direct or convenient transit service west or south of the campus. This would require the purchase of smaller vehicles and a partnership with the University.

Thank you for reviewing our concerns regarding unmet transit needs for Fresno State.

Sincerely,



CC: Cynthia Teniente-Matson
Vice President for Administration

David Moll
Director of Public Safety

Attachment D-3
Response Letter to Councilmember Brian Calhoun

April 19, 2007

Brian Calhoun
Councilmember, District 2
2600 Fresno Street
Fresno, California 93721

Dear Councilmember Calhoun:

SUBJECT: UNMET TRANSIT NEEDS

Thank you for your letter (via email) dated February 15, 2007, regarding unmet transit needs. Copies of your letter have been distributed to the Social Services Transportation Advisory Council (SSTAC) for its review and comment.

In your letter you identify unmet needs for bus service in Northwest Fresno. You specifically request service on West Bullard as far west as Polk Ave, and describe the long distance Bullard High School students in the Figarden loop area are required to walk in order to access the bus stop at Herndon and Milburn. You also state that you have received requests from disabled residents, who have also requested public transit service in the West Herndon at Polk area, and that these individuals currently must walk or travel by wheelchairs up and over the narrow overpass which has no sidewalks.

SSTAC appreciates your desire to have public transit service provided to these underserved neighborhoods. In fact, the need for transit service in unserved and underserved suburban areas, such as you have identified have already been identified as an Unmet Transit Need in the Fresno-Clovis Urbanized Area Short-Range Transit Plan (SRTP). As such, a tacit unmet transit need finding for your request already exists. SSTAC's ability to recommend the implementation of new services is limited to those involving Transportation Development Act (TDA) Local Transportation Funds (LTF). The City of Fresno already allocates all of its LTF funds for public transit, so SSTAC can not make a finding of a transit need that is reasonable to meet. The '*reasonable to meet*' portion of an Unmet Transit Needs finding requires that there be LTF funds available to address the unmet needs.

As I am sure you are aware, with the recent passage of Measure C there will very likely be an opportunity to add service to currently underserved areas of Fresno.

The Council of Fresno County Governments (COG) will be conducting a public hearing prior to the adoption of the Unmet Transit Needs finding. The Public Hearing for Unmet Transit Needs is scheduled for Thursday, June 28, 2007, at the COG office in Downtown Fresno at 7:00 p.m. If you would like to speak to the COG Policy Board in person, you may do so during the public hearing. Your comments will be discussed in the staff report during the Unmet Transit Needs process, and highlighted in an oral presentation prior to the scheduled Public Hearing.

Thank you for your participation in the Unmet Transit Needs process. We look forward to your continued support of public transit in Fresno County.

If you have any questions, please feel free to call me at 559-621-1502, or if you prefer, you may send e-mail to john.downs@fresno.gov.

Sincerely,

John Downs
Senior Transit Planner

Attachment D-4
Response Letter to CSUF

April 19, 2007

Ms. Lupe Canales-Shrum
Traffic Operations Lieutenant
California State University, Fresno
2311 East Barstow Avenue
Fresno, CA 93740-8004

Dear Ms. Canales-Shrum:

SUBJECT: UNMET TRANSIT NEEDS

Thank you for your letter dated February 22, 2007, regarding unmet transit needs. Copies of your letter have been distributed to the Social Services Transportation Advisory Council (SSTAC) for its review and comment.

In your letter, you have requested the following service improvements:

9. Increase the hours of transit operation during the weekdays for faculty, staff, students and visitors using FAX or Clovis Transit in their commutes to the campus;
10. Increase the hours of transit operation on weekends for faculty, staff students and visitors to the University;
11. Offer student discounts for the purpose of monthly bus passes;
12. Continue to expand transit service in the northeast and northwest sections of the city;
13. Provide better transit service to Fresno State from outlying communities;
14. Implement an on-campus Transit Center;
15. Re-route FAX Route 9 to loop around the CSUF campus as Clovis Route 10 does; and
16. Provide campus circulator services.

SSTAC agrees the improvements you suggest would benefit Fresno State's students, faculty, staff, and visitors; however, as indicated in previous correspondence with Fresno State, three of the five requests are already identified in the Short-Range Transit Plan (S RTP) as Unmet Transit Needs that are not reasonable to meet.

Because the City of Fresno allocates all of its Local Transportation Funds (LTF) to public transit, an Unmet Needs finding will not serve to bring additional funds to Fresno. However, FAX has been successful in receiving grant funds to increase bus frequencies on three key routes all serving the CSUF campus. FAX will be evaluating the effectiveness of the service as well as continuing to look for additional funding for further service improvements.

With regard to reduced student fares, or other non-student fares, a significant number of FAX and Clovis riders are students (40 percent), and many others are transportation disadvantaged. Further subsidizing students or any disadvantaged population would seriously impact FAX's ability to maintain existing services. Additionally, the Transportation Development Act (TDA) requires urban operators to maintain at least a 20 percent farebox recovery ratio. This means that FAX must collect at least 20 percent of its total operating cost from passenger fares. Reducing fares would jeopardize FAX's ability to meet the TDA minimum farebox recovery ratio.

As with the City of Fresno, Clovis is required to maintain a minimum 20 percent farebox recovery. For Fiscal Year 2006, Clovis Stageline managed a meager 6.9 percent farebox recovery, nearly 13 points below the mandated minimum. The City of Clovis has relied on Measure C funds to augment Stageline's farebox in order to maintain the minimum 20 percent TDA requirement. In defining Unmet Transit Needs that are reasonable to meet, SSTAC has determined that systems that are unable to attain minimum productivity standards are not reasonable to meet. Because the current Clovis service

to CSUF is unable to make minimum standards, we can be assured extensions of existing service will not attain minimum standards.

We note that the Fresno County Rural Transit Agency (FCRTA) provides regularly scheduled service into Fresno on a variety of routes. For example, service is available from as far away as Coalinga and Firebaugh in western Fresno County, and Orange Cove in eastern Fresno County. For the last six years, SSTAC has been conducting public meetings in communities such as Kerman, Reedley, Kingsburg, Mendota, and Orange Cove, Sanger, San Joaquin, Parlier and Coalinga and has not received any requests to provide additional service to Fresno State.

The specific communities you mention Visalia, Madera and Hanford, are outside of the COG's Jurisdiction (Fresno County), so SSTAC does not have the authority to make unmet transit needs recommendations for those communities. However, we will be happy to share your comments with associated Regional Transportation Planning Agencies (RTPA's) in Madera, Kings and Tulare Counties.

In the absence of a specific request for service that can be evaluated, and considering the high level of existing service that FCRTA provides to Fresno, SSTAC has determined that there is no unmet transit need for service to Fresno State from outlying communities.

You mention in your letter that FAX is currently working with CSUF staff and consultants on a variety of projects such as the Campus Master Plan, the Campus Point Project, Regional Farebox procurement, Campus Circulator Routes, and a Campus Transit Center. Although those projects lay outside the jurisdiction of SSTAC, we are encouraged by and support interagency cooperation in transportation planning.

You have asked FAX to re-route FAX Route 9 (Shaw Avenue) to circle the campus in a similar fashion as Clovis Rout 10 currently does. While this may improve access to Route 9 for the campus, it would mean abandoning service to bus stops on Gettysburg, Maple, Willow, Winery, Woodrow, Rialto and Sierra Madre, the current Route 9 turn-a-round. According to FAX passenger counts, very nearly 1,000 (969) passengers board or alight at those bus stops each weekday. Considering that riders at the CSUF campus already have access to Clovis Route 10, and FAX Routes 38, 28 and 9, it does not seem reasonable to abandon those passengers who do not have access to any other routes.

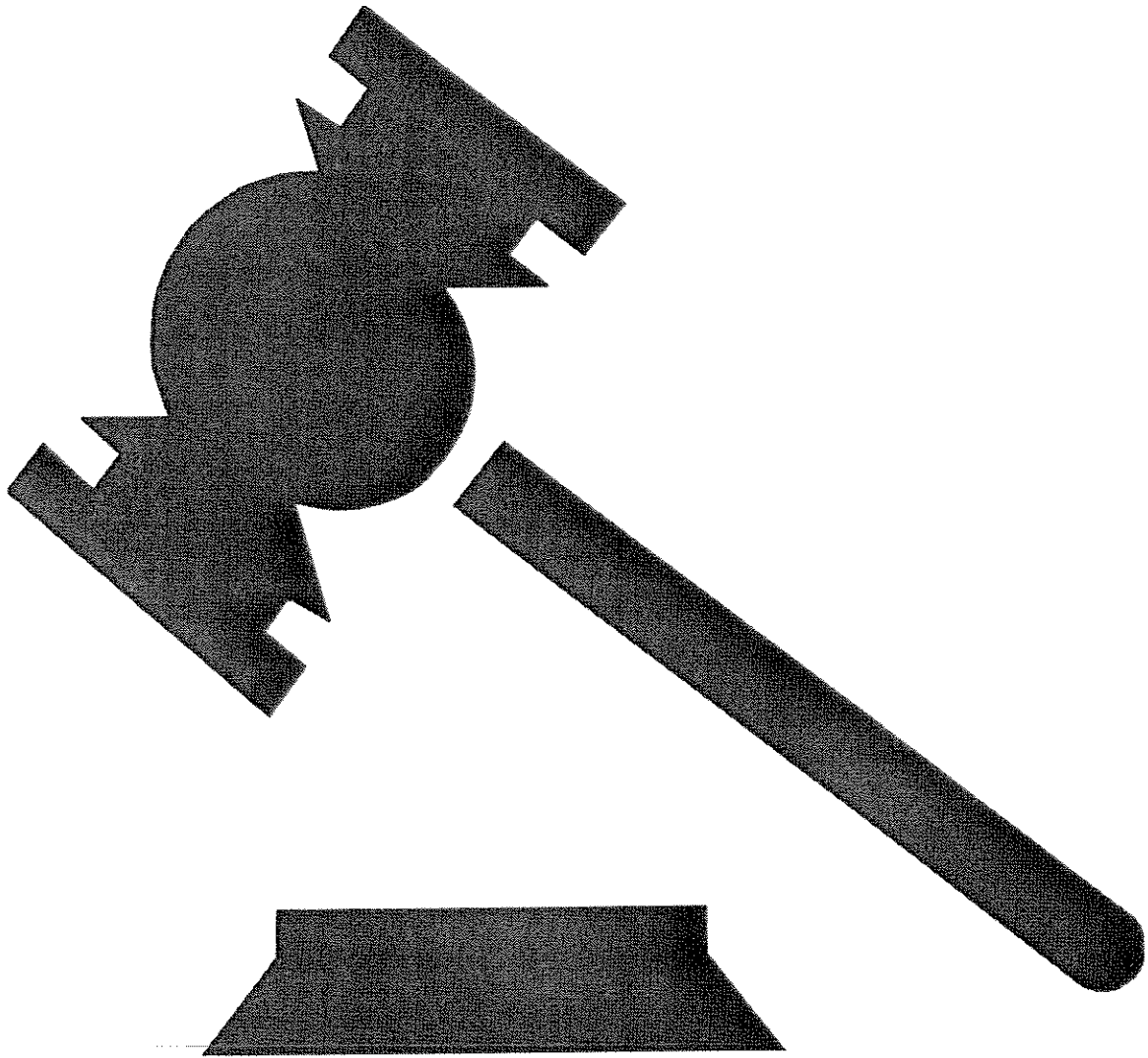
As a final note, I am sure you are aware that Measure C was recently re-authorized by voters in Fresno County. The Measure will bring significant new funding for public transportation over the next 20 years, and while this will bring some welcome service enhancements, the funds are not immediately available. FAX, Clovis and FCRTA will be evaluating service enhancements including more frequent service, new routes, and longer service hours, but it is unlikely that Measure C will be able to provide all of the services requested or needed in Fresno County.

Thank you for your participation in the Unmet Transit Needs process. We look forward to your continued support of public transit in Fresno County.

If you have any questions, please feel free to call me at 559-621-1502, or if you prefer, you may send e-mail to john.downs@fresno.gov.

