

***TRANSPORTATION TECHNICAL
COMMITTEE***

***CONSENT ITEMS
AGENDA ITEMS II. A-J***



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Fresno, California 93721

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TRANSPORTATION TECHNICAL COMMITTEE Executive Minutes

Date: Wednesday, October 10, 2007
Time: 8:30 a.m.
Place: COG Sequoia Conference Room
2035 Tulare St., Suite 201, Fresno, CA

Members Attending:

Scott Mozier, City of Fresno, Chair
Renee Mathis, City of Clovis
Bruce Webber, City of Selma
Gary Joseph, Fresno County Economic
Opportunities Commission
Moses Stites, Caltrans
Rocky Rogers, City of Reedley

Stan Nakagawa, Fresno County
Nicholas Don Paladino, Fresno Cycling
Club
Janet Daily, Fresno County
John Donaldson, League of Women
Voters
Darrell Unruh, City of Fresno, Planning

Others Attending:

Tony Boren, Fresno COG
Barbara Steck, Fresno COG
Carole Coombs, Tulare Basin Wildlife
Partners
Steve Laymon, Tulare Basin Wildlife
Partners
Bobby Kamansky, Tulare Basin Wildlife
Partners
Kristine Cai, Fresno COG
Rene DeVere, Fresno COG

Tom Webster, Fresno COG
Clark Thompson, Fresno COG
Jason Paukovits, Fresno COG
Jeff Long, FAX/COG
John Downs, FAX/COG
Les Beshears, Fresno COG
Brenda Lauchner, Fresno COG
Jennifer Dansby, Fresno COG
Marla Day, Fresno COG
Stephanie Maxwell, Fresno COG

The meeting was called to order by Chairperson Scott Mozier, City of Fresno.

I. PUBLIC PRESENTATIONS

This portion of the meeting is reserved for persons wishing to address the TTC on items within its jurisdiction but not on this agenda.

There were no public presentations

II. CONSENT ITEMS

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

- | | |
|---|-----------------|
| A. Executive Minutes of September 5, 2007 | Approve |
| B. 2007-08 Transportation Funding Claim – City of Selma,
Resolution 2007-41 | Approve |
| C. Administrative Amendment No. 9 to the 2007 Federal Transportation
Improvement Program | Approve |
| D. Fresno COG 2007 Public Participation Plan | Initiate Review |

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

E. Bicycle Transportation Account – Call for Projects	Information
F. Farmland Conservation Model Program Update	Information
G. Monthly Legislative Update	Information
H. Public Workshop for Proposition 1C Program	Information
I. FY 2008 Pre-Disaster Mitigation (PDM) Grant Program	Information
J. Greenhouse Gases—Summary of Attorney General's Visit	Information
K. Report on Air Resources Board Hearing on 9-27-07	Information
L. Proposition 1B Local Street and Road Improvement Funds Revenue Forecasts	Information

For a complete summary of these items please see the October 10, 2007 Annotated Agenda.

A motion was made by Moses Stites (Caltrans) and seconded by Stan Nakagawa (Fresno County) to approve the Consent Items as presented. A vote was called for and the motion carried.

III. ACTION / DISCUSSION ITEMS

A. Formal Amendment No. 10 to the 2007 Federal Transportation Improvement Program, Resolution 2007-42, PUBLIC HEARING: 10-25-07

Renee DeVere reported on this item. This amendment is a request by California Department of Recreation, Caltrans, the City of Firebaugh, the City of Fresno, Fresno Area Express, the City of Reedley and Fresno COG to modify the 2007 Federal Transportation Improvement Program (FTIP). The amendment incorporates changes to the National Recreation Trails Program, Congestion Mitigation and Air Quality (CMAQ), Regional Surface Transportation Program (RSTP), State Transportation Improvement (STIP) Interregional Program, 99 Bond Program, Highway Safety Improvement Program (HSIP), Federal Transit Administration (FTA) Sec. 5310 Program, High Priority Projects Program (HPP), and FTA 5307 Program.

Project modifications include:

- 1.) Addition of two projects into the new lump sum National Recreation Trail Program project FRE071901 per request of the Department of Recreation. (Variety of eligible projects)
- 2.) **CMAQ Program:**
 - FAX project FRE040122: Moving dollars from engineering to construction to reflect programming purchase requirement. (Downtown Vanpool Program)
- 3.) **RSTP Program:**
 - City of Firebaugh project FRE020608: Reincorporating this 12th Street project into 2007 FTIP from 2004 FTIP. The financial capacity to add this project was made available per agreement with City of Fresno to free capacity in the four year element.
 - City of Reedley project FRE020633: Change in Dinuba/Buttonwillow intersection project scope to include a roundabout.
 - City of Fresno project FRE020620: Construction funds for noise abatement divided between the four year element and an out year to free financial capacity within the four year element of the FTIP.
- 4.) **STIP Interregional:**
 - Caltrans project FRE041203: Additional State funding has been directed to the 99 (201 to Floral) landscape project.
- 5.) **Local Programs:**
 - Caltrans project FRE071901: This is a 99 Bond project (Ashlan Ave. to Ave. 7) that was added as part of Amendment 7. To align the STIP with the FTIP within Caltrans electronic tracking system-CTIPS, the original record was deleted and new record imported. The project includes additional funds as allocated by the CTC.
- 6.) **HSIP:**
 - Lump sum project FRE040401: Change in description to reflect change in program from Hazard Elimination Safety (HES) to HSIP. (Variety of eligible projects)

- 7.) **HPP:**
- County of Fresno project FRE070201 and 070202: Separation of engineering, right of way and construction into three years. Separation eliminates the need for advanced construction. (Deficient County 2-lane roads that connect with I-5, SR180, SR41 and SR99)
 - Project FRE070201 is the lump sum for HPP showing the advanced construction conversion for all HPP projects (variety of eligible projects). It is being modified to reflect the changes in programming related to the County of Fresno projects.
- 8.) **FTA Sec. 5307 Program:**
- FAX Projects FRE041401 (Bus Replacement), FRE041404 (Southeast Intermodal Facility), FRE041403 (Downtown Shuttles), FRE020619 (Planning & Technical Studies) were originally programmed in the 2004 FTIP as CMAQ/ RSTP. The dollars available for the project were transferred to FTA and are available under the 5307 exchange. Projects have been added to the 2007 FTIP under FFY 2007/08 to allow the application for the 5307 grants to process.
- 9.) **FTA Sec. 5310 Projects:** are included in this amendment for informational purposes. These projects were advanced using expedite project selection procedures (EPSP) to 06/07 when funding became available. These are projects FRE071601-FRE071610 (Bus purchases, Lift Equipment, Mini Van Purchases).

For questions regarding individual projects in this amendment please contact Renee DeVere.

A motion was made by Renee Mathis (Clovis) and seconded by John Donaldson (LWV) to recommend the approval of Formal Amendment No. 10 to the 2007 Federal Transportation Improvement Program by the adoption of Resolution No. 2007-42. A vote was called for and the motion carried.

B. Tulare Lake Basin Working Group, Request for Financial Participation--Continued from 9-5-07

Clark Thompson gave an update on the September 5, 2007 meeting of the Transportation Technical Committee. Several questions were asked regarding the Tulare Basin Wildlife Partners (TBWP) organization, the nature of its evaluation of certain riparian corridors in Fresno County and how this information will feed into its larger project encompassing the Tulare Lake Basin, and the contribution of funds from Fresno County for this effort. The TBWP prepared responses to these questions which were included in the packet. In addition, representatives of the TBWP attended the meeting to make a presentation regarding their organization and project and to answer additional questions.

The Tulare Basin Wildlife Partners (TBWP) received a \$125,000 San Joaquin Valley (SJV) Partnership Seed Grant for a project in support of the SJV Partnership Strategic Action Proposal titled "Integrating Land and Water Solutions in Tulare Lake Basin." The TBWP is requesting a contribution of \$32,700 from the Fresno COG for riparian corridor work in Fresno County. Specific riparian corridors in Fresno County include the portion of the Kings River located in Fresno County, Arroyo Passajero, Fresno Slough, Zapato Chino Creek, and Jacalitos Creek. The TBWP will develop information this fall that will lead to recommendations for a water conservation bank that will mitigate likely future impacts from high-speed rail and/or other transportation and development projects on these riparian corridors. Similar funding requests have been made of Tulare, Kings, and Kern Counties.

The report, to be completed by TBWP this fall, will accomplish the following tasks:

- Provide scientifically-based information on the above-noted watershed/riparian rivers or streams.
- Identify and prioritize opportunities for natural areas that may be set aside for mitigation banking purposes.
- Identify multi-purpose opportunities such as groundwater banking, flood protection, private landowner participation incentives, recreation, and new business opportunities.

- Identify and leverage additional federal, state, and private funding opportunities for bank creation.
- Facilitate, streamline, or avoid federal or state regulatory concerns.
- Help maintain/ensure local control.

The TBWP funding request was presented to the Fresno County Blueprint Roundtable at their July 25th meeting. The Roundtable, without making a formal recommendation, indicated its consensus support for the request. Alternatives available to the Committee include: approve the request, do not approve the request, modify the request, or delay a decision. If the funding request is approved, a recommended funding source must be identified. A potential funding source is the Measure "C" COG Planning Subprogram, given that the State Route 269 bridge project contained in the Measure "C" Rural Program, is directly impacted by the Arroyo Pasajero flood flows.

Mr. Thompson invited the representatives from the Tulare Lake Basin Working Group, Carol Coombs, Steve Laymon and Bobby Kamansky to discuss the project and to better explain the questions that were brought up at the September 5th TTC meeting.

A motion was made by Bruce Webber (Selma) and seconded by John Donaldson (LWV) to recommend approval of the request by Tulare Basin Wildlife Partners for a \$32,700 contribution for riparian corridor work in Fresno County pending identification of a logical funding source. The funding source will be contained in the Measure "C" Planning Subprogram, given that the State Route 269 bridge project contained in the Measure "C" Rural Program is directly impacted by the Arroyo Pasajero flood flows. A vote was called for and the motion carried.

C. Measure "C" Extension Update

1. FY 2007-08 Measure "C" Transportation Planning Claim, Resolution 2007-43

Les Beshears (COG) reported that per the Fresno County Transportation Authority estimate there is approximately \$311,000 in FY2007/08 Measure "C" planning funds identified for Fresno COG that are available. The Transportation Authority adopted guidelines that require Local Transportation Program (pass-through funding) certifications and claim forms to be adopted by resolution.

A motion was made by John Donaldson (LWV) and seconded by Rocky Rogers (Reedley) to recommend approval of Resolution 2007-43 adopting the FY 2007/08 Measure "C" Planning Funds Program claim, identified for Fresno COG. A vote was called for and the motion carried.

2. Development of Strategic Implementation Plan

Tony Boren, Deputy Director asked John Downs (FAX) to provide a verbal update on the status of the Streetcar proposal. Mr. Downs explained the City of Fresno refined the RFP to reflect the scope of services that City of Fresno staff discussed at the PAC meeting, which was more of a downtown circulator intended to connect downtown destination points and encourage economic development. As a result of PAC's comments in September. The \$500,000 was reduced to \$250,000. This was supported by the COG Board at the September 27th meeting.

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

D. San Joaquin Valley Regional Goods Movement Action Plan

Tom Webster (COG) reported that Fresno COG is currently the lead agency in the preparation of the *2007 San Joaquin Valley, Regional Goods Movement Action Plan*.

The purpose of the plan is to provide a knowledge base for the understanding of freight and goods movement issues facing the San Joaquin Valley. Additionally, the Plan provides a platform for promoting strategies to improve the overall movement of goods in the Valley. Additionally, the Plan identified San Joaquin Valley Goods Movement Projects that will compete for some of the \$2.0 billion, Proposition 1B Trade Corridor Funding.

In September 2007, a draft of the Plan was circulated throughout the eight Valley COGs and a 45 day review period was initiated. The comments have been received by Fresno COG and a hand-out of the revised, final version of the *2007 San Joaquin Valley, Goods Movement Action Plan* was provided at the TTC meeting.

A motion was made by John Donaldson (LWV) and seconded by Stan Nakagwa (Fresno County) to recommend that the TTC accept the *2007 San Joaquin Valley Goods Movement Action Plan*. A vote was called for and the motion carried.

E. Air Resources Board Goods Movement Emission Reduction Program

Jason Paukovits (COG) reported that in November 2006, voters approved Proposition 1B that, among other things, provided \$1 billion to reduce emissions associated with the movement of freight along California's trade corridors. Known as the Goods Movement Emission Reduction Program, this \$1 billion program is a partnership between the Air Resources Board (ARB) and local agencies to protect public health through the administration of incentives for cleaner equipment and technologies associated with freight movement. ARB will allocate \$250 million in bond monies received in the Fiscal Year 2007-08 budget.