Sincerely,

John Downs
Senior Transit Planner



***TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM II. C.***

DRAFT
Measure "C" Extension
2007 Local Agency Handbook
(Local Pass-Through Revenue Funding)
Revised - June 19, 2007

1. INTRODUCTION

Measure "C" Extension – ½ Cent Transportation Sales Tax Program

When voters approved Measure "C" on the November 7, 2006 ballot, they authorized the Fresno County Transportation Authority (FCTA or Authority) to continue a ½ cent retail transaction and use tax over twenty years (between July 1, 2007 and June 30, 2027). The Sales Tax Extension would provide an estimated \$1.714 billion in new revenues for transportation improvements according to financial projections estimated through the Year 2027. The funds are collected by the State Board of Equalization (BOE) beginning on July 1, 2007 and are sent to the Authority. As a result, claims for reimbursement will only be approved for project costs that were expended after that date.

Local agency pass-through revenues from the Measure are expected to be available in September 2007. The Authority will disburse funds monthly following the first allocation. By February or March of each year, the Authority will provide an estimate of the amount of Measure "C" funds available for the next Fiscal Year. Final annual allocation estimates will be provided in June prior to the new Fiscal Year. The current estimate of Measure "C" local agency pass-through funds over the 20-years is based upon information contained in the 2006 Measure "C" Extension Expenditure Plan. The estimates were provided by the Authority and use an annual 5% growth rate in sales tax revenues. The Expenditure Plan identified how the funds would be allocated over the 20-year period and includes general implementing guidelines for each of the six funding programs, including local agency pass-through programs, subprograms and category funds.

The following Measure "C" Local Agency Funding Programs, Subprograms, and Categories involve "pass-through" allocations or funds from Measure "C" Extension sales tax revenues. These funding allocations are eligible to be claimed by Fresno County cities, the County, the Fresno County Rural Transit Agency, and Fresno COG (local agencies for purposes of this Handbook). The eligible local agency pass-through portion of Measure "C" funding programs is included in Table 1 including the expected 20-year and annual funding amounts by program, subprogram and category. Table 2 provides an overview of the first year funding estimate from the Measure "C" Extension or funds expected during Fiscal Year (FY) 2007/08. These tables will be updated and provided annually to each local agency.

TABLE 1
MEASURE "C" EXTENSION EXPENDITURE PLAN
 Estimated Multi-Modal Funding Allocation Program
LOCAL AGENCY PASS-THROUGH PROGRAMS
 6/05/07

FUNDING ALLOCATION PROGRAMS	20 YEAR MEASURE "C" PASS-THROUGH FUNDING	20-YEAR AVERAGE ANNUAL MEASURE "C" PASS-THROUGH FUNDING	% OF TOTAL MEASURE "C" FUNDING
Total Measure "C" Funds - \$1,714,400,000	\$956,272,000	\$47,813,600	55.76%
Regional Public Transit Program	\$337,100,000	\$16,855,000	19.66%
<i>Public Transit Agencies</i>	<i>\$337,100,000</i>	<i>\$16,855,000</i>	<i>19.66%</i>
Fresno Area Express (FAX)	\$235,000,000	\$11,750,000	13.70%
Clovis Transit	\$33,700,000	\$1,685,000	1.97%
Fresno County Rural Transit Agency (FCRTA)	\$68,400,000	\$3,420,000	3.99%
Local Transportation Program	\$593,600,000	\$29,680,000	34.60%
<i>Local Allocation</i>	<i>\$525,300,000</i>	<i>\$26,265,000</i>	<i>30.60%</i>
Street Maintenance (50% of Local Allocation)	\$262,650,000	\$13,132,500	15.30%
ADA compliance (1.75% of Local Allocation) ¹	\$9,192,750	\$459,638	0.54%
Flexible Funding (48.25% of Local Allocation)	\$253,457,250	\$12,672,863	14.76%
<i>Pedestrian/Trails</i>	<i>\$53,300,000</i>	<i>\$2,665,000</i>	<i>3.10%</i>
Urban (Clovis and Fresno Spheres of Influence)	\$37,000,000	\$1,850,000	2.15%
Rural	\$16,300,000	\$815,000	0.95%
<i>Bicycle Facilities</i>	<i>\$15,000,000</i>	<i>\$750,000</i>	<i>0.90%</i>
Regional Transportation Program	\$17,000,000	\$850,000	1.00%
<i>Fresno Airports</i>	<i>\$17,000,000</i>	<i>\$850,000</i>	<i>1.00%</i>
Administration/Planning Program	\$8,572,000	\$428,600	0.50%
Council of Fresno County Governments (Fresno COG)	\$8,572,000	\$428,600	0.50%

¹ Jurisdictions receiving less than \$200,000 annually from the total local transportation funds available will be exempt from the provision. (Likely exempt jurisdictions would be San Joaquin).

TABLE 2
MEASURE "C" EXTENSION
ESTIMATED 2007/08 MULTI-MODAL FUNDING ALLOCATION
Local Pass-Through Funds Only
 5/8/2007

FUNDING ALLOCATION PROGRAMS	FY 2007/08 MEASURE "C" PASS-THROUGH FUNDING ESTIMATE	% OF TOTAL MEASURE "C" FUNDING
Total FY 2007/08 Measure "C" Funds - \$65,000,000	\$36,244,000	55.76%
Regional Public Transit Program	\$12,779,000	19.66%
<i>Public Transit Agencies Subprogram</i>	<i>\$12,779,000</i>	<i>19.66%</i>
Fresno Area Express (FAX) Category	\$8,905,000	13.70%
Clovis Transit Category	\$1,280,500	1.97%
Fresno County Rural Transit Agency (FCRTA) Category	\$2,593,500	3.99%
Local Transportation Program	\$22,490,000	34.60%
<i>Local Allocation Subprogram</i>	<i>\$19,890,000</i>	<i>30.60%</i>
Street Maintenance / Rehabilitation Category (50% of Local Allocation)	\$9,945,000	15.30%
ADA Compliance Category (1.75% of Local Allocation) ¹	\$348,075	0.54%
Flexible Funding Category (48.25% of Local Allocation)	\$9,596,925	14.76%
<i>Pedestrian/Trails Subprogram</i>	<i>\$2,015,000</i>	<i>3.10%</i>
Urban Category (Clovis and Fresno Spheres of Influence)	\$1,397,500	2.15%
Rural Category	\$617,500	0.95%
<i>Bicycle Facilities Subprogram</i>	<i>\$585,000</i>	<i>0.90%</i>
Regional Transportation Program	\$650,000	1.00%
<i>Fresno Airports Subprogram</i>	<i>\$650,000</i>	<i>1.00%</i>
Administration/Planning Program	\$325,000	0.50%
Council of Fresno County Governments (Fresno COG)	\$325,000	0.50%

¹ Jurisdictions receiving less than \$200,000 annually from the total local transportation funds available will be exempt from the provision. (Likely exempt jurisdictions would be San Joaquin).

Purpose/Use of Local Agency Handbook

This Handbook has been prepared by the Authority and the Council of Fresno County Governments (Fresno COG) to provide:

- ◆ A step by step process that local agencies within Fresno County will follow to identify funding availability and eligibility, and to conduct the funding claims process.
- ◆ The best available understanding of when revenue will be available and how that revenue is to be claimed by the local agencies.

The Handbook itself does not constitute a final funding commitment; the Authority will annually provide each local agency with estimated funding by program. This Handbook is provided to the local agencies to claim, use, and report sales tax allocated for the pass-through programs.

Local Agency Handbook Overview

Below are the specific steps for each Measure "C" Extension pass-through funding program identified in Table 1. Each of the programs has similar steps that the local agencies will need to follow as they claim Measure "C" Extension funds.

- ◆ Step 1 – Understanding the Funding Program
- ◆ Step 2 – Available Subprogram Funds
- ◆ Step 3 – Identifying Eligible Projects
- ◆ Step 4 – Performance Criteria (if applicable) or Other Requirements
- ◆ Step 5 – How to Claim the Subprogram Funds
- ◆ Step 6 – How to Monitor Fund Subprogram Projects and Report Accomplishments
- ◆ Step 7 – The Annual Audit Process

- Each transit agency will commit to implement a Measure "C" reimbursement program from earmarked funds, to implement free fares for general transit ridership, for seniors 65 years of age and older.
- At 5-year intervals, each transit agency will conduct a performance evaluation to determine if the free senior fare reimbursement program is meeting its intended goals of increasing senior ridership on general public transit services. The evaluation will measure actual senior usage and fare reimbursement versus available program funding to ensure continued viability.
- If ridership increases beyond the earmark of available Measure "C" funding other funding sources may be utilized to continue the free senior fare program, otherwise the transit agencies may charge a reduced fare to augment and continue this Measure "C" fare subsidy program.
- Secondary Program
 - ✓ Taxi Script Program for Seniors 70 years of age and Older
 - Each of the three (3) transit agencies will commit to develop a *Taxi Script Program* for persons 70 years of age and older, who do not meet ADA eligibility requirements for access to paratransit services.
 - The program will be uniform between the three agencies and will provide for the purchase of a predetermined amount of script to be used for taxi service by those who are qualified to use the program.
 - The details of the "script ratio" will be determined by the transit agencies at the time the program is implemented.
 - At 5-year intervals, each transit agency will conduct a performance evaluation to determine if the program is meeting its intended goals of increasing ridership amongst eligible seniors of the *Taxi Script Program* and assess whether or not to continue, or redirect the funding to a more effective alternative.

Additional details regarding this Category of funds are included in the 2006 Measure "C" Extension Expenditure Plan.

◆ **Step 4 - Performance Criteria**

To ensure that Measure "C" funds are allocated to effective programs that provide "measurable" results in reducing single occupant auto use, eligible projects will be evaluated in accordance with the following:

- Measure C funds can be used to provide new / demonstration service for a period of up to three (3) years. The service must meet the minimum FAX performance standards set forth in the Regional Transportation Plan (RTP), Short-Range Transit Plan (SRTP), and other transit plans or as identified during the Unmet Transit Needs process.
- Service that does not meet the minimum performance standards may be discontinued; unless FAX can demonstrate that continued reduced / minimal "life-line" service is in the best interest of the community.

- Any request to extend such "life-line" service(s) shall be reviewed by the Council of Fresno County Governments' (Fresno COG's) Social Service Transportation Advisory Council (SSTAC) with final approval made by the City Council.
- Additional consideration may be given to evaluation and performance criteria that could be applied to the Primary and Secondary Programs described above and identified by the Authority and Fresno COG. Fresno COG will conduct meetings with agency staff and other stakeholders to identify the specific performance criteria that will be applied.

◆ **Step 5 – How to Claim FAX Category Funds**

- By February or March of each year, the Authority will provide an estimate of the amount of FAX Category funds available for the next Fiscal Year (reference Table 2) and forward a claim form to FAX (reference Appendix A). The final allocation estimate will be provided in June of each year.
- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 2.
- FAX shall submit its claim to the Authority once the claim form is approved by the Fresno City Council, along with a statement of no substitution of property tax.
- The Authority will consider and approve FAX claims as they are received.
- Any annual reporting required at the time of the claim must be included in FAX's claims package when it is submitted to the Authority before the claim is processed by the Authority.

◆ **Step 6 – How to Monitor FAX Category Projects and Report Accomplishments**

- The City of Fresno will complete an annual report form by January 1 for the prior Fiscal Year (reference Appendix B), which will consist of the following items:
 - Expenditure of funds for each project
 - Other funding sources applied to fully fund a project
 - Compliance of each project with the Short Range Transit Plan (S RTP)
 - Compliance with the required performance criteria (reference Step 4)The completed annual report form will be transmitted to the Authority and shared with Fresno COG. Fresno COG will evaluate the information and report to the Authority regarding compliance.
- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs.
- In addition, the City of Fresno will provide signage at construction sites or on equipment, as appropriate, for projects funded partially or wholly by Measure "C" sales tax revenue under this Category so that Fresno County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix C).
- Funds determined by audit not to have been expended as provided for in the City's claim for Measure "C" FAX Category funds shall be repaid in full plus interest that would have been accrued.

◆ **Step 7 – The Annual Audit Process**

Funds under this Category are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

Clovis Transit Category - Primary and Secondary Transit Programs

◆ **Step 1 – Understanding the Primary and Secondary Funding Programs**

- **Primary Program** - the goal of the Primary Program is to improve the level of public transit services within Clovis and to continue to seek ways to coordinate and/or consolidate services in order to achieve a seamless transit system for the public.
- **Secondary Program** – Secondary Programs are improvements that will be funded after Primary Programs are completed, provided that funding is available.

◆ **Step 2 – Available Clovis Transit Category Funds**

The estimated annual Measure "C" Extension funding available to Clovis Transit is provided in Table 2.

◆ **Step 3 – Identifying Eligible Projects**

The eligible projects for the Primary and Secondary Programs include:

➤ **Primary Program**

- Improve frequencies to every 15 minutes on the busiest routes on the public transportation system in Clovis
- Enhance the delivery of paratransit to the disabled community consistent with federal and state law
- Install and integrate a regional automated farebox system to enhance transit coordination and seamless passenger travel between transit systems
- Complete fleet conversion to low emission buses
- Expand service areas to all riders, as Clovis's Sphere of Influence changes
- Free general public transit fares for Seniors 65 years of age and older

➤ **Secondary Program**

- Extend weekend service hours
- Enhance the delivery of paratransit services to the senior community
- Pursue other alternative mass public transportation options such as bus rapid transit, automated people movers, light rail, etc.
- Deploy other operational and infrastructure improvements such as "real time" bus arrival and departure information displays to provide better services to transit users
- Taxi Script Program for seniors 70 years of age and older

➤ **Seniors Fare Subsidy Earmark Programs**

- Primary Program
 - ✓ Free General Public Transit Fare Program for Seniors 65 years of age and Older

- Each transit agency will commit to implement a Measure "C" reimbursement program from earmarked funds, to implement free fares for general transit ridership, for seniors 65 years of age and older.
- At 5-year intervals, each transit agency will conduct a performance evaluation to determine if the free senior fare reimbursement program is meeting its intended goals of increasing senior ridership on general public transit services. The evaluation will measure actual senior usage and fare reimbursement versus available program funding to ensure continued viability.
- If ridership increases beyond the earmark of available Measure "C" funding other funding sources may be utilized to continue the free senior fare program, otherwise the transit agencies may charge a reduced fare to augment and continue this Measure "C" fare subsidy program.
- Secondary Program
 - ✓ Taxi Script Program for Seniors 70 years of age and Older
 - Each of the three (3) transit agencies will commit to develop a *Taxi Script Program* for persons 70 years of age and older, who do not meet ADA eligibility requirements for access to paratransit services.
 - The program will be uniform between the three agencies and will provide for the purchase of a predetermined amount of script to be used for taxi service by those who are qualified to use the program.
 - The details of the "script ratio" will be determined by the transit agencies at the time the program is implemented.
 - At 5-year intervals, each transit agency will conduct a performance evaluation to determine if the program is meeting its intended goals of increasing ridership amongst eligible seniors of the *Taxi Script Program* and assess whether or not to continue, or redirect the funding to a more effective alternative.

Additional details regarding this Category are included in the 2006 Measure "C" Extension Expenditure Plan.

◆ **Step 4 - Performance Criteria**

To ensure that Measure "C" funds are allocated to effective programs that provide "measurable" results in reducing single occupant auto use, eligible projects will be evaluated in accordance with the following:

- Measure C funds can be used to provide new / demonstration service for a period of up to three (3) years. The service must meet the minimum City of Clovis performance standards set forth in the Regional Transportation Plan (RTP), Short-Range Transit Plan (S RTP), and other transit plans or as identified during the Unmet Transit Needs process.
- Service that does not meet the minimum performance standards may be discontinued; unless the City of Clovis can demonstrate that continued reduced / minimal "life-line" service is in the best interest of the community.

- Any request to extend such "life-line" service(s) shall be reviewed by the Council of Fresno County Governments' (Fresno COG's) Social Service Transportation Advisory Council (SSTAC) with final approval made by the City Council.
- Additional consideration may be given to evaluation and performance criteria that could be applied to the Primary and Secondary Programs described above and identified by the Authority and Fresno COG. Fresno COG will conduct meetings with agency staff and other stakeholders to identify the specific performance criteria that will be applied.

◆ **Step 5 – How to Claim Clovis Transit Category Funds**

- By February or March of each year, the Authority will provide an estimate of the amount of Clovis Transit Category funds available (reference Table 2) and forward a claim form to Clovis Transit (reference Appendix A). The final allocation estimate will be provided in June of each year.
- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 2.
- Clovis Transit shall submit its claim to the Authority once the claim form is approved by the Clovis City Council, along with a statement of no substitution of property tax.
- The Authority will consider and approve Clovis Transit claims as they are received.
- Any annual reporting required at the time of the claim must be included in Clovis Transit's claims package when it is submitted to the Authority before the claim is processed by the Authority.

◆ **Step 6 – How to Monitor Clovis Transit Category Projects and Report Accomplishments**

- The City of Clovis will complete an annual report form by January 1 for the prior Fiscal Year (reference Appendix B), which will consist of the following items:
 - Expenditure of funds for each project
 - Other funding sources applied to fully fund a project
 - Compliance of each project with the Short Range Transit Plan (SRTP)
 - Compliance with the required performance criteria (reference Step 4)The completed annual report form will be transmitted to the Authority and shared with Fresno COG. Fresno COG will evaluate the information and report to the Authority regarding compliance.
- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs.
- In addition, the City of Clovis will provide signage at construction sites or on equipment, as appropriate, for projects funded partially or wholly by Measure "C" sales tax revenue under this Category so that Fresno County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix C). Funds determined by audit not to have been expended as provided for in the City's claim for Clovis Transit Category funds shall be repaid in full plus interest that would have been accrued.

◆ **Step 7 – The Annual Audit Process**

Funds under this Category are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

FCRTA Category - Primary and Secondary Transit Programs

◆ **Step 1 – Understanding the Primary and Secondary Funding Programs**

- **Primary Program** - the goal of the Primary Program is to improve the level of public transit services within the Fresno County Unincorporated Area and to continue to seek ways to coordinate and/or consolidate services in order to achieve a seamless public transit system.
- **Secondary Program** – Secondary Programs are improvements that will be funded after Primary Programs are fulfilled, provided that funding is available.

◆ **Step 2 – Available FCRTA Category Funds**

The estimated annual Measure "C" Extension funding available to FCRTA for both the Primary and Secondary Funding Programs is provided in Table 2.

◆ **Step 3 – Identifying Eligible Projects**

The eligible projects for the Primary and Secondary Programs include:

➤ **Primary Program**

- Install and integrate a regional automated farebox system to enhance transit coordination and seamless passenger travel between transit systems
- Expand intra-city services to improve demand responsive paratransit service frequencies to the elderly, disabled, low-income, and youth of rural Fresno County
- Complete fleet conversion to low emission buses
- Deploy other operational and infrastructure improvements such as construction of a dispatch terminal, utilizing intelligent transportation system technology such as safety surveillance cameras and global positioning systems to provide better services within and between the rural incorporated cities and unincorporated communities
- Expand inter-city service to improve scheduled fixed-route service frequencies to address trips for employment
- Implement an unincorporated County area shuttle program
- Implement escort medical transit service program
- Expand transit services to the Eastside and Westside of Fresno County
- Implement sub-regional Eastside and Westside transit terminal facilities with compressed natural gas and hydrogen refueling stations
- Free general public transit fares for Seniors 65 years of age and older

➤ **Secondary Program**

- FCRTA's phased implementation will accomplish all the Primary Programs within the twenty year time frame of available funding resources
- Taxi Script Program for seniors 70 years of age and older

- Additional details regarding this Category are included in the 2006 Measure "C" Extension Expenditure Plan.

➤ **Seniors Fare Subsidy Earmark Programs**

- Primary Program
 - ✓ Free General Public Transit Fare Program for Seniors 65 years of age and Older
 - Each transit agency will commit to implement a Measure "C" reimbursement program from earmarked funds, to implement free fares for general transit ridership, for seniors 65 years of age and older.
 - At 5-year intervals, each transit agency will conduct a performance evaluation to determine if the free senior fare reimbursement program is meeting its intended goals of increasing senior ridership on general public transit services. The evaluation will measure actual senior usage and fare reimbursement versus available program funding to ensure continued viability.
 - If ridership increases beyond the earmark of available Measure "C" funding other funding sources may be utilized to continue the free senior fare program, otherwise the transit agencies may charge a reduced fare to augment and continue this Measure "C" fare subsidy program.
- Secondary Program
 - ✓ Taxi Script Program for Seniors 70 years of age and Older
 - Each of the three (3) transit agencies will commit to develop a *Taxi Script Program* for persons 70 years of age and older, who do not meet ADA eligibility requirements for access to paratransit services.
 - The program will be uniform between the three agencies and will provide for the purchase of a predetermined amount of script to be used for taxi service by those who are qualified to use the program.
 - The details of the "script ratio" will be determined by the transit agencies at the time the program is implemented.
 - At 5-year intervals, each transit agency will conduct a performance evaluation to determine if the program is meeting its intended goals of increasing ridership amongst eligible seniors of the *Taxi Script Program* and assess whether or not to continue, or redirect the funding to a more effective alternative.

◆ **Step 4 - Performance Criteria**

To ensure that Measure "C" funds are allocated to effective programs that provide "measurable" results in reducing single occupant auto use, eligible projects will be evaluated in accordance with the following:

- Measure C funds can be used to provide new / demonstration service for a period of up to three (3) years. The service must meet the minimum FCRTA performance standards set forth in the Regional Transportation Plan (RTP), Short-Range Transit Plan (S RTP), and other transit plans or as identified during the Unmet Transit Needs process.

- Service that does not meet the minimum performance standards may be discontinued; unless FCRTA can demonstrate that continued reduced / minimal "life-line" service is in the best interest of the community.
- Any request to extend such "life-line" service(s) shall be reviewed by the Council of Fresno County Governments' (Fresno COG's) Social Service Transportation Advisory Council (SSTAC) with final approval made by the City Council.
- Additional consideration may be given to evaluation and performance criteria that could be applied to the Primary and Secondary Programs described above and identified by the Authority and Fresno COG. Fresno COG will conduct meetings with agency staff and other stakeholders to identify the specific performance criteria that will be applied.

◆ **Step 5 – How to Claim FCRTA Category Funds**

- By February or March of each year, the Authority will provide an estimate of the amount of FCRTA Category funds available (reference Table 2) and forward a claim form to FCRTA (reference Appendix A). The final allocation estimate will be provided in June of each year.
- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 2.
- FCRTA shall submit its claim to the Authority once the claim form is approved by its governing board, along with a statement of no substitution of property tax.
- The Authority will consider and approve the FCRTA claims as they are received.
- Any annual reporting required at the time of the claim must be included in FCRTA's claims package when it is submitted to the Authority before the claim is processed by the Authority.

◆ **Step 6 – How to Monitor FCRTA Category Projects and Report Accomplishments**

- FCRTA will complete an annual report form by January 1 for the prior Fiscal Year (reference Appendix B), which will consist of the following items:
 - Expenditure of funds for each project
 - Other funding sources applied to fully fund a project
 - Compliance of each project with the Short Range Transit Plan (SRTP)
 - Compliance with the required performance criteria (reference Step 4)The completed annual report form will be transmitted to the Authority and shared with Fresno COG. Fresno COG will evaluate the information and report to the Authority regarding compliance.
- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs.
- In addition, FCRTA will provide signage at construction sites or on equipment, as appropriate, for projects funded partially or wholly by Measure "C" sales tax revenue under this Category so that Fresno County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix C). Funds determined by audit not to have been expended as provided for in FCRTA's claim for FCRTA Category funds shall be repaid in full plus interest that would have been accrued.