The ARB "Staff Concepts for Implementation" report includes the following initial funding targets by category:

- \$400 million: Heavy diesel drayage trucks serving ports and intermodal rail yards
- \$340 million: Other heavy diesel trucks that haul commercial cargo, plus any truck stop or distribution center electrification projects.
- \$100 million: Diesel Freight locomotives
- \$100 million: Shore power for cargo ships at berth, plus cargo handling equipment
- \$60 million: Commercial Harbor Craft

In early October 2007, ARB will hold public meetings to discuss the staff concepts. The public meeting in Fresno is scheduled for 3:00 p.m. on October 10th at the San Joaquin Valley Air District. Proposed program guidelines and recommended funding targets will be developed for release in early November 2007, followed by additional opportunities for public review and comment. ARB is tentatively scheduled to consider approval of the guidelines at a public hearing on December 6, 2007. ARB staff will then solicit applications from local agencies for projects and the Board will select projects for funding in Spring, 2008.

The following items were included in the agenda package on the Goods Movement Emission Reduction Program:

1. California Environmental Protection Agency News Release
2. Notice of Public Workshops from the Air Resources Board
3. Outline of ARB's "Draft Concepts for Implementation" white paper (a note of thanks to Pete Weber for putting this together)

Additional information, including the staff concept report, is available through the ARB Goods Movement Information Line (916-444-6637) or on the ARB website (<http://www.arb.ca.gov/gmbond>).

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

F. San Joaquin Valley Blueprint, Resolution 2007-44

Barbara Steck (COG) gave an update on the three major activities that are currently in process regarding the Blueprint.

During the fall months, staff will be presenting updates on preliminary modeling activities to all our member agencies at their City Council and Board meetings. Concurrently, local agency planners have been helping to develop Blueprint Goals, Objectives and Performance Measures that reflect the values and vision from phase 1. Staff will take these work products through the COG process and on to our member agencies in November.

In addition, Merced COG, as the lead agency for the eight Valley COGs, is in the process of filing a grant application for third year funding of the San Joaquin Valley Blueprint. Each of the eight COG partners is asked to pass a resolution to include with the application in support of continued participation in the California Regional Blueprint Planning Program.

A motion was made by Bruce Webber (Selma) and seconded by Rocky Rogers (Reedley) to recommend approval of Resolution 2007-44 in support of third year participation in the California Regional Blueprint Planning Process. A vote was called for and the motion carried.

G. 2008 Washington D.C. "One Voice" Update

Barbara Steck (COG) gave an update on the preparation for the upcoming "One Voice" trip to Washington D.C. (February 9-14, 2008). Staff has initiated the regional "call for projects" process and will be reviewing the projects that have been submitted and will hold the project selection committee meeting on October 17th from 1:00-5:00 PM here at COG. Recommended projects will be presented to the Board at its November meeting.

In an effort to consider other issues for the "One Voice" project, staff has scheduled a meeting with city managers, community partners and federal legislative staff to discuss potential legislative reform that might affect our region. At the meeting we will also discuss how we might assist our delegation in Washington to further their legislative agenda. This meeting is scheduled for October 25th from 10:30 to noon here at COG.

Staff is also soliciting "local specific" projects that member agencies and community partners are lobbying for on their own behalf. The deadline for submittal of local projects is December 14th. While we will not actively promote these projects in our presentations, we will include them in the materials that we distribute on our trip. It is a good opportunity to gain additional exposure for local projects. Please contact Barbara Steck at bjsteck@fresnocog.org if you have questions.

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

H. Caltrans Monthly Report

Moses Stites (Caltrans) reported that the fund estimates will be coming out on the 24th of October from the CTC Committee; these will be the STIP dollars for the locals and the ITIP for Caltrans, this will also be part of the 2008 STIP funding information.

It was reported that the projects for SR 180 East (Clovis to Temperance & Temperance to Academy) are to be completed by 2012 or 2013.

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

I. San Joaquin Valley Regional Transportation Planning Agencies Fall Policy Conference, Stockton, CA, November 1-2, 2007

Tony Boren, Deputy Director reported that the San Joaquin Valley Regional Transportation Planning Agencies Fall Policy Conference will meet in Stockton, CA on November 1-2, 2007.

The theme is "Strengthening Our Valley Voice". An agenda was included in your agenda packet.

Interested committee and Board members are encouraged to attend.

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

J. Job Access Reverse Commute (JARC) Program Update

Jeff Long (FAX) reported that in August of 2005, Congress passed SAFETEA-LU (Safe, Accountable, Flexible, Efficient, and Transportation Equity Act: A Legacy for Users). SAFETEA-LU is a program which provides funding for many aspects of government related to transportation, one of which is public transportation. Specific programs as part of this act that are affected include: section 5310, 5311, 5316 and 5317 funds. As part of fulfilling a requirement in order to receive funding, a 'Public Transit – Human Services Coordination Plan' must be completed.

The Fresno County Coordinated Human Services Transportation Plan identifies: resources currently in use for public transit, surveys needs and expectations of users, and identifies strategies to close gaps in perceived service levels. Section 5310, 5311, 5316 and 5317 funds are the funding vehicles used to close the gaps in public transit service levels. The Fresno County Coordinated Human Services Transportation Plan was developed in close cooperation with public transit and human services providers and other stakeholders.

Fresno COG and FAX staff recently completed the first draft of the Fresno County Coordinated Human Services Transportation Plan required under SAFETEA-LU and is releasing the plan for the 45 day comment period. Questions and comments can be directed to Todd Sobrado at the Fresno COG at todds@fresnocog.org or Jeff Long at FAX at jeff_long@fresno.gov.

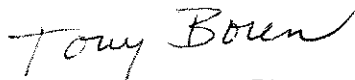
This was an information item and required no further action by the Committee.

IV. OTHER BUSINESS

- A. Items from Staff
There were no items from Staff.
- B. Items from Members
There were no items from Members.

There being no further business, the meeting was adjourned.

Respectfully submitted,



Tony Boren, Deputy Director
Council of Fresno County Governments

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TRANSPORTATION FUNDING CLAIMS

Resolution 2007-45
Resolution 2007-46
Resolution 2007-47

County of Fresno
City of Fresno
City of Clovis

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2007-45

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

RESOLUTION OF APPROVAL
TRANSPORTATION FUNDING
CLAIM FOR THE COUNTY OF
FRESNO, 2007-08

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

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

WHEREAS, the County of Fresno has submitted a Transportation Funding Claim for its 2007-08 fiscal year apportionment.

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

1. The Funding Claim submitted by the County of Fresno has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or areawide public transportation needs.
3. On June 28, 2007 the COG Board approved Resolution 2007-25 which found that public transportation needs within the County of Fresno and its sphere of influence will be reasonably met in 2007-08.

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

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

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 29th day of November, 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 29th day of November, 2007.

Signed: _____
Barbara Goodwin, Executive Director

BEFORE THE BOARD OF SUPERVISORS
COUNTY OF FRESNO
STATE OF CALIFORNIA

IN THE MATTER OF TRANSPORTATION FUNDING CLAIM FOR FISCAL YEAR 2007-08	))))))	RESOLUTION REQUESTING THE COUNCIL OF FRESNO COUNTY GOVERNMENTS TO ALLOCATE THE SPECIFIED FUNDS FROM THE LOCAL TRANSPORTATION FUND AND THE STATE TRANSIT ASSISTANCE FUND TO THE COUNTY OF FRESNO
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WHEREAS, the County of Fresno hereby submits a Transportation Funding Claim from the Local Transportation Fund of Fresno County for Fiscal Year 2007-08 and

WHEREAS, the County of Fresno agrees to reserve the sum of \$2,187,710 and \$22,271 from its Local Transportation Fund Allocation and State Transit Assistance Fund to be claimed by the City of Fresno and the City of Clovis, respectively, as payment for providing transit services to the unincorporated areas within the Fresno-Clovis Metropolitan Area; and

WHEREAS, the County of Fresno agrees to reserve the sum of \$616,207 from its Local Transportation Fund Allocation to be claimed by the Fresno County Rural Transit Agency to provide transit services to the rural areas within Fresno County; and

WHEREAS, the Council of Fresno County Governments has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Administrative Code; and

WHEREAS, the Council of Fresno County Governments encourages interjurisdictional coordination of transportation needs and increased coordination of transportation implementation plans; and

WHEREAS, the County of Fresno has made a commitment to unmet transit needs through adoption of a Transportation Development Plan for the County and participation in a Joint Powers Agreement between the County and the cities and communities in the rural portions of the County to provide transit services so that

1 allocation of funds to finance the Joint Powers Agreement satisfies the requirement for
2 establishing a schedule for transit implementation; and

3 WHEREAS, there are no additional unmet transit needs within the County.

4 NOW, THEREFORE, BE IT RESOLVED that the County of Fresno hereby
5 requests the Council of Fresno County Governments to allocate \$2,187,710, \$22,271
6 and \$616,207 from the Local Transportation Fund to the named applicants for Fiscal
7 Year 2007-08 for the purposes allowed under ARTICLE 3 and ARTICLE 8 respectively
8 of the Transportation Development Act of 1971, as identified in the attached claim and
9 which is in accordance with the adopted Regional Transportation Plan.

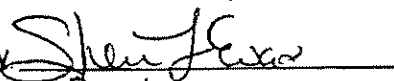
10 BE IT FURTHER RESOLVED that the named applicants further agree to
11 provide the Council of Fresno County Governments with such information as may be
12 necessary to support their Annual Transportation Claims.

13 THE FOREGOING was passed and adopted by the following vote of the
14 Board of Supervisors of the County of Fresno this 23rd day of October, 2007, to-
15 wit:

16
17 AYES: Supervisors Case, Perea, Anderson, Larson, Waterston
18 NOES: None
19 ABSENT: None

20 
21 CHAIRMAN, Board of Supervisors

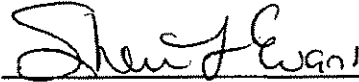
22 ATTEST:
23 BERNICE E. SEIDEL
24 Clerk, Board of Supervisors

25 By 
26 Deputy

27 AGENDA #: 62
28 RESOLUTION NO. 07- 573

CERTIFICATE OF DELIVERY OF DOCUMENT

I am employed by the County of Fresno as a Deputy Clerk of the Board of Supervisors. On October 23, 2007 I delivered a copy of Resolution No. 07-573(Item no. 62) to the Chairman of the Fresno County Board of Supervisors.

A handwritten signature in cursive script, reading "Sherrie Evans", written over a horizontal line.

Sherrie Evans
Deputy Clerk

Date: 10/23/07

Claimant: County of Fresno

TRANSPORTATION FUNDING CLAIM FOR FISCAL YEAR: 2007/08

RECEIVED

OCT 29 2007

BY: FRESNO COG

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

FROM: Applicant: County of Fresno
Address: 2220 Tulare Street, 6th Floor
City: Fresno, CA Zip Code: 93721
Contact: Catherine Crosby Phone: 262-4385

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

Local Transportation Fund

Apportionment	\$ <u>5,640,293</u>
Surplus (Prior Years)	\$ _____
Unexpended, Held by Claimant	\$ _____
Other Agency	\$ _____

State Transit Assistance Fund

Estimate	\$ <u>1,792,188</u> <u>726,160</u>
Prior Year Carryover	\$ <u>7,847</u>
Unexpended, Held by Claimant	\$ _____

Other

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

TOTAL \$ 7,440,328 6,374,300

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

Seven Million, Four Hundred Forty Thousand, Three Hundred Twenty Eight

(spell out amount)

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

ATTEST:

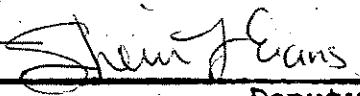
Authorized Signature: _____



BERNICE E. SEIDEL, Clerk
Board of Supervisors

Title: Chairman, Board of Supervisors

Date: October 23, 2007

By  Deputy

Date: 10/23/07Claimant: County of Fresno

TRANSPORTATION FUNDING CLAIM DETAIL

PURPOSE	AMOUNT	SUB-TOTAL
1. Bicycle & Pedestrian Facilities (Art. 3)	\$ 112,806	
(Art. 8a)	\$	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	
	SUB-TOTAL	\$ 112,806
2. Regional Transportation Planning		SUB-TOTAL \$ 157,533
3. Public Transportation (Art. 4)	\$	
(Art. 8c)	\$	
Other Agency ()	\$	
Other Agency ()	\$	
State Transit Assistance Funds	\$	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	
Other, specify ()	\$	
	SUB-TOTAL	\$
4. Community Transit Service (CTSA, Art. 4.5)		SUB-TOTAL \$
5. Streets & Roads (Art. 8a)	\$ ~~4,056,317~~ 2,990,289	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	
	SUB-TOTAL	\$ ~~4,056,317~~
6. To Be Claimed By: (Fresno County Rural Transit Agency)	\$ 616,207	
(Consolidated Transp. Serv. Agency)	\$ 276,374	
Other (FAX)	\$ 2,187,710	
Other (Clovis Transit)	\$ 22,271	
Other (COG Blueprint)	\$ 11,110	
	SUB-TOTAL	\$ 3,113,672
7. Reserved in Fund Pending Further Claiming		SUB-TOTAL \$
	GRAND TOTAL	\$ ~~7,440,328~~ 6,374,300
(Claim Total Must Agree With Total On First Page)		
Minus All Unexpended Funds Held By		\$
GRAND TOTAL PAYABLE TO CLAIMANT		\$

Allocation instructions and payment by the Fresno County Auditor-Controller to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the rules and regulations of the Transportation Development Act.