◆ **Step 7 – The Annual Audit Process**

Funds under this Category are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

3. LOCAL TRANSPORTATION PROGRAM

The Local Transportation Program is designed in the Extension Expenditure Plan to improve each individual city's and the County's local transportation systems. To accomplish this important goal, 35% of Measure "C" Extension Funds over 20-years is allocated to fund several subprograms for publicly owned, operated, and maintained facilities, including the:

- ◆ Local Allocation Subprogram and its three allocation funds including:
 - Street Maintenance / Rehabilitation Category – Page 21
 - ADA Compliance Category – Page 24
 - Flexible Funding Category – Page 26
- ◆ Pedestrian / Trails Subprogram – Page 29
- ◆ Bicycle Facilities Subprogram – Page 33

Local Allocation Subprogram

Implementation Guidelines affecting the Local Allocation Subprogram include:

- ◆ A minimum base of \$100,000 per year minimum shall be allocated to each local agency first, and then the annual 75% population / 25% road mile formula would be applied to determine the total funding allocation by local agency under this Subprogram.
- ◆ The County of Fresno is annually required to spend a portion of its local allocation in the unincorporated urban area using the 75% population / 25% road mile formula in appropriate proportion to its total allocation.

An overview of the Local Allocation Program and the steps necessary to claim funds by the affected agencies is provided below.

Available funding for each Subprogram and Category by local agency under the Local Transportation Program is provided in Table 3. The funding estimate is based upon information provided in Tables 1 and 2.

Requirements Applying to All Facilities Utilizing Either Regional or Local Allocation Funds

- ◆ **New Pedestrian Facilities:** Every highway, expressway, super-arterial, arterial or collector (exempting freeway) within the urbanized areas throughout the County that is constructed or reconstructed in whole or in part with Measure "C" funds shall include sidewalks, paths, walkways, or equivalent facilities on both sides of the street, road, or highway for use by pedestrians. Facilities built and maintained by the State of California and projects, which are either for routine maintenance or traffic safety purposes, are exempt from this requirement. Expressways constructed in an urban area can meet this requirement by including a sidewalk, paths, walkways or equivalent facility on one side of the roadway.

Measure "C" Transportation Sales Tax Extension

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TABLE 3
MEASURE "C" EXTENSION
PRELIMINARY DRAFT - ALLOCATIONS ARE SUBJECT TO CHANGE
LOCAL TRANSPORTATION PROGRAM FY 2007/08¹

6/5/2007

Agency	Local Allocation Subprogram										Pedestrian / Trails Subprogram		Bicycle Facilities Subprogram	Total Local Transportation Program Funding ³
	Minimum Base Allocation	%	Remaining Local Allocation Balance Subject to Formula	Adjusted Total Allocation	Street Maintenance Category 50% of Adjusted Total Allocation ³	ADA Compliance Category 1.75% of Adjusted Total Allocation ^{3,4}		Flexible Funding Category 48.25% of Adjusted Total Allocation ³	Urban 2.15% of Total Measure "C" ^{5,6}	Rural 95% of Total Measure "C" ^{5,6}	90% of Total Measure "C" ^{5,7}			
						Total	Allocation ^{3,4}							
Clovis	\$100,000	8.57%	\$1,566,970	\$1,666,970	\$833,485	\$29,172	\$804,313	\$1,397,500	\$617,500	\$585,000	\$50,119	\$1,927,337		
Coalinga	\$100,000	1.63%	\$297,998	\$397,998	\$198,999	\$6,965	\$238,227	\$0	\$0	\$0	\$0	\$444,192		
Firebaugh	\$100,000	0.61%	\$111,739	\$211,739	\$105,870	\$3,705	\$119,322	\$0	\$0	\$0	\$0	\$228,897		
Fowler	\$100,000	0.57%	\$104,534	\$204,534	\$102,267	\$3,579	\$112,775	\$0	\$0	\$0	\$0	\$218,822		
Fresno	\$100,000	46.16%	\$8,442,061	\$8,542,061	\$4,271,030	\$149,486	\$4,121,544	\$1,096,106	\$0	\$270,017	\$0	\$9,908,184		
Huron	\$100,000	0.67%	\$122,494	\$222,494	\$111,247	\$3,894	\$126,482	\$0	\$0	\$0	\$0	\$241,822		
Kerman	\$100,000	1.21%	\$222,204	\$322,204	\$161,102	\$5,639	\$190,159	\$0	\$0	\$0	\$0	\$356,899		
Kingsburg	\$100,000	1.11%	\$203,245	\$303,245	\$151,622	\$5,307	\$175,621	\$0	\$0	\$0	\$0	\$332,549		
Mendota	\$100,000	0.99%	\$181,796	\$281,796	\$140,898	\$4,931	\$160,916	\$0	\$0	\$0	\$0	\$306,745		
Orange Cove	\$100,000	0.97%	\$177,328	\$277,328	\$138,664	\$4,853	\$160,886	\$0	\$0	\$0	\$0	\$304,403		
Parlier	\$100,000	1.19%	\$217,642	\$317,642	\$158,821	\$5,559	\$186,775	\$0	\$0	\$0	\$0	\$351,155		
Reedley	\$100,000	2.31%	\$422,327	\$522,327	\$261,163	\$9,141	\$316,994	\$0	\$0	\$0	\$0	\$586,398		
San Joaquin	\$100,000	0.38%	\$70,214	\$170,214	\$85,107	\$0	\$95,209	\$0	\$0	\$0	\$0	\$180,316		
Sanger	\$100,000	2.31%	\$422,453	\$522,453	\$261,226	\$9,143	\$312,870	\$0	\$0	\$0	\$0	\$583,239		
Selma	\$100,000	2.21%	\$404,138	\$504,138	\$252,069	\$8,822	\$303,254	\$0	\$0	\$0	\$0	\$564,146		
Fresno County	\$100,000	29.10%	\$5,322,855	\$5,422,855	\$2,711,428	\$94,900	\$2,616,528	\$91,146	\$271,043	\$170,250	\$0	\$5,955,294		
Total	\$1,600,000	100.00%	\$18,290,000	\$19,890,000	\$9,945,000	\$345,096	\$10,040,975	\$1,397,500	\$271,043	\$490,366	\$0	\$22,490,000		

¹ Assumes that \$65 million will be available from Measure "C" Sales Tax Proceeds during FY 2007/08 based upon estimates provided by the Authority.
² Uses Fresno COG's 2007/08 formula of 75% population/25% road miles to distribute Measure "C" Local funds. The local allocations by subprogram used this formula to distribute funds to each jurisdiction except under the Pedestrian/Trails Subprogram, which used population (reference Notes "4" and "5"). The formula reflects the most recent (2005) estimate of Maintained Road Miles from Caltrans. Population is based upon DOR 2007 estimate dated 5/8/07 including Sanger increase.
³ The FY 2007/08 allocations referenced are the original allocations for each subprogram copied from Table 2. The totals available have either been reduced or increased based upon the results of adjustments referenced and explained in Notes "4" and "7".
⁴ Jurisdictions that receive less than \$200,000 per year from Measure "C" Extension proceeds (San Joaquin) are exempt from ADA Compliance Subprogram provisions. The funds in this category were allocated to a jurisdiction's total for the Flexible Funding Subprogram.
⁵ The 2007 population share of the cities of Clovis (92,269) and Fresno (481,035) and the unincorporated portion of the Cities of Clovis and Fresno SOI population (40,000) were used to determine the percentage allocation to each of the 3 jurisdictions in the urban area, not the percentages in Column 2 or under Note "2". Population estimates were provided by Fresno COG.
⁶ The 2007 population share of each of the rural cities and the remaining unincorporated portion of the County (outside of the City of Clovis and Fresno SOIs) were used to determine the percentage allocation to each of the affected jurisdictions, not the percentages in Column 2 or under Note "2". Population estimates were provided by Fresno COG.
⁷ The population and road miles formula was applied to allocate funds to the local agencies. Jurisdictions that have less than 25,000 population (Coalinga, Firebaugh, Fowler, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Readley, San Joaquin, Sanger, and Selma) are exempt from the earmarked funds for this Subprogram. Such funds were allocated to the Flexible Funding Subprogram. Jurisdictions with between 25,000 and 74,999 population (none) can combine the earmarked funds for both the Pedestrian Trails and Bicycle Facilities Subprograms.

- ◆ **New Bicycle Facilities:** Every highway, expressway, super-arterial, arterial or collector within the County constructed or reconstructed in whole or in part with Measure "C" funds shall include accommodations for bicycle travel either by a shared roadway or by bike lane. A shared roadway includes a paved shoulder or a wide outside lane. On a city or county street, road or highway, or upon a State highway that is classified as freeway or urban area expressway and not already expressly closed by order, ordinance or resolution to bicycle or pedestrian use under Section 21960 of the California Vehicle Code, the accommodation shall be by paved shoulder or Class 1 separated bicycle path and appropriate MUTCD signing and striping. Similarly, in the future, and consistent with the provisions of Section 888 of the Streets and Highway Code, Caltrans shall not sever or destroy an existing or proposed major bicycle route included in an adopted bicycle plan unless it provides a reasonable, safe, and convenient alternate route or such a route exists. Identical provisions also apply to all local agencies within the County. While not mandatory, but where circumstances require the closure of an existing bike facility, the intent is to provide an alternate bicycle route within ¼ mile or less of the severed route.
- ◆ **Maintained Pedestrian or Bicycle Facilities:** Any maintenance to a street, road, or highway funded in whole or in part by Measure "C" funds shall, at a minimum, maintain the existing level of pedestrian and bicycle access, facilities and safety features along and across the street, road, or highway.
- ◆ **Exceptions to the Requirements:** The above requirements shall not apply if the constructing agency, after a properly noticed public hearing, determines that one or more of the exceptions listed below exists. The public hearing notice shall include a statement clearly declaring that the purpose of the hearing is to review bicycle and pedestrian facility exception(s) for the proposed project using Measure "C" funds and identifying the specific exceptions. The exceptions are,
 - The provision of pedestrian and/or bicycle access is contrary to public safety
 - An alternative route already exists or will be built as part of the project that is equally or more safe and convenient in terms of distance and travel time
 - The cost of the facilities would be disproportionate (exceeding 20% of the cost of the overall project)
 - Sparse population or other measurable factors indicate an absence of need
 - Significant adverse environmental effects would result from the inclusion of the facilities in the project
 - Opposition by 2/3 or more of the property owners whose property lies directly adjacent to the facilities

"Constructed" is defined as the construction of a new roadway or portion of a roadway that did not previously exist including projects to increase the capacity of an existing street or road. For the purposes of this section, "Reconstructed" is defined as the existing full improvement of a roadway, but which does not include additional lane capacity. It does not include the repair, rehabilitation or overlay of existing paved surfaces, landscaping, signing, signalization or routine maintenance that does not include the widening of the road surface. For the purposes of this section, "Urban Areas" is defined as the Fresno Clovis Metropolitan Area and the incorporated cities of Fresno County.

- ◆ **Flexibility if Needs Are Met:** In 2012, 2017, and 2021 the Fresno County Transportation Authority will review the status of all jurisdictions' Master Plans for Trail, Bicycle and Pedestrian Facilities.

If the Authority determines at a public hearing that a jurisdiction's Master Plan for Trail, Bicycle and Pedestrian Facilities is less than five years old when last adopted, and the Master Plan has been completed at each of these five year marks, the earmark requirements are suspended until the next evaluation and revert to the overall local allocation category for flexible use by the local jurisdiction.

Street Maintenance / Rehabilitation Category

◆ Step 1 – Understanding the Category

Approximately 15% of the 20-year Measure is guaranteed to the County and every city to address one of the most troubling transportation problems for local agencies, which is how to fund improvements that address the aging street and road systems. Eligible projects are referenced in Step 3 below.