Date: 10/23/07Claimant: County of Fresno**BICYCLE AND PEDESTRIAN FACILITIES**

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

Project Title and Brief Description		Project Cost
1. (Generic)	Various Bicycle and Pedestrian facilities throughout the..... claimant's jurisdiction;	\$ <u>112,806</u>
AND/OR		
1. (Specific)		\$ <u> </u>
2. (Specific)		\$ <u> </u>
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$ <u>112,806</u>

Revenue Source & Amount

LTF (Article 3)	\$ <u>112,806</u>
LTF (Article 8a)	\$ <u> </u>
Other:	\$ <u> </u>
Other:	\$ <u> </u>
Audit Exception - G.F. Payback ..	\$ <u> </u>

STREETS AND ROADS CLAIM

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

Project Title and Brief Description		Project Cost
1. (Generic)	Development, Construction and Maintenance of Facilities	\$ <u>4,056,317</u>
AND/OR		
1. (Specific)		\$ <u> </u>
2. (Specific)		\$ <u> </u>
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$ <u>4,056,317</u>

Revenue Source & Amount

LTF (Article 8a)	\$ <u>4,056,317</u>
Other:	\$ <u> </u>
Other:	\$ <u> </u>
Audit Exception - G.F. Payback ..	\$ <u> </u>

Date: 10/23/07

Claimant: County of Fresno

PUBLIC AND SPECIALIZED TRANSPORTATION SERVICE CLAIM CLAIM FOR OPERATING AND CAPITAL EXPENSES

Project Description

Project Cost

General Transportation Service (Proposed)

.....TOTAL \$ _____

(Prior Year) \$ _____

Percentage Change %

(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceeding year unless claim is accompanied by supporting documentation)

Revenue Source & Amounts.....

	<u>Operating</u>	<u>Capital</u>
LTF (Article 4)	\$ _____	\$ _____
LTF (Article 8)	\$ _____	\$ _____
STA	\$ _____	\$ _____
Fares	\$ _____	\$ _____
Other:	\$ _____	\$ _____
Other:	\$ _____	\$ _____
Unexpended, Held By Claimant.....	\$ _____	\$ _____
Audit Exception - G. F. Payback	\$ _____	\$ _____

Project Description

Project Cost

Elderly/Handicapped Service (Proposed)

TOTAL \$ _____

(Prior Year) \$ _____

Percentage Change %

(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceeding year unless claim is accompanied by supporting documentation)

Revenue Source & Amounts.....

	<u>Operating</u>	<u>Capital</u>
LTF (Article 4)	\$ _____	\$ _____
LTF (Article 8)	\$ _____	\$ _____
STA	\$ _____	\$ _____
Fares	\$ _____	\$ _____
Other:	\$ _____	\$ _____
Other:	\$ _____	\$ _____
Unexpended, Held By Claimant.....	\$ _____	\$ _____
Audit Exception - G. F. Payback	\$ _____	\$ _____

Project Description

Project Cost

Consolidated Trans Service Agency (Prop.)

TOTAL \$ _____

(Prior Year) \$ _____

Percentage Change %

(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceeding year unless claim is accompanied by supporting documentation)

Revenue Source & Amounts.....

	<u>Operating</u>	<u>Capital</u>
LTF (Article 4.5)	\$ _____	\$ _____
LTF (Article 8c)	\$ _____	\$ _____
STA	\$ _____	\$ _____
Fares	\$ _____	\$ _____
Other:	\$ _____	\$ _____
Other:	\$ _____	\$ _____
Unexpended, Held By Claimant.....	\$ _____	\$ _____
Audit Exception - G. F. Payback	\$ _____	\$ _____

Date: 10/23/07

Claimant: County of Fresno

CONTINGENCY PROJECT LISTING

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

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

Project Title & Brief Descriptions

Project Cost

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

AND/OR

1.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

() **ARTICLE 4, PUBLIC TRANSPORTATION**
() **OR**
() **ARTICLE 8C, PUBLIC TRANSPORTATION**

Project Title & Brief Descriptions

Project Cost

1.

2.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

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

Project Title & Brief Descriptions

Project Cost

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

AND/OR

1.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ Surplus Available

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2007-46

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

RESOLUTION OF APPROVAL
TRANSPORTATION FUNDING
CLAIM FOR THE CITY OF
FRESNO, 2007-08

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

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

WHEREAS, the City of Fresno has submitted a Transportation Funding Claim for its 2007-08 fiscal year apportionment.

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

1. The Funding Claim submitted by the City of Fresno has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or areawide public transportation needs.
3. On June 28, 2007 the COG Board approved Resolution 2007-25 which found that public transportation needs within the City of Fresno and its sphere of influence will be reasonably met in 2007-08.

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

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

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 29th day of November, 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 29th day of November, 2007.

Signed: _____
Barbara Goodwin, Executive Director

Date: 10/29/07

Claimant: City of Fresno

TRANSPORTATION FUNDING CLAIM FOR FISCAL YEAR: 2007/08

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

FROM: Applicant: City of Fresno Department of Transportation/FAX
Address: 2223 G Street
City: Fresno Zip Code: 93706
Contact: Kathleen Healy Phone: (559) 621-1441

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

Local Transportation Fund

Apportionment	\$ 15,634,770
Surplus (Prior Years)	\$ 1,583,414
Unexpended, Held by Claimant	\$ 0
Other Agency County	\$ 2,187,710
Clovis	195,505

State Transit Assistance Fund

Estimate	\$ ~~2,012,895~~ 2,476,790
Prior Year Carryover	\$
Unexpended, Held by Claimant	\$

Other

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

TOTAL

\$	~~21,614,294~~ 22,078,189
----	----------------------------------

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

Twenty-one million, six-hundred fourteen thousand, two-hundred ninety-four dollars
(spell out amount)

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

Authorized Signature: _____

Title: Director of Transportation

Date: October 30, 2007

Date: 10/29/07

Claimant: City of Fresno

BICYCLE AND PEDESTRIAN FACILITIES

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

Project Title and Brief Description		Project Cost
1. (Generic)	Various Bicycle and Pedestrian facilities throughout the..... claimant's jurisdiction;	\$ <u>312,695</u>
AND/OR		
1. (Specific)		 \$ _____
2. (Specific)		 \$ _____
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$ <u>312,695</u>

Revenue Source & Amount

LTF (Article 3)	\$ <u>312,695</u>
LTF (Article 8a)	\$ _____
Other:	\$ _____
Other:	\$ _____
Audit Exception - G.F. Payback ..	\$ _____

STREETS AND ROADS CLAIM

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

Project Title and Brief Description		Project Cost
1. (Generic)	Development, Construction and Maintenance of Facilities	\$ _____
AND/OR		
1. (Specific)		 \$ _____
2. (Specific)		 \$ _____
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$ _____

Revenue Source & Amount

LTF (Article 8a)	\$ _____
Other:	\$ _____
Other:	\$ _____
Audit Exception - G.F. Payback ..	\$ _____

Date: 10/29/07Claimant: City of Fresno**PUBLIC AND SPECIALIZED TRANSPORTATION SERVICE CLAIM
CLAIM FOR OPERATING AND CAPITAL EXPENSES****Project Description****Project Cost**General Transportation Service (Proposed) TOTAL \$ 44,814,700(Prior Year) \$ 36,224,851Percentage Change 23.7 %

(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceeding year unless claim is accompanied by supporting documentation)

Revenue Source & Amounts.....	Operating	Capital
LTF (Article 4)	\$ <u>18,055,119</u>	\$
LTF (Article 8)	\$	\$ <u>2,012,895</u>
STA	\$ <u>8,377,500</u>	\$
Fares	\$ <u>11,250,600</u>	\$ <u>15,213,100</u>
Other: Current Year FTA & CMAQ Reimbursement.....	\$ <u>7,330,000</u>	\$ <u>1,565,300</u>
Other:	\$	\$
Unexpended, Held By Claimant.....	\$	\$
Audit Exception - G. F. Payback	\$	\$

Project Description**Project Cost**

TOTAL \$

Elderly/Handicapped Service (Proposed)

(Prior Year) \$

Percentage Change %

(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceeding year unless claim is accompanied by supporting documentation)

Revenue Source & Amounts.....	Operating	Capital
LTF (Article 4)	\$	\$
LTF (Article 8)	\$	\$
STA	\$	\$
Fares	\$	\$
Other:	\$	\$
Other:	\$	\$
Unexpended, Held By Claimant.....	\$	\$
Audit Exception - G. F. Payback	\$	\$

Project Description**Project Cost**

TOTAL \$

Consolidated Trans Service Agency (Prop.)

(Prior Year) \$

Percentage Change %

(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceeding year unless claim is accompanied by supporting documentation)

Revenue Source & Amounts.....	Operating	Capital
LTF (Article 4.5)	\$	\$
LTF (Article 8c)	\$	\$
STA	\$	\$
Fares	\$	\$
Other:	\$	\$
Other:	\$	\$
Unexpended, Held By Claimant.....	\$	\$
Audit Exception - G. F. Payback	\$	\$

Date: 10/29/07Claimant: City of Fresno

PUBLIC AND SPECIALIZED TRANSPORTATION SERVICE CLAIM SUMMARY SHEET

REQUIRED OPERATING/FAREBOX CALCULATIONS

General Transportation Services:

1. Total Operating Expenses Minus Exclusions*	\$ 44,814,700
(Amount Excluded \$	
2. Farebox Revenues	\$ 8,377,500
3. Other Local Support	\$ 7,330,000
4. Total Local Support (add lines 2 & 3)	\$ 15,707,500
5. Farebox Revenue/Operating Expense Ratio (divide line 2 by line 1)	% 18.6
6. Required Minimum Ratio	% 20.0
7. Total Local Support/Oper. Expense Ratio (divide line 4 by line 1)	% 35.0
8. Required Minimum Ratio	% 20.0

Elderly/Handicapped Service:

1. Total Operating Expenses Minus Exclusions	\$
(Amount Excluded \$	
2. Farebox Revenues	\$
3. Other Local Support	\$
4. Total Local Support (add lines 2 & 3)	\$
5. Farebox Revenue/Operating Expense Ratio (divide line 2 by line 1)	%
6. Required Minimum Ratio	%
7. Total Local Support/Oper. Expense Ratio (divide line 4 by line 1)	%
8. Required Minimum Ratio	%

Consolidated Transportation Service Agency Service:

1. Total Operating Expenses Minus Exclusions	\$
(Amount Excluded (\$	
2. Farebox Revenues	\$
3. Social Service Agency Match	\$
4. Total Local Support (add lines 2 & 3)	\$
5. Farebox Revenue/Operating Expense Ratio (divide line 2 by line 1)	%
6. Required Minimum Ratio	%
7. Total Local Support/Oper. Expense Ratio (divide line 4 by line 1)	%
8. Required Minimum Ratio	%

Summary Totals

1. Total of All Operating Expenses Plus Exclusions	\$ 44,814,700
(All excluded costs should be added back to the total)	\$
2. Total of All Capital Projects	\$
3. Grand Total	\$

Revenue Source and Amount

	LTF Art. 4	LTF Art. 4.5	LTF Art. 8c	STA	Local Support	Fed\State Grants	Other	TOTAL
OPERATING	18,055,119				15,707,500	11,052,081	0	44,814,700
CAPITAL				2,012,895	1,565,300	15,213,100	0	18,791,295
TOTAL	18,055,119			2,012,895	17,272,800	26,265,181	0	63,605,995

Date: 10/29/07

Claimant: City of Fresno

CONTINGENCY PROJECT LISTING

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

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

Project Title & Brief Descriptions

Project Cost

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

AND/OR

1.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

() **ARTICLE 4, PUBLIC TRANSPORTATION**
OR
() **ARTICLE 8C, PUBLIC TRANSPORTATION**

Project Title & Brief Descriptions

Project Cost

1.

2.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

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

Project Title & Brief Descriptions

Project Cost

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

AND/OR

1.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

Date: 10/29/07

Claimant: City of Fresno

SUPPLEMENTAL INFORMATION REQUIRED OF TRANSIT CLAIMANTS (CCR 6632)

Attached to the claim are submitted the following documents:

- ☒ Budget (or proposed budget) for the (2008) year
- ☒ Statement for prior year revenues and expenditures (projections acceptable)
- ☒ California Highway Patrol Certification pursuant to PUC 99251 (No claim may be approved unless accompanied by this certification). Date on this certification must be within 13 months of the proposed claim approval date.
- ☒ Transit Efficiency Calculation - PUC 99314.6

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2007-47

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

RESOLUTION OF APPROVAL
TRANSPORTATION FUNDING
CLAIM FOR THE CITY OF
CLOVIS, 2007-08

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

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

WHEREAS, the City of Clovis has submitted a Transportation Funding Claim for its 2007-08 fiscal year apportionment.