NOTE: The Measure "C" Regional Transportation Program provides funding for Tier 1 and 2 urban and rural street and road projects within Fresno County and its cities. It is anticipated that 20% of the total program shall be funded through implementation of a Regional Transportation Mitigation Fee (RTMF) on new or expanded development that increases traffic impacts. If any city or Fresno County should choose to not implement the RTMF, then that agency shall forfeit annually from the Local Transportation Program Street Maintenance / Rehabilitation Category an amount equal to the amount of RTMF that would otherwise have been paid for development projects within that jurisdiction during the year. If an agency chooses to not implement the RTMF, that agency shall notify the Authority of such decision and shall file an advisory report with the Authority for each development indicating the amount of RTMF that would have been paid. The Authority shall make a total calculation of RTMF obligation on an annual basis and deduct the appropriate amount of funds for the RTMF from the Street Maintenance / Rehabilitation Category of funds.

◆ Step 2 – Available Street Maintenance / Rehabilitation Category Funds

- The estimated Measure "C" Extension funding available to each local agency under this Category is provided in Table 3.
- Amounts identified in Table 3 for Flexible Funds may be greater than the funding estimates provided in Tables 1 and 2. The reason for the difference is because some local agencies are exempt from required expenditures in some Categories or Subprograms such as the ADA Compliance Category and the Pedestrian / Trails, and Bicycle Facilities Subprograms. Due to the exemptions for these agencies, some funds were transferred to the Flexible Category.

◆ Step 3 – Identifying Eligible Projects/Programs

Projects eligible under this Category include projects or programs that match the following recommended definition of "street and highway maintenance, rehabilitation, reconstruction, and storm damage repair." A "program" is defined as a group or category of projects such as slurry seal projects, patching projects, etc. An appropriate percentage or pro-ration of maintenance/rehabilitation equipment, audit, and overhead costs attributable to projects or programs under the Measure "C" Street Maintenance / Rehabilitation Category is an eligible expense.

Definition: As per AB 2928 (Proposition 42) language for local agency allocations (Revenue & taxation code, Section 7104 (e). Funds allocated to a city, county..... shall be used only for street

and highway maintenance, rehabilitation, reconstruction, and storm damage repair. For purposes of this section, the following terms have the following meanings:

- *"Maintenance" means either or both of the following:*
 - *Patching [the following clarification applies: "spot repair in the existing pavement such as pothole patching, grinding and resurfacing, or total reconstruction of a failed pavement section for a small area (i.e. dig-out)"]*
 - *Overlay and/or sealing*
- *"Reconstruction" includes any overlay, sealing, or widening of the roadway, if the widening is necessary to bring the roadway width to the desirable minimum width consistent with the geometric design criteria of the department for 3-R (reconstruction, resurfacing, and rehabilitation) projects that are not on a freeway but does not include widening for the purpose of increasing the traffic capacity of a street or highway.*
- *"Storm damage repair" is repair or reconstruction of local streets and highways and related drainage improvements that have been damaged due to winter storms and flooding, and reconstruction of drainage improvements to mitigate future roadway flooding and damage problems, in those jurisdictions that have been declared disaster areas by the President of the United States.*

◆ **Step 4 – Other Requirements**

The following requirements apply to the Street Maintenance / Rehabilitation Category:

- A mandated 50% of the local transportation fund allocation will be earmarked for street maintenance / rehabilitation.
- Every 5 years (4 times in 20 years) there will be a compliance test where jurisdictions must show they have spent their mandate, but the time frame allows funds to accumulate over 5 years if needed for funding match purposes or to fund a large project; then they must meet the spending goals.
- If an agency does not comply with the 5-year mandate, funds may be withheld until the jurisdiction is compliant. Further, the situation may require an Expenditure Plan amendment that would reallocate the funds upon consideration and approval of Fresno COG and the Authority and when consistent with the enabling legislation process for amendment.

◆ **Step 5 – How to Claim the Street Maintenance / Rehabilitation Category Funds**

- By February or March of each year, the Authority will provide an estimate of the amount of Street Maintenance / Rehabilitation Category funds available to each local agency (reference Table 2) and forward a claim form to each local agency (reference Appendix A). The final allocation estimate will be provided in June of each year.
- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 2.
- Each local agency shall submit its claim to the Authority once the claim form is approved by its governing board or council, along with a statement of no substitution of property tax.
- The Authority will consider and approve local agency claims as they are received.

- Any annual reporting required at the time of the claim must be included in a local agency's claims package when it is submitted to the Authority before the claim is processed by the Authority.

◆ **Step 6 – How to Monitor Street Maintenance / Rehabilitation Category Projects and Report Accomplishments**

- Each local agency will complete an annual report form by January 1 for the prior Fiscal Year (reference Appendix B), which will consist of the following items:
 - Expenditure of funds for maintenance projects or programs included in the agency's approved Capital Improvement Program (CIP), an agency's annual budget identifying proposed projects or programs, and/or by Board/Council Resolution for a project or a program
 - Other funding sources applied to fully fund a project or a program
 - Compliance with requirements referenced in Step 4The completed annual report form will be transmitted to the Authority by a local agency and shared with Fresno COG. Fresno COG will evaluate the information and report to the Authority regarding compliance.
- The Authority must identify and account for Measure "C" expenditures and identify other funds for Measure-related transportation projects and programs.
- In addition, each local agency will provide signage at construction sites or on equipment, as appropriate, for projects funded partially or wholly by Measure "C" sales tax revenue under this Category so that Fresno County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix C).
- Funds determined by an audit not to have been expended as provided for in a local agency's claim for Measure "C" Street Maintenance / Rehabilitation Category funds, shall be repaid in full plus interest that would have been accrued.

◆ **Step 7 – The Annual Audit Process**

Funds under this Category are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

ADA Compliance Category

◆ Step 1 – Understanding the Category

Local agencies will receive .5% of Measure "C" Extension Funds over 20-years for ADA compliance including curb cuts and ramps to remove barriers, as well as other special transportation services.

◆ Step 2 – Available ADA Compliance Category Funds

- The estimated Measure "C" Extension funding available to each local agency under this Category is provided in Table 3.
- Referencing Table 3, some local agencies are exempt from allocating ADA Compliance Category funds to ADA-related projects because they are expected to receive less than \$200,000 per year under the Local Transportation Program.
- The funding amounts for those agencies were allocated to the Flexible Category.

◆ Step 3 – Identifying Eligible ADA Compliance Category Projects

Projects eligible under this Category must deal with ADA compliance issues and include:

- Curb cuts and ramps to remove barriers
- Other special transportation services (that are "non-compliant" ADA projects)

◆ Step 4 – Recognizing Other Requirements

The following requirements apply to the ADA Compliance Category:

- After the mandated 50% street maintenance / rehabilitation is subtracted, there is an additional 1.75% mandate from the local allocation for jurisdictions to meet the current requirements of the Americans with Disabilities Act (ADA). Communities already in compliance would not have to meet this mandate based upon self-certification.
- Jurisdictions that receive less than \$200,000 annually from the total local transportation program (total funds available) would also be exempt from this provision.
- Every 5 years (4 times in 20 years) there will be a compliance test where jurisdictions must show they have spent their mandate, but the time frame allows funds to accumulate over 5 years if needed for funding match purposes or to fund a large project; then they must meet the spending goals.
- Details regarding the funding process and implementing guidelines will be further defined by Fresno COG and considered for approval by the Authority.

◆ Step 5 – How to Claim the ADA Compliance Category Funds

- By February or March of each year, the Authority will provide an estimate of the amount of ADA Compliance Category funds available to each local agency (reference Table 2) and

forward a claim form to each local agency (reference Appendix A). The final allocation estimate will be provided in June of each year.

- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 2.
- Each local agency shall submit its claim to the Authority once the claim form is approved by its governing board or council, along with a statement of no substitution of property tax.
- The Authority will consider and approve local agency claims as they are received.
- Any annual reporting required at the time of the claim must be included in a local agency's claims package when it is submitted to the Authority before the claim is processed by the Authority.

◆ **Step 6 – How to Monitor ADA Compliance Category Projects and Report Accomplishments**

- Each local agency will complete an annual report form by January 1 for the prior Fiscal Year (reference Appendix B), which will consist of the following items:
 - Expenditure of funds for each project included in the agency's approved Capital Improvement Program (CIP) and/or by Board/Council Resolution for a project or list of projects
 - Other funding sources applied to fully fund a project
 - Compliance with requirements referenced in Step 4This information will be transmitted to the Authority and shared with Fresno COG. Fresno COG will evaluate the information and report to the Authority regarding compliance.
- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs.
- In addition, each local agency will provide signage at construction sites or on equipment, as appropriate, for projects funded partially or wholly by Measure "C" sales tax revenue under this Category so that Fresno County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix C).
- Funds determined by an audit not to have been expended as provided for in a local agency's claim for Measure "C" ADA Compliance funds, shall be repaid in full plus interest that would have been accrued.

◆ **Step 7 – The Annual Audit Process**

Funds under this Category are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

Flexible Category

◆ Step 1 – Understanding the Category

Approximately 15% of Measure "C" is provided to the local agencies for "flexible" funding programs or for any transportation project they feel is warranted (example: transit, pothole repair, match for new federal or State programs expended after July 1, 2007). The local agencies in Fresno County know what their needs are and how best to address those needs.

◆ Step 2 – Available Flexible Funds

- The estimated Measure "C" Extension funding available to each local agency under this Category during FY 2007/08 is provided in Table 3.
- It should be noted that the amounts identified in Table 3 are greater than the funding estimates provided in Tables 1 and 2. The reason for these differences is because not all of the local agencies are required to expend funds in some of the Categories or Subprograms. Specifically, funds from the ADA Compliance Category and the Pedestrian / Trails, and Bicycle Facilities Subprograms were added to the Flexible Category.

◆ Step 3 – Identifying Eligible Projects

Any transportation project is eligible for Flexible funding. Such projects include, but are not limited to the following:

- Capacity increasing (additional lanes, etc.) street and road projects
- Rehabilitation / Maintenance / Reconstruction projects
- Signals and other stop control devices or signage
- Medians
- Street trees and street landscaping
- Sidewalks
- Street lighting
- Easements dedicated to a local agency such as public utility easements, pedestrian and landscaping easements
- Bridges (car and pedestrian)
- Alleys (new and maintenance and repair of existing alleys)
- Street striping including centerlines, fog lines, crosswalks, and bike lanes
- Intelligent Transportation Systems (ITS) projects
- Bicycle / Trail / Pedestrian projects (new facilities or maintenance of existing facilities)
- Aviation projects
- Rail projects
- Public Transit projects
- Overhead costs
- Audit costs
- Other transportation-related improvements / projects (bus stop facilities, street sweepers, detour equipment, etc.)

◆ **Step 4 – Other Requirements**

At this time, no other requirements or details appear necessary. If reporting and audits appear otherwise, additional requirements or details may be defined by Fresno COG and approved by the Authority in the future.

◆ **Step 5 – How to Claim Flexible Funds**

- By February or March of each year, the Authority will provide an estimate of the amount of Flexible funds available to each local agency (reference Table 2) and forward a claim form to each local agency (reference Appendix A). The final allocation estimate will be provided in June of each year.
- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 2.
- Each local agency shall submit its claim to the Authority once the claim form is approved by its governing board or council, along with a statement of no substitution of property tax.
- The Authority will consider and approve local agency claims as they are received.
- Any annual reporting required at the time of the claim must be included in a local agency's claims package when it is submitted to the Authority before the claim is processed by the Authority.

◆ **Step 6 – How to Monitor Flexible Category Projects and Report Accomplishments**

- Each local agency will complete an annual report form by January 1 for the prior Fiscal Year (reference Appendix B), which will consist of the following items:
 - Expenditure of funds for each project included in the agency's approved Capital Improvement Program (CIP), an agency's annual budget identifying proposed projects, and/or by Board/Council Resolution for a project or list of projects
 - Other funding sources applied to fully fund a project
 - Compliance with requirements referenced in Step 4The completed annual report form will be transmitted to the Authority and shared with Fresno COG. Fresno COG will evaluate the information and report to the Authority regarding compliance.
- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs.
- In addition, each local agency will provide signage at construction sites or on equipment, as appropriate, for projects funded partially or wholly by Measure "C" sales tax revenue under this Category so that Fresno County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix C).
- Funds determined by an audit not to have been expended as provided for in a local agency's claim for Measure "C" Flexible Category funds, shall be repaid in full plus interest that would have been accrued.