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

1. The Funding Claim submitted by the City of Clovis has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or areawide public transportation needs.
3. On June 28, 2007 the COG Board approved Resolution 2007-25 which found that public transportation needs within the City of Clovis and its sphere of influence will be reasonably met in 2007-08.

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

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

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 29th day of November, 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 29th day of November, 2007.

Signed: _____
Barbara Goodwin, Executive Director

Date: 9-24-2007Claimant: CITY OF CLOVIS

TRANSPORTATION FUNDING CLAIM **FOR FISCAL YEAR: ~~2008/08~~** **2007/08**

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

FROM: Applicant: CITY OF CLOVIS
 Address: 1033 FIFTH STREET
 City: CLOVIS, CA Zip Code: 93612
 Contact: JAMIE HUGHSON Phone: (559) 321-2106

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

Local Transportation Fund

Apportionment	\$	<u>2,998,958</u>	
Surplus (Prior Years)	\$	<u>0</u>	
Unexpended, Held by Claimant	\$	<u>99,277</u>	
Other Agency	\$	<u>20,000</u>	<u>22,271</u>
		<u>COUNTY ART 4 CONTRACT-TARPEY RU SERV</u>	
		<u>COUNTY ART 4.5</u>	<u>10,340</u>

State Transit Assistance Fund

Estimate	\$	<u>962,377</u>	<u>390,106</u>
Prior Year Carryover	\$	<u>0</u>	
Unexpended, Held by Claimant	\$	<u>1,040,723</u>	

Other

Audit Exception/Impairment (required General Fund Payback)	\$	<u>0</u>
Other	\$	<u>0</u>

TOTAL \$ 5,131,575 4,472,325
4,561,675

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

FIVE MILLION, ONE HUNDRED THIRTY ONE THOUSAND, FIVE HUNDRED SEVENTY FIVE DOLLARS

(spell out amount)

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

Authorized Signature: _____

Title: _____

CITY MANAGER

Date: _____

SEPTEMBER 24, 2007

Date: 9-24-2007

Claimant: CITY OF CLOVIS

TRANSPORTATION FUNDING CLAIM DETAIL

PURPOSE	AMOUNT	SUB-TOTAL
1. Bicycle & Pedestrian Facilities (Art. 3)	\$ 59,979	
(Art. 8a)	\$	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	59,979
		SUB-TOTAL \$
		83,761
2. Regional Transportation Planning		SUB-TOTAL \$
3. Public Transportation (Art. 4)	\$ 1,601,044	
(Art. 8c)	\$	
Other Agency (CNTY ART 4) TARPETY RU SERVICE	\$ 20,000	22,711
Other Agency ()	\$	
State Transit Assistance Funds	\$ 962,277	390,106
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$ 1,140,000	3,153,421
Other, specify ()	\$	3,723,321
		SUB-TOTAL \$
		157,289
4. Community Transit Service (CTSA Art. 4.5)		SUB-TOTAL \$
5. Streets & Roads (Art. 8a)	\$ 904,948	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	904,948
		SUB-TOTAL \$
6. To Be Claimed By: (Fresno County Rural Transit Agency)	\$	
(Consolidated Transp. Serv. Agency)	\$	
Other (FAX CONTRACT)	\$ 195,505	
Other (AUDIT & COG BLUEPRINT)	\$ 6,772	202,277
		SUB-TOTAL \$
7. Reserved in Fund Pending Further Claiming		0
		SUB-TOTAL \$
		4,561,675
		5,131,575
	GRAND TOTAL	\$
(Claim Total Must Agree With Total On First Page)		1,140,000
Minus All Unexpended Funds Held By		\$
		3,991,575
GRAND TOTAL PAYABLE TO CLAIMANT		\$
		3,421,675

Allocation instructions and payment by the Fresno County Auditor-Controller to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the rules and regulations of the Transportation Development Act.

Date: 9-24-2007

Claimant: CITY OF CLOVIS

BICYCLE AND PEDESTRIAN FACILITIES

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

Project Title and Brief Description	Project Cost
1. (Generic) Various Bicycle and Pedestrian facilities throughout the claimant's jurisdiction;	\$ 59,979
AND/OR	
1. (Specific)	\$
2. (Specific)	\$
(add sheets if necessary)	
TOTAL PROJECT COSTS	\$ 59,979

Revenue Source & Amount

LTF (Article 3) \$
 LTF (Article 8a) \$
 Other: \$
 Other: \$
 Audit Exception - G.F. Payback .. \$

STREETS AND ROADS CLAIM

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

Project Title and Brief Description	Project Cost
1. (Generic) Development, Construction and Maintenance of Facilities	\$ 904,948
AND/OR	
1. (Specific)	\$
2. (Specific)	\$
(add sheets if necessary)	
TOTAL PROJECT COSTS	\$ 904,948

Revenue Source & Amount

LTF (Article 8a) \$
 Other: \$
 Other: \$
 Audit Exception - G.F. Payback .. \$

Date: 9-24-2007

Claimant: CITY OF CLOVIS

PUBLIC AND SPECIALIZED TRANSPORTATION SERVICE CLAIM CLAIM FOR OPERATING AND CAPITAL EXPENSES

Project Description

Project Cost

General Transportation Service (Proposed) TOTAL \$ 2,615,516
 (Prior Year) \$ 1,664,853

Percentage Change 57 % 07/08 Purchase of Capital
 (Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceding year unless claim is accompanied by supporting documentation)

Revenue Source & Amounts	Operating	Capital
LTF (Article 4)	\$ 496,739	\$
LTF (Article 8)	\$	\$ 662,277
STA	\$ 113,000	\$
Fares	\$ 900,000	\$
Other: MEASURE C	\$ 3,500	\$
Other: INTEREST	\$ 99,277	\$ 340,723
Unexpended, Held By Claimant (LTF/STA)	\$	\$
Audit Exception - G. F. Payback	\$	\$

Project Description

Project Cost

Elderly/Handicapped Service (Proposed) TOTAL \$ 2,285,563
 (Prior Year) \$ 1,426,010

Percentage Change 60 % 07/08 Purchase of Capital
 (Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceding year unless claim is accompanied by supporting documentation)

Revenue Source & Amounts	Operating	Capital
LTF (Article 4)	\$ 1,104,305	\$
LTF (Article 8)	\$	\$ 300,000
STA	\$ 55,500	\$
Fares	\$ 125,258	\$
Other: MEASURE C	\$ 500	\$
Other: INTEREST	\$	\$ 700,000
Unexpended, Held By Claimant (STA)	\$	\$
Audit Exception - G. F. Payback	\$	\$

Project Description

Project Cost

Consolidated Trans Service Agency (Prop.) TOTAL \$ 349,531
 (Prior Year) \$ 323,793

Percentage Change 8 %
 (Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceding year unless claim is accompanied by supporting documentation)

Revenue Source & Amounts	Operating	Capital
LTF (Article 4.5)	\$ 157,289	\$
LTF (Article 8c)	\$	\$
STA	\$ 17,500	\$
Fares	\$ 174,742	\$
Other: MEASURE C	\$	\$
Other:	\$	\$
Unexpended, Held By Claimant	\$	\$
Audit Exception - G. F. Payback	\$	\$

Date: 9-24-2007

Claimant: CITY OF CLOVIS

PUBLIC AND SPECIALIZED TRANSPORTATION SERVICE CLAIM SUMMARY SHEET

REQUIRED OPERATING/FAREBOX CALCULATIONS

General Transportation Services:	\$ 1,612,516
1. Total Operating Expenses Minus Exclusions*	\$
(Amount Excluded \$	\$
2. Farebox Revenues	\$ 113,000
3. Other Local Support	\$ 900,000
4. Total Local Support (add lines 2 & 3)	\$ 1,013,000
5. Farebox Revenue/Operating Expense Ratio (divide line 2 by line 1)	% 7%
6. Required Minimum Ratio	% 20%
7. Total Local Support/Oper. Expense Ratio (divide line 4 by line 1)	% 63%
8. Required Minimum Ratio	% 20%

Elderly/Handicapped Service:	\$ 1,285,563
1. Total Operating Expenses Minus Exclusions	\$
(Amount Excluded \$	\$
2. Farebox Revenues	\$ 55,500
3. Other Local Support	\$ 125,258
4. Total Local Support (add lines 2 & 3)	\$ 180,758
5. Farebox Revenue/Operating Expense Ratio (divide line 2 by line 1)	% 4%
6. Required Minimum Ratio	% 5%
7. Total Local Support/Oper. Expense Ratio (divide line 4 by line 1)	% 14%
8. Required Minimum Ratio	% 10%

Consolidated Transportation Service Agency Service:	\$ 349,531
1. Total Operating Expenses Minus Exclusions	\$
(Amount Excluded (\$	\$
2. Farebox Revenues	\$ 17,500
3. Social Service Agency Match	\$ 174,742
4. Total Local Support (add lines 2 & 3)	\$ 192,242
5. Farebox Revenue/Operating Expense Ratio (divide line 2 by line 1)	% 5%
6. Required Minimum Ratio	% 5%
7. Total Local Support/Oper. Expense Ratio (divide line 4 by line 1)	% 55%
8. Required Minimum Ratio	% 55%

Summary Totals	\$ 3,247,610
1. Total of All Operating Expenses Plus Exclusions	\$
(All excluded costs should be added back to the total)	\$
2. Total of All Capital Projects	\$ 2,003,000
3. Grand Total	\$ 5,250,610

Revenue Source and Amount

Revenue Source and Amount				MEASURE C	UNEXPENDED FARES & INTEREST		TOTAL	
LTF	LTF	LTF	STA	= Local =	Fed, State	Other		
Art. 4	Art. 4.5	Art. 8c		= Support	Grants			
OPERATING	1,601,044	157,289	0	0	1,200,000	99,277	190,000	3,247,610
CAPITAL	0	0	0	962,277	0	1,040,723	0	2,003,000
TOTAL	1,601,044	157,289	0	962,277	1,200,000	1,140,000	190,000	5,250,610

Date: 9-24-2007

Claimant: CITY OF CLOVIS

CONTINGENCY PROJECT LISTING

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

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

Project Title & Brief Descriptions

Project Cost

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

AND/OR

1. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

() **ARTICLE 4, PUBLIC TRANSPORTATION**
OR
() **ARTICLE 8C, PUBLIC TRANSPORTATION**

Project Title & Brief Descriptions

Project Cost

1. \$

2. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

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

Project Title & Brief Descriptions

Project Cost

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

AND/OR

1. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

9-24-2007

CITY OF CLOVIS

Date: _____

Claimant: _____

SUPPLEMENTAL INFORMATION REQUIRED OF TRANSIT CLAIMANTS (CCR 6632)

Attached to the claim are submitted the following documents:

- (1) Budget (or proposed budget) for the (2007/08) year
- (2) Statement for prior year revenues and expenditures (projections acceptable)
- (3) California Highway Patrol Certification pursuant to PUC 99251 (No claim may be approved unless accompanied by this certification). Date on this certification must be within 13 months of the proposed claim approval date.

(N/A) Transit Efficiency Calculation - PUC 99314.6

ATTACHMENT 4

FAX CONTRACT

Fresno County
Coordinated Human Services Transportation Plan
Incorporating SAFETEA-LU Requirements



Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, California 93721

Phone: 559-233-4148
Fax: 559-233-9645

Contact: Todd Sobrado
Jeff Long
Email: ToddS@fresnocog.org
Jeff.Long@Fresno.gov

Website: www.fresnocog.org

Adopted xx-xx, 2007

DRAFT

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SECTION 1: INTRODUCTION AND PURPOSE

INTRODUCTION

The Council of Fresno County Governments (COG), as the designated Metropolitan Planning Organization (MPO), is responsible for transportation planning in Fresno County. This includes development and adoption of planning policies and documents, review and coordination of transportation planning, and transportation policy direction. The COG is the lead agency for the development of a Coordinated Human-Services Transportation Plan (CHSTP) under the direction of the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**. A coordinated public-transit human-service transportation plan provides a strategy for meeting local needs. It prioritizes transportation services for funding and implementation, with an emphasis on the transportation needs of individuals with disabilities, older-adults, and people with low incomes.



PURPOSE

On August 10, 2005, President Bush signed into law the SAFETEA-LU (Public Law No. 109, August 10, 2005). SAFETEA-LU guarantees \$244.1 billion in funding for highways, highway safety, and public transportation. SAFETEA-LU represents the largest surface transportation investment in our nation's history. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21) met the nation's changing transportation needs during the term of their legislation. SAFETEA-LU builds on this foundation by supplying funds and building a framework for investments needed to maintain and grow our transportation infrastructure.

SAFETEA-LU addresses challenges facing our transportation system today. Challenges such as: improving safety, reducing traffic congestion, improving efficiency in goods movement, increasing intermodal connectivity, and protecting the environment. SAFETEA-LU promotes efficient and effective federal surface transportation programs by focusing on transportation issues of national significance, while giving state and local transportation decision makers flexibility for solving transportation problems in their communities.

The Federal Transit Administration (FTA) requires all projects involving federal funds be included in a locally developed plan. The primary FTA programs used in Fresno County are Urbanized Area Formula (49 U.S.C. Section 5307), Elderly Persons and Persons with Disabilities (49 U.S.C. Section 5310), and Rural General Public Transportation (49 U.S.C. Section 5311) (Appendix D).

Development of this plan included participation of the Social Services Transportation Advisory Council (SSTAC). The SSTAC consists of 16 members appointed by the COG representing various groups of under-served transit users as mandated by the California Transportation Development Act (TDA). The SSTAC meets, as necessary, to provide recommendations to the COG on unmet transit needs.

Fresno County has a firm understanding of coordinating transportation. In 1980, California passed the Social Service Transportation Improvement Act, which established the Consolidated Transportation Service Agencies (CTSA). Along with this, the Council of Fresno County Governments developed the AB120 Action Plan. This plan made it possible to maintain then existing levels of transit planning commitments for social service agencies in Fresno County, while setting aside up to 5% of the annual TDA funds to further coordinate and expand transit services to these agencies.

Relationship of a Coordinated Plan to the Metropolitan and Statewide Transportation

Planning Process:

COG is required to prepare a Federal Transportation Improvement Program (FTIP) for regionally significant transportation projects, and all projects receiving federal funding for the next three to four years. In the 2006/2007 FTIP, Fresno County programmed \$20 million (about 11 percent of the region's overall transportation spending) for state, regional, and local funding for various forms of transportation in the region.

Eleven-percent of the region's overall transportation spending is allocated for public transportation

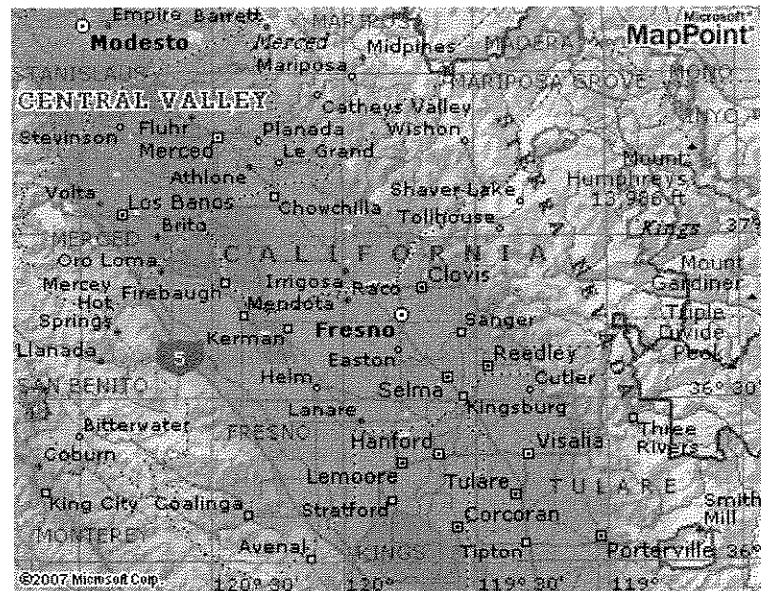
A CHSTP can be developed separately from metropolitan and statewide transportation processes and then incorporated into broader plans, or it may be developed as part of the statewide transportation planning process. The MPO is responsible for determining that projects selected within the CHSTP are included in the FTIP, statewide transportation plans, and the State Transportation Improvement Program (STIP).

FTA proposes that the CHSTP follow update cycles for MPO plans (four years in air quality non-attainment and maintenance areas, and five years in air quality attainment areas). The CHSTP will be utilized by COG as a framework for administering FTA funds and encouraging coordinated planning.

SECTION 2: DEMOGRAPHICS

THE REGION

Fresno County lies in the center of California, 175 miles south of Sacramento, and 220 miles north of Los Angeles (Map 1). The California Department of Finance has estimated the July 2006 County population at 891,134. The County's largest city is Fresno, with a population at 471,479. The other major incorporated city is Clovis, with a population of 89,924. Another 156,206 residents reside in the other 13 incorporated cities of Fresno County. The remaining 173,525 population reside in the unincorporated portion of the county.



Map 1 – Map of Central California

In Fresno County individuals most likely to have special transportation needs make up a significant percentage of the population compared to the statewide and nationwide data. Fresno County's demographics are shown in Table 1.

The Fresno County region's disabled population exceeds the statewide average, meaning their mobility needs will be a major challenge for many government, human-service-providers, and community organizations.

Another factor is the aging population. When older-adults lose their ability to drive, they also risk losing their vital connections to needed services and community involvement. These issues can be as basic as medical appointments, grocery shopping, or attending religious services. Safe and

Fresno County Demographics Compared to Statewide and Nationwide			
	Fresno County	Statewide	Nationwide
Age 65+	9.9%	10.6%	12.4%
Disabled	21.3%	19.2%	19.3%
Low Income	22.9%	24.8%	21.6%
Under 18 yrs of age	32.1%	27.3%	25.7%

Table 1: Fresno County Demographics

NOTE: Some people are in multiple population group (e.g., a senior with a disability)

convenient modes of transportation ensure independence and self-sufficiency and delay costly home care or nursing home services, while reducing demand for community and government services. Many of the aging population live in rural areas of the County where there is low-residential density and a lack of public transportation.

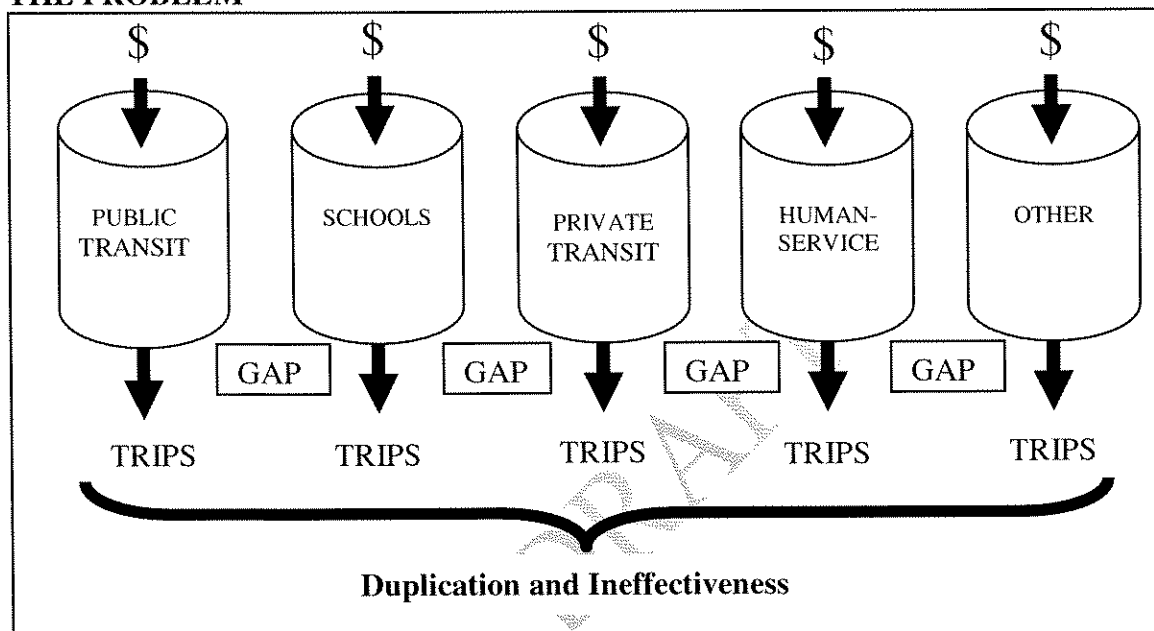
SECTION 3: MAKING THINGS HAPPEN BY WORKING TOGETHER

COORDINATION

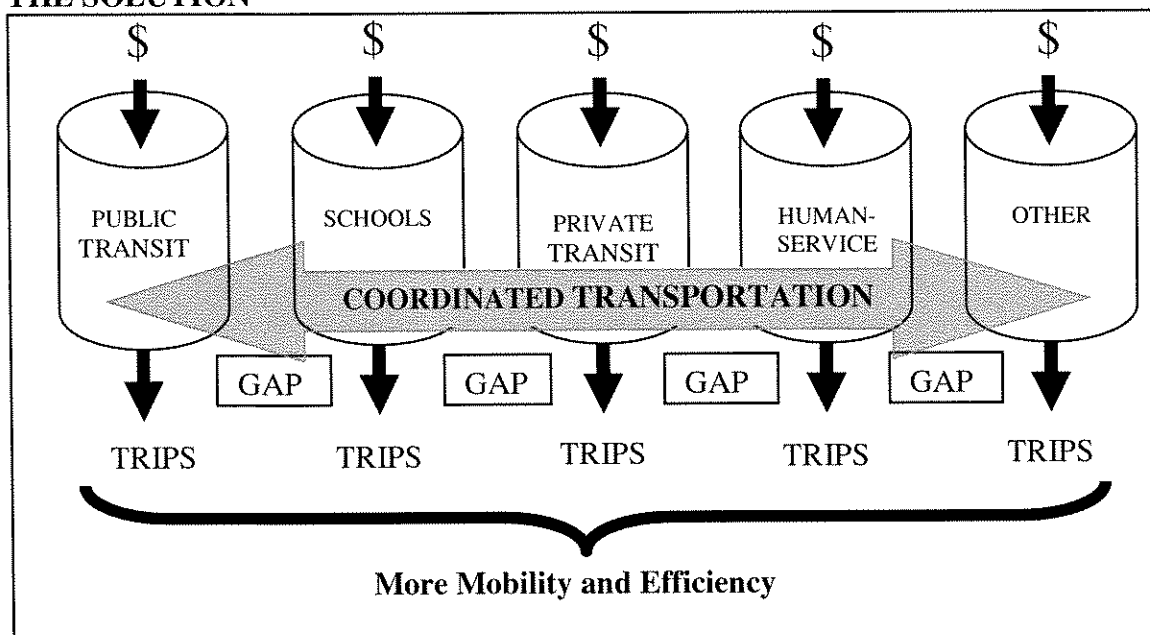
What Is Coordinated Transportation?

Coordinated transportation is when multiple organizations work together to their mutual benefit to gain economies of scale, eliminate duplication, expand service, and/or improve quality of service in order to better address the transportation needs of individuals that the agencies serve.

THE PROBLEM



THE SOLUTION



Coordination Opportunities:

Coordination of transit service could include anything from simple sharing of training resources to full integration of services. The appropriate level of coordination must be determined on a case-by-case basis. In general, there are basically four levels of equipment and facilities coordination:

1. **Communication:** Involves recognizing and understanding problems, and discussing possible solutions between individuals from various agencies who are in a position to influence transportation developments within their jurisdiction.
2. **Cooperation:** Involves agencies and individuals working together in a cooperative way, while retaining their separate identities. This can be sharing of training resources, vehicle procurement or fuel contracts or arranging a ride for a client using a different service.
3. **Coordination:** Involves bringing together independent agencies to act together to provide a smooth interaction of separate transportation systems. Individual provider funds, equipment, facilities, and services are used in concert to enhance delivery and efficiency of services. Agencies retain their individual identities.
4. **Consolidation:** Involves joining together or merging agencies for mutual advantage. This is a fully integrated system, and individual agency identity is no longer maintained.

Because each community and region is unique, the appropriate level of coordination is what project partners are comfortable with, and what is best for the customer. Examples of coordinating transportation include:

- Identifying barriers to coordination in the regulatory environment and advocating for change.
- Making greater use of technology to match transportation users to transportation providers and trip scheduling.
- Finding ways to group riders on the same vehicle even when they are sponsored by different funding agencies.
- Leveraging purchasing power for vehicles, fuel, maintenance, or training.
- Sharing training resources.