◆ **Step 7 – The Annual Audit Process**

Funds under this Category are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

Pedestrian / Trails Facilities Subprogram

◆ Step 1 – Understanding the Funding Subprogram

Approximately 3% of Measure "C" is provided to fund significant improvements to the existing and planned pedestrian and trail systems. This will minimize traffic disruption and maximize safety for trail users and pedestrians.

◆ Step 2 – Available Subprogram Funds

The estimated Measure "C" Extension funding available to each local agency under this Subprogram is provided in Table 3. Referencing Table 3, some local agencies are exempt from allocating Pedestrian / Trails Facilities Subprogram funds to pedestrian / trails-related projects because they have populations less than 25,000. The funding amounts for those agencies were then allocated to the Flexible Category under the Local Allocation Subprogram.

◆ Step 3 – Identifying Eligible Subprogram Projects

Pedestrian/Bicycle Trails projects are eligible for Subprogram funding. Such projects include the following:

- Pedestrian/bicycle trail facilities
- Signage and Striping
- Master Plan preparation and updates
- Other Program-related facilities and support facilities

◆ Step 4 – Other Subprogram Requirements

Implementation Guidelines affecting the Pedestrian / Trails Subprogram include:

➤ Master Plan for Pedestrian / Trail Facilities

- By January 1, 2012, all jurisdictions within Fresno County will have updated and/or adopted a Master Plan for Pedestrian / Trail Facilities that promotes connectivity within all of Fresno County and its urban areas.
- Measure "C" funds may be used to pay for development of a Master Plan.
- The Master Plan will be the guiding document for upgrade and/or installation of such facilities.
- If any jurisdiction fails to meet this goal, the earmarked funds for Pedestrian and Trails facilities shall be withheld by the Authority until such time as a jurisdiction is in compliance.

➤ **Pedestrian / Trails and Bike Lane Earmark Thresholds**

- Less than 25,000 population – jurisdictions are exempt from the earmarked funds for pedestrian / bicycle trails and earmarked funds for bicycle facilities.
- 25,000 – 74,999 population – jurisdictions may combine the earmarked funds for pedestrian / trails and the earmarked funds for bicycle facilities in order to provide flexibility in implementing projects conforming to any of the provided definitions.
- Greater than 75,000 population – jurisdictions must meet each of the earmark targets for 1) Pedestrian / Bicycle Trails and 2) Bicycle Facilities.

➤ **Allowed Accumulation of Earmark Funds Over Five (5) Years**

Every 5 years (4 times in 20 years) there will be a compliance test where jurisdictions must certify to the Authority that they have spent their earmark funds, but the time frame allows funds to accumulate up to a 5 year segment if needed for match purposes or a large project--then the spending goals must be met thereafter.

➤ **Earmarks for Pedestrian / Bicycle Trails**

- These funds may be used for new construction of pedestrian/trails and for the development of the Master Plan as well as retrofitting pedestrian / trails within the circulation system that existed as of January 2007 or the date of adoption of the Master Plan.
- Trails built with earmarked or other Measure "C" funds shall, at a minimum, be designed in accordance with the design criteria for bicycle paths and multi-purpose trails set forth in the California Highway Design Manual, Chapter 1000, Bikeway Planning and Design, with the following caveats:
 - ✓ Within the Fresno Clovis Metropolitan Area, trails constructed with Measure "C" funds shall be 12 feet minimum where physically feasible.
 - ✓ Within the Fresno Clovis Metropolitan Area, trails constructed with Measure "C" funds shall be built so that at-grade crossings are limited to one every half-mile at signalized intersections for new developments provided that this does not violate property owner rights.
- Trails built within existing neighborhoods shall be built so that mid-street crossings on collectors, arterials, superarterials or expressways should be either (a) controlled by an at-grade pedestrian waiting mechanism, signalized or otherwise flashing crossing or alternative warning devices, or (b) built with a grade separated crossing when these are warranted due to pedestrian / bicycle safety risk areas.
- Where a Class 1 trail crosses a street or expressway at grade, or for connectivity purposes, is established on a street, expressway or freeway as a Class II or Class III facility, signing and striping shall be in accordance with the nationwide standards established within the current edition of the MUTCD (Part 9) and/or current edition of the California Supplement to the MUTCD (Part 9). Jurisdictions shall certify to the Authority that these guidelines have been met in the utilization of Measure "C" funds.

➤ **New Pedestrian Facilities:**

- Every highway, expressway, super-arterial, arterial or collector (exempting freeway) within the urbanized areas throughout the County that is constructed or reconstructed in whole or

in part with Measure "C" funds shall include sidewalks, paths, walkways, or equivalent facilities on both sides of the street, road, or highway for use by pedestrians.

- Facilities built and maintained by the State of California and projects, which are either for routine maintenance or traffic safety purposes, are exempt from this requirement.
- Expressways constructed in an urban area can meet this requirement by including a sidewalk, paths, walkways or equivalent facility on one side of the roadway.
- Already expressly closed by order, ordinance or resolution to bicycle or pedestrian use under Section 21960 of the California Vehicle Code, the accommodation shall be by paved shoulder or Class 1 separated bicycle path and appropriate MUTCD signing and striping.
- Similarly, in the future, and consistent with the provisions of Section 888 of the Streets and Highway Code, Caltrans shall not sever or destroy an existing or proposed major bicycle route included in an adopted bicycle plan unless it provides a reasonable, safe, and convenient alternate route or such a route exists. Identical provisions also apply to all local agencies within the County.
- While not mandatory, but where circumstances require the closure of an existing bike facility, the intent is to provide an alternate bicycle route within ¼ mile or less of the severed route.

◆ **Step 5 – How to Claim the Subprogram Funds**

- By February or March of each year, the Authority will provide an estimate of the amount of Pedestrian / Trails Facilities Subprogram funds available to each local agency (reference Table 2) and forward a claim form to each local agency (reference Appendix A). The final allocation estimate will be provided in June of each year.
- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 2.
- Each local agency shall submit its claim to the Authority once the claim form is approved by its governing board or council, along with a statement of no substitution of property tax.
- The Authority will consider and approve local agency claims as they are received.
- Any annual reporting required at the time of the claim must be included in a local agency's claims package when it is submitted to the Authority before the claim is processed by the Authority.

◆ **Step 6 – How to Monitor Subprogram Projects and Report Accomplishments**

- Each local agency will complete an annual report form by January 1 for the prior Fiscal Year (reference Appendix B), which will consist of the following items:
 - Expenditure of funds for each project included in the agency's approved Capital Improvement Program (CIP), an agency's annual budget identifying proposed projects, and/or by Board/Council Resolution for a project or list of projects.
 - Other funding sources applied to fully fund a project.
 - Compliance with requirements referenced in Step 4.
 - The completed annual report form will be transmitted to the Authority and shared with Fresno COG. Fresno COG will evaluate the information and report to the Authority regarding compliance.

- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs.
- In addition, each local agency will provide signage at construction sites or on equipment, as appropriate, for projects funded partially or wholly by Measure "C" sales tax revenue under this Category so that Fresno County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix C).
- Funds determined by an audit not to have been expended as provided for in a local agency's claim for Measure "C" Pedestrian / Trails Subprogram funds, shall be repaid in full plus interest that would have been accrued.

◆ **Step 7 – The Annual Audit Process**

Funds under this Subprogram are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

Bicycle Facilities Subprogram

◆ **Step 1 – Understanding the Subprogram**

Approximately 1% of Measure "C" is provided to fund significant improvements to the existing and planned bicycle facilities and/or systems. This will minimize traffic disruption and maximize safety for bicyclists.

◆ **Step 2 – Available Program Funds**

The estimated Measure "C" Extension funding available to each local agency under this Subprogram is provided in Table 3. Referencing Table 3, some local agencies are exempt from allocating Bicycle Facilities Subprogram funds to bicycle-related projects because they have populations less than 25,000. The funding amounts for those agencies were then allocated to the Flexible Category under the Local Allocation Subprogram.

◆ **Step 3 – Identifying Eligible Projects**

Bicycle projects are eligible for Subprogram funding. Such projects include the following:

- Class II bicycle facilities
- Signage and Striping
- Master Plan preparation and updates
- Other Program-related facilities and support facilities

◆ **Step 4 – Other Requirements**

Implementation Guidelines affecting the Bicycle Facilities Subprogram include:

➤ **Master Plan for Bicycle Facilities**

- By January 1, 2012, all jurisdictions within Fresno County will have updated and/or adopted a Master Plan for bicycle facilities that promotes connectivity within all of Fresno County and its urban areas.
- Measure "C" funds may be used to pay for development of a Master Plan.
- The Master Plan will be the guiding document for upgrade and/or installation of such facilities.
- If any jurisdiction fails to meet this goal, the earmarked funds for bicycle facilities shall be withheld by the Authority until such time as a jurisdiction is in compliance.

➤ **Pedestrian / Trails and Bike Lane Earmark Thresholds**

- Less than 25,000 population – jurisdictions are exempt from the earmarked funds for pedestrian / bicycle trails and earmarked funds for bicycle facilities.

- 25,000 – 74,999 population – jurisdictions may combine the earmarked funds for pedestrian / trails and the earmarked funds for bicycle facilities in order to provide flexibility in implementing projects conforming to any of the provided definitions.
 - Greater than 75,000 population – jurisdictions must meet each of the earmark targets for 1) Pedestrian / Bicycle Trails and 2) Bicycle Facilities.
- **Allowed Accumulation of Earmark Funds Over Five (5) Years**
- Every 5 years (4 times in 20 years) there will be a compliance test where jurisdictions must certify to the Authority that they have spent their earmark funds, but the time frame allows funds to accumulate up to a 5 year segment if needed for match purposes or a large project--then the spending goals must be met thereafter.
- **Earmarks for Pedestrian / Bicycle Trails**
- These funds may be used for new construction of pedestrian/trails and for the development of the Master Plan as well as retrofitting pedestrian / trails within the circulation system that existed as of January 2007 or the date of adoption of the Master Plan.
 - Trails built with earmarked or other Measure "C" funds shall, at a minimum, be designed in accordance with the design criteria for bicycle paths and multi-purpose trails set forth in the California Highway Design Manual, Chapter 1000, Bikeway Planning and Design, with the following caveats:
 - ✓ Within the Fresno Clovis Metropolitan Area, trails constructed with Measure "C" funds shall be 12 feet minimum where physically feasible.
 - ✓ Within the Fresno Clovis Metropolitan Area, trails constructed with Measure "C" funds shall be built so that at-grade crossings are limited to one every half-mile at signalized intersections for new developments provided that this does not violate property owner rights.
 - Trails built within existing neighborhoods shall be built so that mid-street crossings on collectors, arterials, superarterials or expressways should be either (a) controlled by an at-grade pedestrian waiting mechanism, signalized or otherwise flashing crossing or alternative warning devices, or (b) built with a grade separated crossing when these are warranted due to pedestrian / bicycle safety risk areas.
 - Where a Class 1 trail crosses a street or expressway at grade, or for connectivity purposes, is established on a street, expressway or freeway as a Class II or Class III facility, signing and striping shall be in accordance with the nationwide standards established within the current edition of the MUTCD (Part 9) and/or current edition of the California Supplement to the MUTCD (Part 9). Jurisdictions shall certify to the Authority that these guidelines have been met in the utilization of Measure "C" funds.
- **Earmarks for Bicycle Facilities:** These funds may be used only for retrofitting bicycle lanes within the circulation system that existed as of January 2007 or the date of adoption of the Master Plan. Bicycle lanes must be consistent with the adopted Master Plan for each jurisdiction.