Regardless of the type of coordination, it should involve consultation with a broad range of stakeholders, such as:

- **Transportation providers:** Transit agencies, school districts, social service agencies, transportation brokers, private providers, non-profit providers, and human-service based agencies.
- **Service providers:** Doctors scheduling medical appointments based on transportation availability, land-use planners including mobility options as part of zoning decisions, developers building “walkable” communities.
- **People with special transportation needs.**

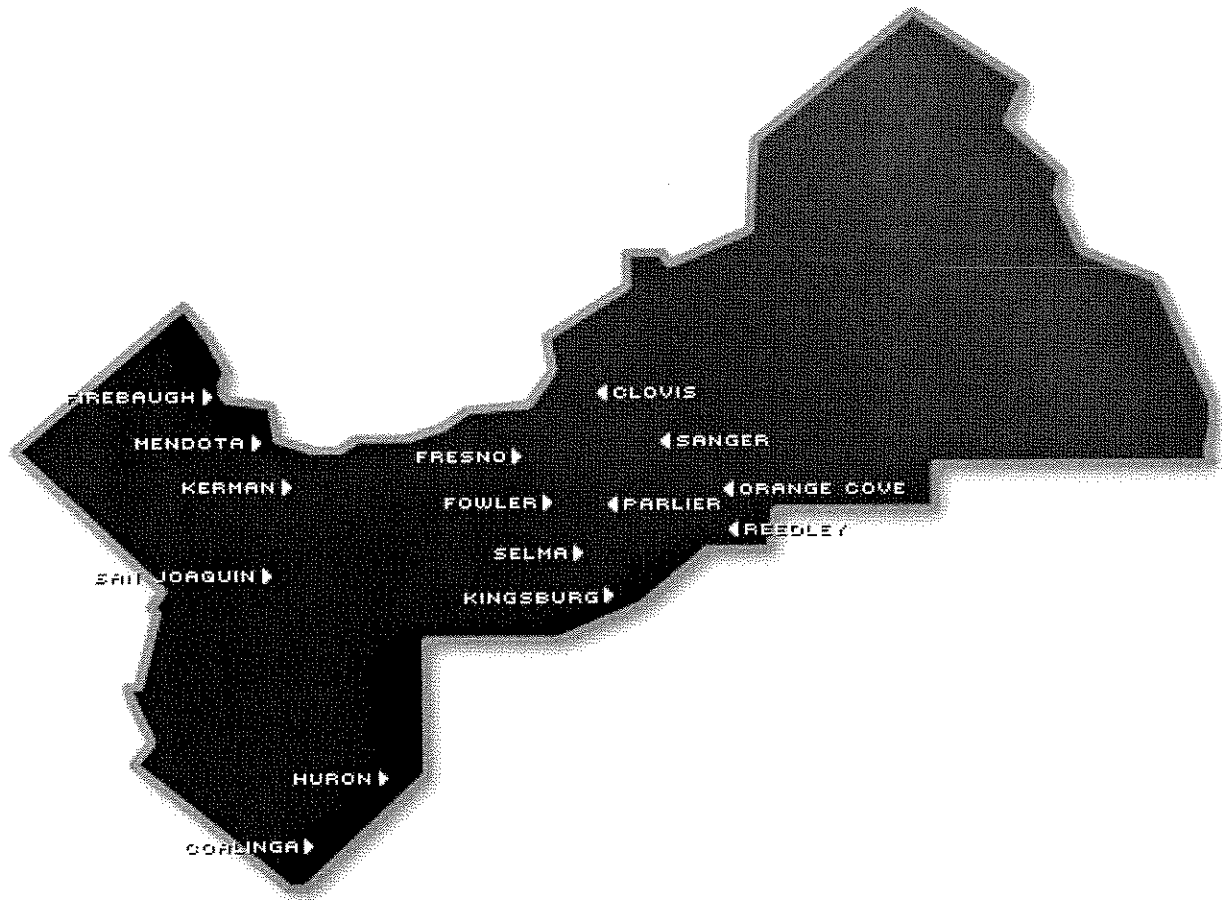
EXISTING SERVICE PROVIDERS

Transportation Services (Public and Specialized Transit)

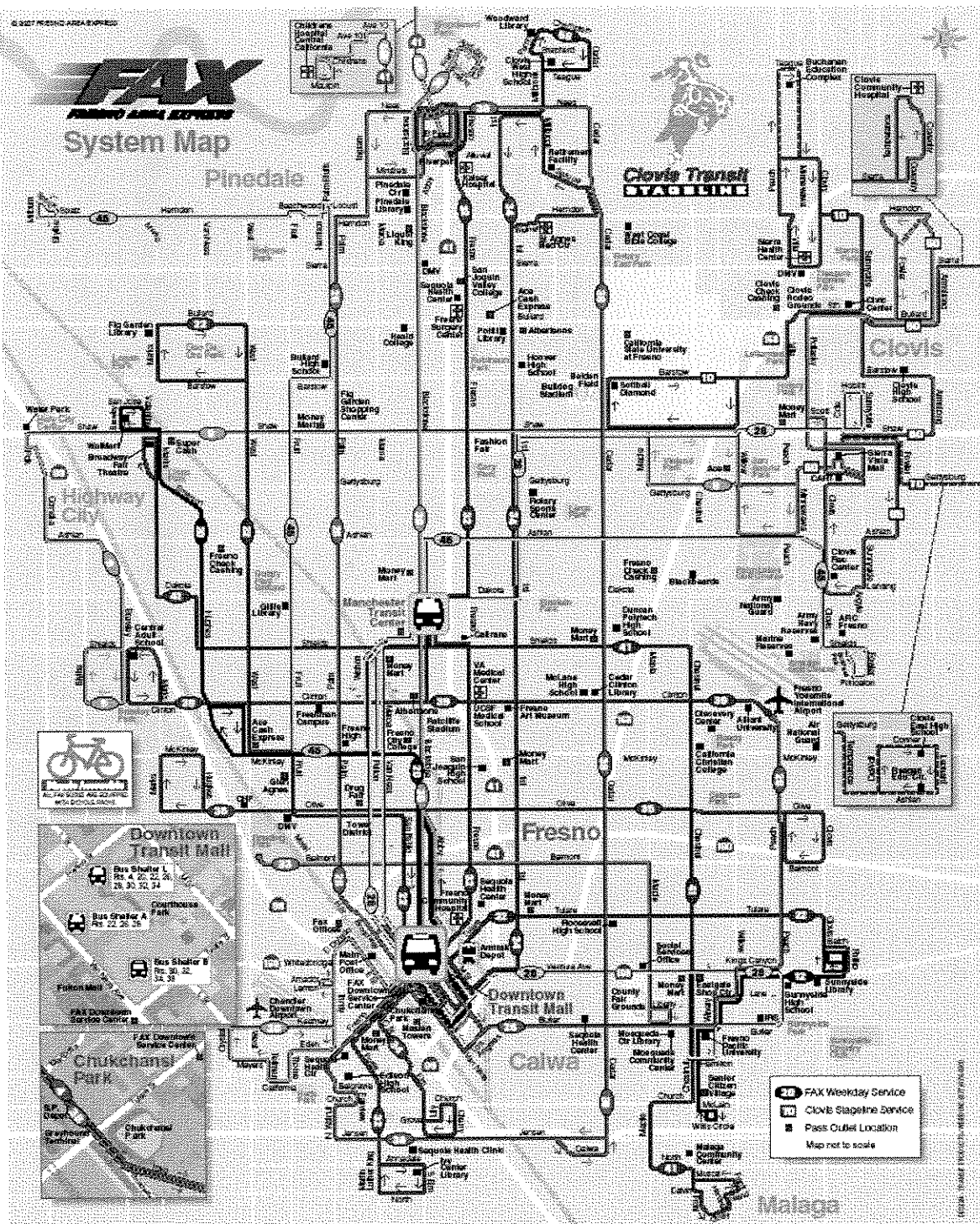
Fixed-route and Paratransit:

The City of Fresno, Department of Transportation/Fresno Area Express (FAX) provides the majority of public transportation services in Fresno County. FAX provided over 11 million passenger trips in 2005/2006 on its fixed-route system. The Fresno County Economic Opportunities Commission (FCEOC), acting as the Consolidated Transportation Services Agency (CTSA) for Fresno County, provided 532,067 trips. The majority of the remaining trips were provided by Fresno County Rural Transit (FCRTA) and Clovis Transit with 401,444 and 45,531 respectively. In addition, a number of social service agencies and organizations (Appendix C) operate transportation services for their clients.

FAX also provides complimentary paratransit service within the urban boundaries of Fresno County (Map 3). Paratransit service (Demand-Response) is provided within three-quarters of a mile of fixed-route service. A person must be certified as eligible to use Demand-Response. FAX's service is funded in part with FTA Section 5307, TDA funds and Measure C, a local ½ cent sales tax.



Map 3 - FAX Service Area



Specialized Transit: While the main support of public transportation is a fixed-route system, it is not always available, or may not meet special transportation needs. Human-service transportation is an ancillary function of agencies that transport clients to and/or from services or programs they offer as part of their mission. These agencies, in coordination with transit agencies, make up the landscape of special needs transportation. The following agencies provide the majority of specialized transit for clients with special needs.

- **Fresno County Economics Opportunity Commission (FCEOC)** is a private, non-profit agency established in 1965 as a Community Action Agency. Its purpose is to serve low-income persons throughout Fresno County. With an annual budget of \$130 million, it operates over 37 various human services and economic development programs aimed at providing a variety of resources to low income families, disabled persons, senior citizens, women, youth and children. The programs provide services to approximately 200,000 persons on an annual basis with a staff of over 1,300 persons.
- **Laidlaw Transit, Inc.** offers special needs transportation for non-emergency medical, fixed-route, and charter bus rentals in the Central Valley region as well as nationwide. Information on this agency is not available for release.
- **Non-Emergency Medical Transportation:** Several private sector companies are in the business of providing non-emergency medical transportation services in the metropolitan and rural areas of Fresno County. These trips are generally prescribed by a doctor for a medical purpose. Vehicles driven by specially trained personnel transport patients in seats, wheelchairs or gurneys.
- **King's County Area Public Transit Area:** King's County operates two vanpool programs in Fresno County. The first is Kings Area Rural Transit (KART), a traditional vanpool providing service to a variety of workers including state and federal employees, working at nine different prisons in the San Joaquin Valley. The second is a farm labor vanpool called Agricultural Industries Transportation Services project or AITS. This program is designed to provide qualified agricultural workers in Kern, Kings, Tulare and Fresno Counties with safe, affordable vans they can use to drive themselves and others to work.



Intercity Transportation: Amtrak offers direct train service and intercity feeder bus connection throughout the state via the San Joaquin Rail Route. Greyhound Bus Lines offers multiple northbound and southbound departures daily from the Fresno terminal. Transportation is also available through Orange Belt Stages, as well as other charter bus companies.

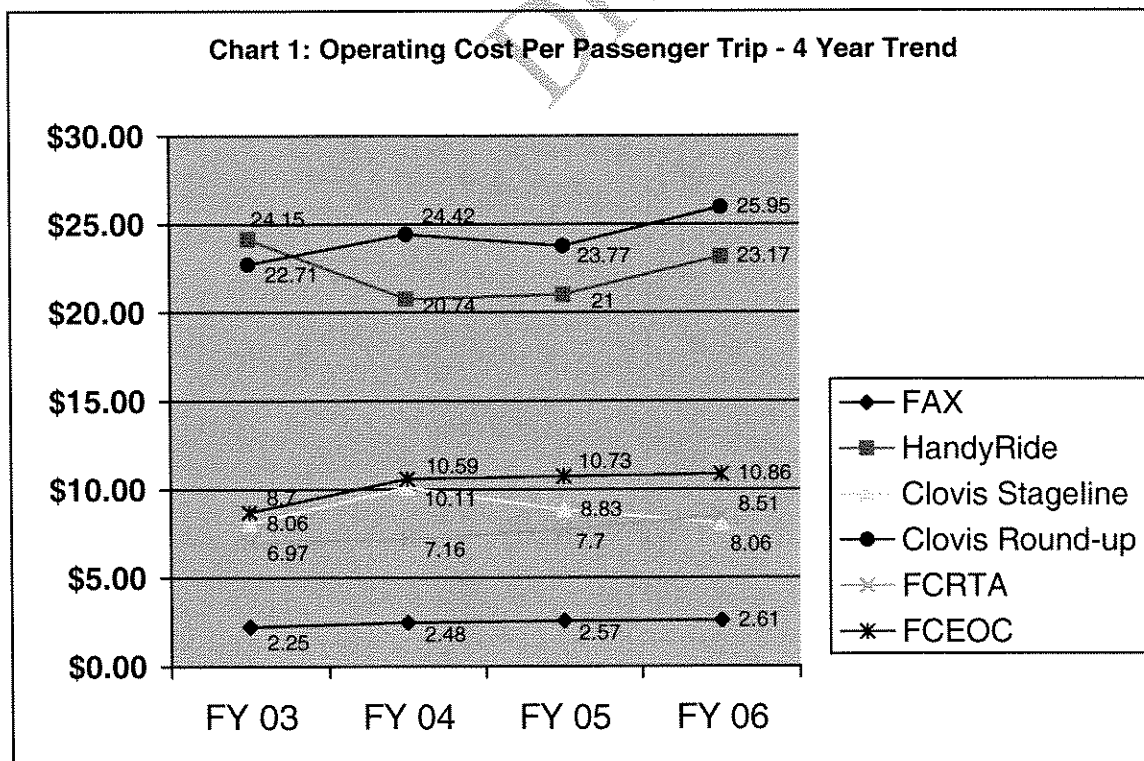
Public Transportation Costs

COG is required to review FAX's farebox information to determine compliance with California Transportation Development Act (TDA) regulations. FAX's fixed-route and paratransit service is subject to a farebox-ratio return. Farebox-ratio is fare revenue received, divided by the cost of operating the service. Farebox-ratio is important for four reasons:

1. Funding penalties can apply where a minimum farebox-ratio is not met.
2. Minimum farebox standards are included in the COG definition of "reasonable to meet" transit services.
3. Farebox-ratio is the most commonly used measure of efficiency for a transit service.
4. Farebox revenues are used to calculate State Transit Assistance funds to transit agencies.