◆ **Step 5 – How to Claim the Subprogram Funds**

- By February or March of each year, the Authority will provide an estimate of the amount of Bicycle Facilities Subprogram funds available to each local agency (reference Table 2) and forward a claim form to each local agency (reference Appendix A). The final allocation estimate will be provided in June of each year.
- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 2.
- Each local agency shall submit its claim to the Authority once the claim form is approved by its governing board or council, along with a statement of no substitution of property tax.
- The Authority will consider and approve local agency claims as they are received.
- Any annual reporting required at the time of the claim must be included in a local agency's claims package when it is submitted to the Authority before the claim is processed by the Authority.

◆ **Step 6 – How to Monitor Subprogram Projects and Report Accomplishments**

- Each local agency will complete an annual report form by January 1 for the prior Fiscal Year (reference Appendix B), which will consist of the following items:
 - Expenditure of funds for each project included in the agency's approved Capital Improvement Program (CIP), an agency's annual budget identifying proposed projects, and/or by Board/Council Resolution for a project or list of projects.
 - Other funding sources applied to fully fund a project.
 - Compliance with requirements referenced in Step 4.
 - The completed annual report form will be transmitted to the Authority and shared with Fresno COG. Fresno COG will evaluate the information and report to the Authority regarding compliance.
- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs.
- In addition, each local agency will provide signage at construction sites or on equipment, as appropriate, for projects funded partially or wholly by Measure "C" sales tax revenue under this Category so that Fresno County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix C).
- Funds determined by an audit not to have been expended as provided for in a local agency's claim for Measure "C" Bicycle Facilities Subprogram funds, shall be repaid in full plus interest that would have been accrued.

◆ **Step 7 – The Annual Audit Process**

Funds under this Subprogram are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

4. REGIONAL TRANSPORTATION PROGRAM

The Regional Transportation Program authorizes Measure "C" Extension funding for major new regional projects including airport improvement projects through the Fresno Airports Subprogram. Approximately 1% of Measure "C" Extension funds will be invested in improvements to Fresno Yosemite International (FYI) and Fresno Chandler Airports. The proposed list of FYI and Fresno Chandler Airport improvement projects using Measure "C" Extension funding is provided in Appendix E of the Extension Expenditure Plan.

Fresno Airports Subprogram

Measure "C" Funds will be available to match state and federal funding for improvements at FYI and at the Fresno Chandler Downtown Executive Airport. A list of these projects is provided in Appendix D, Table D-1 of the Extension Expenditure Plan. The most significant capacity enhancing projects shown in the list of FYI improvement projects include the following Tier 1 and Tier 2 projects:

- **Tier 1**
 - Rehabilitate Taxiway C and Hold Pad
 - Rehabilitate and Extend Runway 11R-29L
 - Rehabilitate Taxiway B and Install all SMGCS lighting improvements. This will better address our foggy day departures and prevent many delays
 - Rehabilitate Taxiway C10 and Associated Aprons
 - Air Cargo Expansion Phase 2
 - Extend Runway 11L-29R to 10,000 feet
 - Rehabilitate Concourse AC Apron NE Side
 - Acquire Land for Approach
 - Part 150 Noise Mitigation Program
- **Tier 2**
 - Extend and Rehabilitate Runway 11L-29R to 12,000 feet
 - Part 150 Noise Mitigation Program

Tier 2 airport projects are considered for funding once Tier 1 projects have been programmed or implemented and if additional funding is still available over the 20-year period.

An overview of the Fresno Airports Subprogram and the steps necessary to claim funds by the City of Fresno is provided below. Available funding for this Subprogram is provided in Table 2. The funding estimate is based upon information provided in Table 1.

◆ **Step 1 – Understanding the Funding Subprogram**

Approximately 1% of Measure "C" is provided to the City of Fresno for improvements at its two public-owned and operated airports in the City of Fresno [Fresno Yosemite International (FYI) and Fresno-Chandler]. These airports are important components of both the urban and rural area transportation systems. FYI is critical to continued economic development in Fresno County and

the Central San Joaquin Valley and Fresno-Chandler competes very well for federal and state funds. As a result, funds allocated to this program are expected to leverage a considerable amount of additional state and federal funds for improvements at the airports.

◆ **Step 2 – Available Subprogram Funds**

- The estimated Measure "C" Extension funding available to the City of Fresno under this Subprogram during FY 2007/08 is provided in Table 2.

◆ **Step 3 – Identifying Eligible Projects**

Tier 1 and Tier 2 airport improvement projects to be funded using Measure "C" Extension and federal, state, and other funds are provided on the previous page of this Plan. Tier 2 airport projects are considered for funding once Tier 1 projects have been programmed or implemented and if additional funding is still available over the 20-year period.

◆ **Step 4 – Other Requirements**

At this time, no other Subprogram requirements or details appear necessary. If reporting and audits appear otherwise, additional requirements or details may be defined by Fresno COG and approved by the Authority in the future.

◆ **Step 5 – How to Claim the Subprogram Funds**

- By February or March of each year, the Authority will provide an estimate of the amount of Fresno Airports Subprogram funds available to the City of Fresno (reference Table 2) and forward a claim form to the City of Fresno (reference Appendix A). The final allocation estimate will be provided in June of each year.
- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 2.
- The City of Fresno shall submit its claim to the Authority once the claim form is approved by the Fresno City Council, along with a statement of no substitution of property tax.
- The Authority will consider and approve City of Fresno claims as they are received.
- Any annual reporting required at the time of the claim must be included in the City of Fresno's claims package when it is submitted to the Authority before the claim is processed by the Authority.

◆ **Step 6 – How to Monitor Subprogram Projects and Report Accomplishments**

- The City of Fresno will complete an annual report form by January 1 for the prior Fiscal Year (reference Appendix B), which will consist of the following items:
 - Expenditure of funds for each project included in the agency's approved Capital Improvement Program (CIP), the City's annual budget identifying proposed projects, and/or by Council Resolution for a project or list of projects

- Other funding sources applied to fully fund a project
- Compliance with requirements referenced in Step 4

The completed annual report form will be transmitted to the Authority and shared with Fresno COG. Fresno COG will evaluate the information and report to the Authority regarding compliance.

- The Authority must identify and account for Measure "C" expenditures and identify how well Measure "C" funds have "leveraged" other funds for Measure-related transportation projects and programs.
- In addition, each local agency will provide signage at construction sites or on equipment, as appropriate, for projects funded partially or wholly by Measure "C" sales tax revenue under this Category so that Fresno County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix C).
- Funds determined by an audit not to have been expended as provided for in the City of Fresno's claim for Measure "C" Fresno Airports Subprogram funds, shall be repaid in full plus interest that would have been accrued.

◆ **Step 7 – The Annual Audit Process**

Funds under this Subprogram are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

5. ADMINISTRATION / PLANNING PROGRAM

The Administration / Planning Program authorizes Measure "C" Extension funding for the Authority and Fresno COG to:

- Prepare Expenditure Plan updates
- Develop allocation program requirements
- Administer and conduct specified activities identified in the other five (5) programs described above

Approximately .5% of Measure "C" Extension funds are allocated to Fresno COG to address Measure "C" Extension requirements.

Fresno COG Subprogram

◆ **Step 1 – Understanding the Funding Subprogram**

Approximately .5% of Measure "C" is provided to Fresno COG to address the specific steps referenced in Step 3 below.

◆ **Step 2 – Available Subprogram Funds**

- The estimated Measure "C" Extension funding available to Fresno COG under this Subprogram during FY 2007/08 is provided in Table 2.

◆ **Step 3 – Identifying Eligible Projects**

- Prepare and adopt the 2007 and future updates of the Measure "C" Extension Local Agency Handbook – Local Pass-Through Revenue Programs
- Develop and adopt the 2009 and future updates of the Regional Transportation Mitigation Fee (RTMF) Program
- Prepare and adopt future biennial updates of the Measure "C" Extension Expenditure Plan:
 - Fresno COG staff working with member agencies and affected stakeholders develops the Draft Expenditure Plan, and will update it every two years
 - The Fresno COG Policy Board receives the Draft Expenditure Plan and its updates and schedules public hearings to review the Plan
 - The Fresno COG Policy Board adopts the Expenditure Plan
 - The Expenditure Plan is transmitted to the Authority
- Preliminary planning and general transportation planning activities related to all projects and programs
- Coordination efforts, and direct and indirect costs associated with each of the projects listed above

◆ **Step 4 – Other Requirements**

At this time, no other Subprogram requirements or details appear necessary. If reporting and audits appear otherwise, additional requirements or details may be defined by the Authority in the future.

◆ **Step 5 – How to Claim the Subprogram Funds**

- By February or March of each year, the Authority will provide an estimate of the amount of Fresno COG Subprogram funds available to Fresno COG (reference Table 2) and forward a claim form to Fresno COG (reference Appendix A). The final allocation estimate will be provided in June of each year.
- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 2.
- Fresno COG shall submit its claim to the Authority once the claim form is approved by its Policy Board.
- The Authority will consider and approve Fresno COG claims as they are received.
- Any annual reporting required at the time of the claim must be included in Fresno COG's claims package when it is submitted to the Authority before the claim is processed by the Authority.

◆ **Step 6 – How to Monitor Subprogram Projects and Report Accomplishments**

- Fresno COG will complete an annual report form by January 1 for the prior Fiscal Year (reference Appendix B), which will consist of the following items:
 - Expenditure of funds for each project included in the agency's approved Overall Work Program (OWP)
 - Other funding sources applied to fully fund a project
 - Compliance with requirements referenced in Step 4The completed annual report form will be transmitted to the Authority. The Authority will evaluate the information and report compliance.
- The Authority must identify and account for Measure "C" expenditures and other funds for Measure-related transportation projects and programs.
- Funds determined by an audit not to have been expended as provided for in Fresno COG's claim for Measure "C" Subprogram funds, shall be repaid in full plus interest that would have been accrued.

◆ **Step 7 – The Annual Audit Process**

Funds under this Subprogram are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure "C" legislation (reference Appendix D).

APPENDICES

DRAFT
APPENDIX A
LOCAL TRANSPORTATION PURPOSES
CERTIFICATIONS AND CLAIM

TO: Fresno County Transportation Authority

FROM: _____

Local Agency Name

Address: _____

City: _____ Zip Code: _____

Contact: _____

Telephone: _____ FAX: _____

Email Address: _____

1. The _____ ("claimant") is an eligible claimant of funds for
_____ *Local Agency Name*
local transportation purposes pursuant to California Public Utilities Code Section 142257.
2. The Fresno County Transportation Authority has adopted a Resolution of Apportionment for Fiscal Year
20__-20__ setting __. __ % of the amount for _____
_____ *Subprogram or Category Name*
available to the claimant. On behalf of claimant, I hereby request release of the funds to claimant in
accordance with:
 - (a) Monthly payments consistent with adopted percentage, based on actual receipts
 - (b) Compliance with Steps 5 and 6 of the Local Agency Handbook – Local Agency Pass-Through
Funding programs
3. On behalf of claimant, I hereby certify as follows:
 - (a) That _____ Funds are not being
_____ *Subprogram or Category Name*
used to substitute for property tax funds which claimant had previously used for local transportation
purposes. Such substitution of property tax funds is prohibited by California Public Utilities Code
Section 142257.
 - (b) That claimant has segregated property tax revenues from claimant's other general fund revenues
used to support _____
_____ *Subprogram or Category Name*
purposes so that verification of non-substitution can be proved through audit or that the non-
substitution of funds shall apply to claimant's entire general fund.
 - (c) That claimant shall account for _____
_____ *Subprogram or Category Name*
Purpose Funds received pursuant to Public Utilities Code Section 142257. Claimant shall maintain
current records in accordance with generally accepted accounting principles, and shall separately
record expenditures for each type of eligible purpose. Claimant shall make such records available
to the Authority for inspection or audit at any time.
4. Claimant understands that should financial or compliance audit exceptions be found, the Fresno County
Transportation Authority will take immediate steps to resolve the exceptions in accordance with its adopted
procedures.