Fixed-route transit is the most cost-effective method to provide transportation access in urban population centers, such as the Fresno-Clovis metropolitan area. The COG's Transit Productivity Evaluation for fiscal year 2006 reports the subsidy for fixed-route passenger service as \$1.61 per passenger trip. Paratransit trips are more expensive. These trips are scheduled by reservation and are typically provided to people with a higher level of special needs. The subsidy for this type of service is \$22.42 per passenger trip.

Chart 1 shows a four-year trend in costs per passenger trip for FAX's fixed-route, Handy Ride, Clovis's fixed-route (Stageline) and Round-Up service as well as the county operator FCRTA and FCEOC, the designated CTSA. CTSA services are required to maintain, at a minimum, an overall farebox revenue-to-cost ratio of 55%. The required revenue may consist of fares, donations and/or social service agency revenues.



SECTION 4: TAKING STOCK OF COMMUNITY NEEDS

GAPS IN SERVICE AND FOCUS AREAS

Rider Needs and Gaps

Transit services are currently lacking in rural areas.

People often live in rural areas or edges of cities due to lower-cost housing options. In many communities, a lack of transportation stands in the way of receiving adequate medical attention for some citizens. These persons are often older, disabled, and poor. To provide cost-efficient service to the largest population, transit agencies typically provide more frequent service in urban areas. Even within transit service areas, service levels in some areas may not meet travel needs of the people. For example, ADA-paratransit service only extends three-quarters of a mile beyond the fixed-route transit system.

People with special transportation needs that live outside the three-quarters of a mile boundary are often unable to obtain service. There are also people who are eligible for ADA paratransit services, but need a higher level of service than the transit agency provides (e.g., door-to-door or door-through-door). Human-service agencies typically provide a higher level of service, but are often designated for a specific target population or specific destination type.

COG takes public testimony on unmet transit needs in Fresno County at the Annual Unmet Needs Hearing in February. There are repeated requests for new public transit service, however new service must meet the COG “unmet needs and reasonable to meet” criteria. There are reoccurring requests for extended evening service and providing later service on weekends. Fresno Area Express, a TDA-funded transportation provider, does not offer service past 10:00 pm, or past 7:30 pm on weekends. Clovis Transit does not offer service after 6:30 pm and has no weekend service. Although extended evening service and weekend service is a recognized benefit, there is a low-probability these services would meet the COG-established farebox requirements. Additionally, there are requests for service to outlying rural areas, which are less reasonable to meet due to low ridership and a higher cost.

Ease of Use. Once a person figures out how to use a transportation system, whichever system works for them, transportation becomes less challenging. Learning how to use the system may be difficult for new riders due to various reasons such as:

- Different transit systems have different fare schedules, which can be confusing and difficult for riders.
- Riders may require help getting on and off a vehicle, but there is often no one available to help them at transfer points.
- Paratransit systems generally do not provide same day service, which means riders must schedule trips in advance. FCRTA, the rural provider, does offer a real time demand – response service for limited number of customers.



Land-Use. Future land-use patterns will also have a major impact on the mobility of those requiring specialized transportation. Existing land-use patterns and regulatory policies often intensify this issue, failing to concentrate critical population mass needed to boost public transportation efficiency. Land-use may also act as a physical barrier to public transportation as a result of disconnected, incomplete, or indirect pedestrian, bicycle, and/or ADA-compliant access to transit services. In 2003, the COG initiated a Public Transportation Infrastructure Study (PTIS). The purpose of Phase 1 of the PTIS was to evaluate transportation needs throughout Fresno County and identify ways that transit can play an effective role in serving the region's growth. The objectives include providing reasonable mobility for residents and businesses throughout the county, reducing associated environmental impacts, and making it easier for people to walk, bike and use public transit. Phase 2 of the study will be funded through Measure C and will be completed in the next two years.

While public transportation funding in California requires all "reasonable to meet" services be provided, land-use characteristics are commonly cited as one reason why critical needs are deemed "unreasonable to meet."

There are many ways communities can be transit friendly:

- Develop high-density, high-quality development within a quarter-of-a-mile walk of a transit station.
- Mix land-uses in close proximity, including office, residential, retail, and civic uses.
- Provide bicycle, pedestrian, and other non-motorized infrastructure for access to transit services.
- Create neighborhood streets with good connectivity.
- Build traffic calming features to control vehicle traffic speeds.
- Limit land devoted to parking in order to bring land-uses closer together.
- Incorporate transit needs in the San Joaquin Valley Blueprint Planning Program.

Through efficient coordination of transportation, land-use, and economic development, transportation funding can be stretched further to reduce congestion and improve the quality of life.

Operation Efficiency, Needs, and Gaps

Lack of Funding. Coordination results in efficiencies, which in turn result in a lower cost-per-unit of service. Building infrastructure for coordination requires an upfront investment. Without this investment, communities cannot do work, invest in technology, or build community infrastructure to realize efficiencies. Effective coordination builds on existing resources and infrastructure utilizing the fixed-route transit system as the backbone and filling in transportation gaps with other community transportation services. Funding is insufficient to meet needs for expanding fixed-route service and equivalent paratransit service.

Effective coordination builds on existing resources and infrastructure utilizing the fixed-route system as the backbone

FAX's ADA-paratransit service is funded locally through TDA and FTA Section 5307 for Urban Area and 5311 Rural Formula funds. This is a mandated service due to required compliance with civil rights laws. The ADA also does not allow trip denials in the paratransit systems, thus requiring additional resources. Since this is a required service without a separate funding base, it impacts funding for fixed-route service, resulting in the potential for a decrease in fixed-route service to maintain minimum levels of

ADA paratransit service. This discourages expansion of paratransit service beyond the minimum necessary to comply with ADA-laws.

Duplication and Redundancy. Various sources of funding restrict different transportation services to specific populations for specific purposes. This results in service duplication and redundancy in multiple areas, including:

- Vehicles from different agencies may be traveling in the same corridor at the same time, but offer different services and may not pick up additional riders.
- Schools, transit systems, and Medi-Cal brokers operate their own training programs for drivers.
- Schools, transit systems, and other transportation providers have their own in-house maintenance programs for vehicles.
- Brokers, transit systems, senior programs, and other agencies each have their own call center for people to call to arrange for transportation.
- Schools, transit systems, and community providers purchase vehicles and equipment individually.
- Each social service/human service transportation system has different eligibility requirements. A person who may qualify for more than one type of service may need to apply for several different programs with each having different requirements and processes.

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SECTION 5: PUTTING CUSTOMERS FIRST

BARRIERS TO COORDINATION AND POSSIBLE SOLUTIONS

Barriers to coordination of transportation systems

Major constraints for transit growth are funding, transit costs, limited ridership, and land-use development patterns. Local area plans must comply with federal and state requirements and also meet local needs. More funding is dependent on coordination at planning and implementation stages of transportation activities. Coordination must occur at the service level and at the planning level.

Demographics:

Fresno County has a higher percentage of disabled and low-income residents than statewide. Due to lower real estate prices and lower cost of living, many retirees relocate to Fresno County from major metropolitan centers. As this segment of population ages, it is expected there will be increased demand for specialized services for senior citizens.

Possible Solutions:

- Establish driver wellness and training programs to help older adults continue driving safely.
- Inform future residents about limited transportation.
- Ensure that seniors in rural areas are fully informed about available transportation services.
- Utilize senior publications and other media to keep the public informed of current transit resources, projects, and transportation coordination.
- Create volunteer driver programs.
- Utilize web-based trip planning programs.
- Increase limited stop and express routes.
- Permit rural transit providers to transport passengers other than persons which meet their passenger requirements.
- Create projects that connect rural areas to regional and local connection points.

Land-Use:

Due to low residential density and a large service area, it is not feasible to expand traditional transit to serve a large service area. New development should incorporate transit-friendly design and provide funding through development impact fees.

Possible Solutions:

- Expand land-use projects that connect to transit.
- Promote pedestrian-friendly communities.
- Promote Transit Oriented Development (TOD).
- Develop projects that improve access to medical facilities, employment areas, and social activities.
- Improve facilities and amenities at transfer stations to encourage ridership.
- Expand mobility-training programs.
- Increase use of low-floor buses to expedite passenger loading and off-loading transportation.

Service Area Boundaries:

Service area boundaries differ between human-service programs and public transportation providers.

Possible Solutions:

- Promote projects that establish a centralized and coordinated regional transfer point between service providers.
- Encourage referrals to other agencies.
- Develop a common fare structure among providers.
- Improve local coordination among human-service providers and public transit providers.
- Coordinate with local transit providers to establish a single contact for inquiries about and receiving assistance regarding public and private transportation – “one-stop shopping”.

Driver Requirements:

Different agencies have different requirements for vehicle safety, driver training, driver licensing, or other standards.

Possible Solutions:

- Develop vehicle and driver standards that are consistent throughout the region.
- Increase the available pool of qualified drivers.
- Develop centralized driver training programs.
- Pursue grants for small transportation providers to develop programs and training.
- Locate a champion for volunteer driver programs.

Exchanging Information – Software:

Transportation providers and brokers use different scheduling, dispatching, and reporting software, which makes sharing information difficult. Transferring regional eligibility and scheduling data between and among ADA-paratransit providers, Medi-Cal brokers, school districts, and others is not automated.

Possible solutions:

- Develop a centralized dispatch system.
- Installation of Advanced Vehicle Location (AVL) hardware.
- Encourage participation in the Consolidated Transportation Services Agency (CTSA).
- Promote use of smart-card technology to track fares.



AVL Dispatch

Exchanging Information – Privacy:

A primary barrier in sharing information has been addressing confidentiality and privacy requirements. Privacy Acts, such as the Health Insurance Portability and Accountability Act of 1996 (HIPAA) prohibit sharing client information and authorize penalties for offenders.

Possible Solutions:

- Riders or clients sign release forms.
- Utilize technology to share rider data between agencies and non-profits while maintaining rider privacy.

Funding:

Due to limited available operational funding, public transit needs to achieve maximum cost effectiveness.

Possible Solutions:

- Further promote transit and human-service provider's participation in the Consolidated Social Services Agency (CTSA) and Social Services Transportation Advisory Council (SSTAC).
- Support projects that promote ongoing dialog, planning, and decision-making for regional special needs transportation coordination.
- Collaborate with community human-service providers to develop programs designed to increase usage of public transportation resources by seniors and adults with disabilities.
- Educate social service case workers about utilizing the lowest cost transportation options for their clients.
- Assist human-service providers in obtaining transit services through coordination of small-scale mobility projects.
- Seek grant and other funding sources to support continued coordinated transportation projects.
- Increase access and outreach on available transportation services countywide.
- Develop new and innovative marketing strategies.
- Increase public awareness of transportation modes.
- Leverage taxpayer investments such as 511 calls and smart card technology.
- Pursue development of shared maintenance facilities.
- Expand joint purchasing programs.

Liability:

Indemnification issues prohibit agencies from sharing or loaning vehicles.

Possible Solutions:

- Offer affordable insurance pools for small service providers and non-profit agencies.
- Indemnification for agencies that share or loan vehicles.

Regulatory Constraints:

Federal and state transportation funding agencies often make coordination and funding efforts difficult.

Possible Solutions:

- Promote regional framework for agencies to work together to resolve transportation, land use, and other issues of mutual concern.
- Emphasize strong state and regional roles in planning, prioritizing, and funding transportation.
- Active participation by "elected officials" of all potentially affected communities in the transportation decision making process.
- Create community and regional partnerships that utilize and build upon assets of our communities.
- Integrate land-use and transportation planning with health and human-services planning to promote service delivery at affordable costs.
- Support legislation that adequately funds a coordinated transportation system for the state and county.

- Increase integration of state and local interest in development and implementation of transportation services and facilities.
- Balance state and local needs in development and implementation of multimodal transportation projects.
- Reduce delays in vehicle delivery from state procurement contracts.
- Allow depreciation expense on vehicles.

Reporting Requirements:

Federal, state, and local agencies that fund special needs transportation have different reporting requirements attached to their funds. Agencies receiving funds from multiple funding sources must set up labor-intensive and costly data collection mechanisms to meet multiple reporting requirements. Staff time to meet such requirements means less money to provide services.

Possible Solutions:

- Promote projects that increase coordinated trip scheduling and billing between school districts, transit agencies, and human-service agencies.
- Promote development of standardized reporting requirements.