Claimant's Authorized Signature: _____

Title: _____

Date: _____

DRAFT
APPENDIX B
LOCAL TRANSPORTATION PURPOSES
REPORTING REQUIREMENTS

TO: Fresno County Transportation Authority

FROM:

Local Agency Name

Address: _____
City: _____ Zip Code: _____
Contact: _____
Telephone: _____ FAX: _____
Email Address: _____

1. Project or Program of Projects Name or Location:

(If applicable, identify segments by jurisdiction)

2. Project or Program of Projects Limits

Net Length: _____ miles (if applicable)

3. Cost Estimate Breakdown

Environmental Studies and Permits
Plans, Specifications, and Estimate
Right Of Way
Construction
_____% Contingency
Other
TOTAL COST

Cost

4. Other Agencies Involved: (Permits/Approvals from California Department of Fish & Game, US Army Corps of Engineers, etc.)

5. Proposed Funding By Fund Source

Planned funds are funds for which you intend to apply. Committed funds are funds from sources that have been awarded.

	Fund Source	Amount
Planned Committed Total	_____	_____
Local Commitment	_____	_____
Measure "C"	_____	_____
Other _____	_____	_____
Other _____	_____	_____
Total	_____	_____

6. Report Preparation

Prepared by _____ Date _____

This Claim has been prepared under the direction of the Public Works Director, City Engineer, or Other Authorized Official of the _____

Local Agency Name

ATTACHMENT: Evidence of Formal Action for Approval and Submittal (Please Specify)

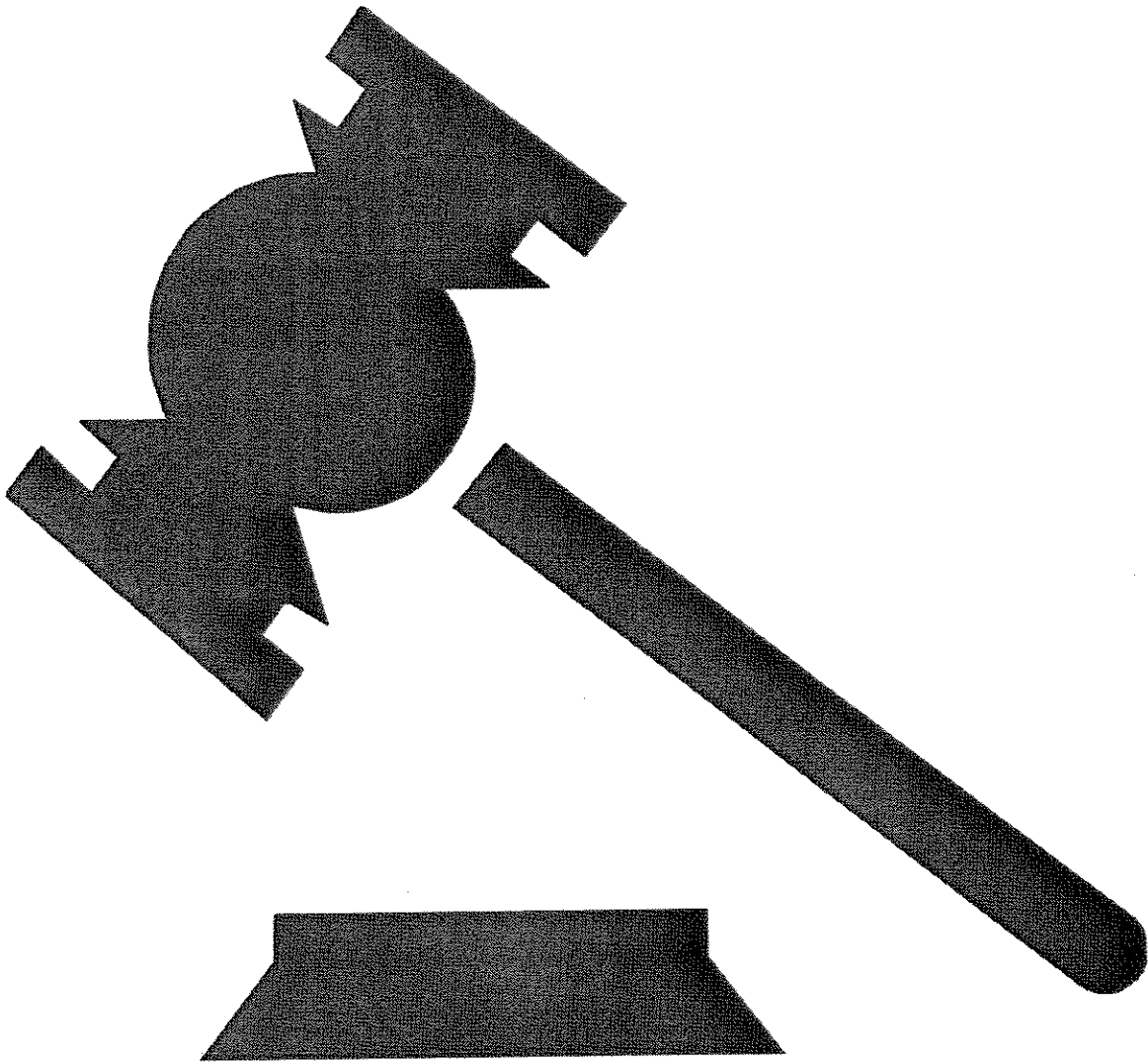
Approved by: Fresno County Transportation Authority

Date: _____

Chairman: _____

DRAFT
APPENDIX C
MEASURE “C” PROJECT SIGNAGE REQUIREMENTS

To be inserted at a later date



***TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM II. D.***

June 29, 2007

Mr. J. Patrick Sweeney, CEO
Central Transit & Development Corp
P.O. Box 27691
Fresno, CA 93729

Dear Mr. Sweeney:

Subject: Letter Of Interest And Support For Exploring The Concept Of CTDC's
Proposed Phase One CyberTran Within The SR 41 Corridor

In response to your June 13 correspondence, this nonbinding letter of interest is being provided to you. Our support of the concept is also subject to receiving additional information as soon as possible.

Specifically, the Council of Fresno County Governments Policy Board is expressing its interest and support for exploring the concept of Central Transit & Development Corp's (CTDC) proposed Phase One CyberTran within the 12 mile urban SR 41 Corridor. The letter of interest is based upon the information provided to date from CTDC (attached). It is also subject to receiving the business plan and further details so we can analyze the potential impacts and determine whether they advance, augment, or complement our regional transportation system goals. This information is needed in particular because CTDC's initial proposal is for the new infrastructure to be within the current SR 41 median.

The Council of Fresno County Governments desires to see enhanced public transit services within Fresno County and especially within the urbanized area, so we look forward to continued exploration of the concept that you have proposed.

Sincerely,

Mayor Trinidad M. Rodriguez, Chairman
Council of Fresno County Governments

Marla Day

From: J.P. Sweeney [jpatrick@centraltransit.com]
Sent: Wednesday, June 13, 2007 7:27 PM
To: Marla Day
Subject: RE: Support In Concept Letter - City of Fresno

The actual business proposal Central Transit & Development Corp (CTDC) is sending to the investors is not yet complete. What I am including as an attachment is a quick one page information summary about the project.

We (CTDC) have a meeting with Caltrans on the 27 and our business plan will be sent to the investment group within a few days from then. The reason for requesting a meeting with COG is to ask for a letter of support similar to what the City of Fresno has provided; CTDC would like to add this letter of interest to the business plan.

CTDC has received interest from a real estate investment group regarding its CyberTran, Fresno project. CTDC has been working with one of the members of this group for the past three years and the group has now put together a financial package that CTDC has been invited to participate in. The investment package is a \$250,000,000 debt finance program that will fund the 12 mile infrastructure portion for Phase One of the CyberTran, Fresno project. This 12 mile infrastructure portion of track, using CyberTran technology, is planned for the existing light-rail allocation in the median of Freeway 41 from downtown Fresno to Children's Hospital (Ave 9) in Madera County.

This business plan needs to go to the bank ASAP. I've been able to hold off the investment group while CTDC goes to the meeting with Caltrans. The reason for expediency in the letter from COG is that the business plan will be more favorable to the bank with COG's interest.

Does this satisfactorily describe the situation? Please call in the event that this is not sufficient, I will happily send more information.

Thanks for your help with this matter.

JP Sweeney, CEO
Central Transit & Development Corp
www.centraltransit.com
jpatrick@centraltransit.com
559.367.3639

6/14/2007

Central Transit & Development Corp.



*Build a privately financed 325 mile light-rail transit system using
New Technology Transit*

A detailed project study began in 1997 specifically for Central California transit needs; it evolved into the Central Transit and Development Corporation (CTDC) in September of 2005. Centered in Fresno, this comprehensive transit system proposes a plan for developing a series of transit-oriented real-estate developments (TODs) anchored to the development of an advanced high-speed urban rail transportation network.

Due to local, regional, and state budgetary constraints a new-starts transit system is unlikely in the Central Valley. At the federal level; funding a new starts mass transit light-rail system through-out any of the eight counties' in the San Joaquin Valley is not within budgetary consideration of the current administration, nor expected for any administration in the foreseeable future. Fresno and each of the Valley cities can not receive funding to build an integrated mass transit system with the current governmental funding methodology. This lack of possible traditional funding for any transit system in the San Joaquin Valley requires innovative thinking for creative funding mechanisms.

This project physically engages environmental sustainability and literally solves the air-quality issue and drives the economic generator. This project becomes an investor's dream machine with all of its beneficial tax incentives for profitability, positive public relations and recession proof transit oriented real estate development.

Today, the Real Estate market, with its exponential growth, demands a reasonable solution to the disappearing farm and open spaces. The San Joaquin Valley needs to protect its valuable agricultural assets.

- Central Transit & Development Corp's building method consists of three components:
 - Method of Funding through Real Estate Development
 - Transit System Technology
 - User Convenience

Ideally located between LA and San Francisco and in the shadow of three worldly acclaimed national parks, CTDC's transit system solution enables Fresno to be launched in status as a Destination Location and a world leader in transit development.

CTDC's CyberTran, Fresno 325 mile privatized transit system is scheduled in four building phases.

Step one begins with building a PRT pilot project Downtown Fresno. This pilot project serves as the first piece of the Downtown transit network with multi modal connectivity at the Phase One Downtown Station. The pilot project starts by using a portion of the available Measure C New Technology Transit Fund.

Phase One is a 12 mile section from downtown Fresno to the southern tip of Madera County at the San Joaquin River along the 41 Corridor. Nine TODs will be built within this corridor connected via CyberTran. The Phase One project uses the allocated Freeway 41 median corridor rights-of-way with regard to track location, or placement.

The scale of these project developments precipitates the necessity of an aggregate organizational structure to develop each of the sites. Central Transit & Development Corp is engaged in developing partnerships to facilitate the project from the conceptual through the completion of building this project.

CTDC seeks investor and partner participation in the building of CTDC's CyberTran, Fresno project.

Contact: JP Sweeney, CEO
559.367.3639 / www.centraltransit.com

June 11, 2007

Mr. J. Patrick Sweeney, CEO
Central Transit & Development Corp
P.O. BOX 27691
Fresno, CA 93729

Dear Mr. Sweeney:

SUBJECT: SUPPORT IN CONCEPT OF THE CENTRAL TRANSIT &
DEVELOPMENT CORP'S (CTDC) PROPOSED ULTRA-LIGHT
RAIL TRANSIT SYSTEM

In response to your letter dated May 29, 2007, this letter is being provided to you supporting in concept the CTDC's Proposed Ultra-Light Rail Transit System.

The City of Fresno has been presented with information regarding Phase One of the Central Transit & Development Corp's (CTDC) proposed CyberTran in Fresno. The City acknowledges the CTDC's proposal to build a privately-funded, automated, direct to destination ultra light-rail transit system using Cyber-Tran technology. There is interest in seeing this technology deployed in Fresno.

The City understands that as soon as the CTDC receives this Support in Concept letter, it can deliver its business plan immediately to the bank. This letter serves to express the City of Fresno's non-binding support for this project.

Sincerely,

Bruce A. Rudd
Assistant City Manager

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