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SECTION 6: IMPLEMENTATION STRATEGIES

COORDINATION EFFORTS AND STRATEGIES

The objective of the CHSTP is to provide a framework for improvements to current transportation systems. Strategies addressed in this plan are determined to be the most effective way to provide transportation services to those in need, while increasing efficiency and making the best use of available resources. These efforts cannot be accomplished by any one agency. It will require participation by multiple human-service agencies, transit providers, transit passengers, land-use planners and the community at large to accomplish these objectives. The CHSTP recommends that the CTSA, COG, SSTAC, and human-service providers assist in the implementation of strategies and recommendations contained in this plan.

The following strategies and recommendations were identified during development of this plan:

SHORT-RANGE STRATEGIES (1-5 YEAR HORIZON)

Priority 1: Finding a ride online

In larger urban areas, ride-sharing programs offer trip connection information to individuals seeking to ride-share with others. Interested persons can access an internet website for an instant list of potential carpool partners, people who live and work near them and have a similar schedule. The COG has a rideshare matching service for the San Joaquin Valley located at www.valleyrides.com.

The CHSTP recommendation is for COG, or another agency, to research the feasibility of implementing a web-based trip planning program. Trip-planning software will require funding resources to purchase, and an agency or organization to host, a local trip planning website.

Priority 2: Travel Training

Travel training would be provided to senior citizens, persons with disabilities, and non-English speaking customers. The program would be designed to provide the necessary assistance for each person to successfully learn how to use Public Transit's regular route bus system so that they do not have to rely on family, friends and/or neighbors for their trips. Travel training will give our seniors and people with disabilities the freedom to go where they want, when they want, and an increased sense of confidence and independence.

It is recommended that the CTSA, COG, and SSTAC research resources available to fund a Travel Training program, and to seek potential agencies to administer the program.

Priority 3: Increase the availability of qualified transit drivers

Agencies have different requirements for vehicle safety, driver training, driver licensing, and employment qualifications. Consistent standards could increase the availability of qualified drivers in the region, and eliminate the cost of duplicated training programs.

The California Department of Motor Vehicles require a driver to have a Class B driver's license for operating a vehicle over 26,000 lbs. While the wages for a bus driver in the metropolitan area are competitive, the entry level wage for other transit drivers tend to be lower than other types of businesses, making Class B drivers difficult to obtain. Some paratransit operators have purchased smaller vehicles that only require a standard Class C driver's license, therefore eliminating the need for a Class B license.



It is recommended that the CTSA take the lead in developing a working group to develop consistent driver standards for transit providers in the region.

Priority 4: Developing volunteer driver programs

Many people in outlying areas are without transit service. To provide cost-efficient service to the largest population, transit agencies typically provide more frequent service in urban areas. What happens when an individual living in outlying rural areas can no longer drive? How do they get to medical appointments and other resources?

One option is a volunteer driver program. Volunteers escort clients to their appointments and offer support and encouragement. Often they provide the link to a better life by helping them to access the resources that can help them out of poverty or resolve a medical need. Beverly Foundation is an example of an established volunteer driver program. Beverly Foundation offers online resources for volunteer driver programs on their website at www.beverlyfoundation.org.

It is recommended that the CTSA, COG, and SSTAC research resources available to fund volunteer driver programs, and to seek potential agencies to administer a volunteer driver program.

Priority 5: The growing older-adult population

In the year 2020, 10,000 persons will turn age 65 every day in the United States (Community Transportation, Summer 2006). More older-adults means an increase in persons with disabilities, and more demand for high quality-services such as special needs transportation. One option is to keep older-adults driving safely for as long as possible. As a person ages, they undergo subtle physical changes that center on vision, hearing, and general stamina. Impaired hearing constitutes a clear and present danger to drivers of all ages, and it can quickly combine with diminished concentration and lengthened reaction times that put others in harm's way. Driver wellness and training programs could be offered to older-adults, helping them to continue driving safely.

AARP offers a driver safety course for drivers age 50 and older. This course is currently available in a classroom setting in Fresno County and cost \$10.00 per course. 55-Alive is another program that teaches seniors to drive safely.

The CHSTP recommendation is for the CTSA, COG, and SSTAC to contact senior advocacy groups, senior centers, and retirement homes regarding sponsoring driver safety and wellness programs for seniors in our region. The COG should assist agencies or organizations in seeking funding resources to develop local driver and wellness training programs.

Priority 6: 511 Information System

511 is the national telephone number for traveler information. With 511, travelers can access accurate information about local highway and public transportation options, including carpool and vanpool ride matching services, anytime and anywhere in the United States. With the passage of the Safe, Accountable, Flexible, Efficient, Transportation Act: A Legacy for User (SAFETEA-LU), President George Bush and the Congress has made it a goal to have a nationwide 511 information system in place by the second half of 2010.

The eight counties making up the Central Valley are one of the last areas in the Western United States that does not have a 511, or Traveler Information System in place. Currently, Fresno COG staff is working with the remaining Valley COGs, Caltrans, and the Sacramento Council of Government (SACOG) to implement a 'baseline' 511 system in the San Joaquin Valley. A 'baseline' system is being pursued because this would allow Valley COGs to establish very basic traveler information services at the lowest cost. It should be noted that the 'baseline' 511 telephone system does not provide any services for Fresno County transit users and agencies. However, should there be an interest, they can be added and the respective transit agency will be responsible for any of the costs incurred in running the phone line to that agency.



The 'baseline' 511 system proposed for the San Joaquin Valley only provides access to statewide highway conditions on a wireless or cellular telephone system. Access to transit information is not included in the 'baseline' 511 system because there would be additional costs that would need to be borne by the respective transportation agency. At the time that the 'baseline' 511 system was defined, interest or funding was not available to justify inclusion in the project.

There are many benefits to a 511 system for the transportation community. A 511 system offers the transportation community a better way to serve its customers. Traveler Information Systems help balance today's multi-modal transportation systems. A 511 system can inform travelers of alternate routes during an incident, report weather conditions, divulge transportation-related information and much more.

Specific benefits of a 511 Traveler Information System for transit users include centralized telephonic and online access to transit-related information, a much more user-friendly experience for the user, and much more information in one place. Additional benefits for users include much easier access to information because instead of having to remember the contact information of several different providers, the user will only need to remember one three digit number to access all transit information for Fresno County. Benefits to transit agencies include

the realization of marketing economies of scale, a much broader reach in terms of the people who can access the information, increased customer service levels, and possibly the realization of operational efficiencies.

The CHSTP recommendation is that the eight Valley COGs, decision-makers, and transportation providers implement a more comprehensive 511 system for Fresno County than the proposed 'baseline' system. It is further recommended the Fresno COG and transit providers find short-term and long-term funding mechanisms that would enable a comprehensive 511 information system to be built for Fresno County, the San Joaquin Valley and the State of California.

Priority 7: Improve coordination by expanding agency participation in the CTSA

The CTSA offers shared training resources and driver training programs. These resources are available to human-service agencies and transit providers. The COG offers technical grant writing review and assistance for FTA programs to CTSA participants.

The CHSTP recommendation is that the CTSA, COG, and SSTAC contact local area transit providers and human-service agencies and invite them to participate in the training programs. It is further recommended to continually recruit new SSTAC members who are involved in transit-related activities.

Priority 8: Shared use of vehicles

A primary goal in SAFETEA-LU is shared usage of vehicles. In most regions this is a difficult issue. A transportation provider in another region loaned a vehicle to another agency. The driver failed to properly tie-down the wheelchair and the passenger and wheelchair fell over causing injury. The agency that loaned the vehicle was sued. An alternative is to loan a vehicle and a driver that is properly trained on the equipment. However, with the increasing demand on specialized transportation, there are not enough vehicles or drivers to loan.

In order to coordinate transportation services, there must be a liability indemnification for a provider that eliminates possible legal action caused from coordination efforts.

It is recommended that the CTSA and other local agencies work in conjunction with transit advocacy groups such as the American Public Transit Association, California Transit Association, CalAct, United We Ride, and the Long Range Strategic Plan on Aging Transportation Task Team to advocate for policies to address legal ramification for those involved in coordination efforts under the guidance of SAFETEA-LU.

Priority 9: Reduce operating costs

Cooperative purchasing programs could help reduce operating costs for transit providers. The CTSA in Fresno County uses a "Card-Lock" fueling system. This has allowed them to reduce their fuel cost and maintain convenience. This type of cooperative purchasing could include contracts with other vendors for operating supplies such as tires and parts.

The CHSTP recommendation is that the CTSA, and transit providers strive to develop joint purchasing programs for items such as fuel, operating supplies, and other expenses related to vehicle operations.

Priority 10: Create transit friendly amenities

Studies show that older-adults may be more likely to take public transportation if they feel safe walking to a bus stop and travel information is easy to obtain. Improvements to facilities and amenities at transfer stations can provide a “user-friendly” environment for riders.

The CHSTP recommendation is for transit providers to identify special needs and incorporate these needs into capital improvements, and facility upgrades such as benches and bus shelters. Joint use and sponsorship of bus shelters should be considered to increase “user-friendly” transit stops throughout the county and reduce costs to individual agencies.

Priority 11: Increase public awareness of transit through outreach and marketing strategies

“A significant portion of non-emergency transportation is provided by community and public transportation. Thousands of individuals use transit to reach healthcare appointments” (*Community Transit, Summer 2006*). Informing the community on human-transportation and special transportation needs requires marketing and direct outreach to the community. FAX’s Short and Long-Range Transit Plans update will address marketing strategies for the fixed-route and demand-response system. Completion of this update is scheduled for the summer of 2008. A marketing plan should be developed from the consultant’s recommendations.

Possible strategies for increasing public awareness and outreach may include:

Transportation providers could contact medical offices within the community to discuss how they can work together to meet the community’s needs. Public transportation can improve a patient’s mobility, thus reducing costly emergency care.

Accurate service referral assistance to riders and case workers helps riders to choose a transportation mode that best meets their needs. Transportation referrals should be available on websites and by telephone contact. Transit information is also available at many shopping areas in the community.

Transit kiosks are another means of providing traveler information. BlueGo (www.bluego.org) is a coordinated public transportation system in the Lake Tahoe basin. BlueGo has internet kiosks strategically placed in 30 locations around the South Shore of Lake Tahoe for convenient access to general shuttle information, fares, maps, routes and schedules. The kiosks are also equipped with an ordering interface that enables riders to schedule On Demand casino shuttle services and door-to-door rides.

The CHSTP recommendation is that FAX implement marketing strategies addressed in the Short and Long-Range Transit Plan, if deemed feasible to meet, and research the possibility of implementing cooperative marketing strategies with other transit providers in the region. Transit providers should research the feasibility of establishing kiosks with internet capabilities at areas with high public attendance.

The CTSA, COG, and SSTAC should encourage transit providers and human-service agencies with internet websites to include web links to other transportation providers and services. Additionally, it is recommended that transit providers and human-service agencies maintain an updated community resource database for transit referrals.

Priority 12: Making easy connections

A centralized transfer point or transfer station for interregional services offers amenities to riders, such as access to information, pay phones, customer service, and restrooms. Under agreement, the county authorizes FAX the usage of the Downtown Transfer Center for riders conducting business in Fresno. FCRTA connects to downtown Fresno bus service at the Intermodal Facility.

The Downtown Intermodal Facility is conveniently located near Amtrak's rail terminal and a short distance to the Greyhound Bus Terminal.



The CHSTP recommendation is for the COG to examine intercity grants, such as Federal Transit Administration 5313(f) that connects rural areas to regional and local connections.

Priority 13: Increasing revenue resources

The core issue for any public or private transit provider is funding. Capital cost for vehicles, passenger amenities, facility improvements, operating equipment, and advanced technology require significant funding. The region benefits from federal and state programs for transit operations and capital. Competitive planning grants are available, but small urban areas find it difficult competing for funds with large metropolitan areas. Grants are available to rural areas with a population of less than 50,000, but urban areas with a population of 200,000 or less are not eligible for these grants. Small urban areas simply fall through the cracks.

It is recommended that CTSA and other local agencies enlist assistance from transit advocacy groups such as CalAct, United We Ride, and the American Public Transit Association to advocate for new and expanded resources to fund small urban area grants.

Priority 14: Transportation for those who can no longer drive

Everyone wants to continue driving as long as they can. However, there may come a time when a person must limit or stop driving, either temporarily or permanently. Do individuals in the area know how to get around without a car? What about older-adults relocating to an area that has limited public transportation? Identifying what public, private, and community transportation services are available can help individuals keep their independence.

It is recommended that the CTSA, COG, and SSTAC develop a procedure for distributing information to those who can no longer drive. Senior publications or local media may be utilized to fully inform older-adults about available transportation options. Develop a subcommittee of the SSTAC to attend local senior centers, meetings, organizations, and advocacy groups to provide information about public transit options. Future residents should be informed of limited transportation options in rural areas before they relocate. Include the Fresno County Board of Realtors, Fresno Builder's Exchange, and other land-related agencies in receiving information on limited transit options in rural areas.

Priority 15: Create “transit-ready” environments

Land-use patterns also have a major impact on the mobility of those requiring specialized transportation. Future land developments should be “transit ready” meaning that they should not only have sufficient density and walkability, but also a plan that considers the location and right-of-way for potential users (New Urban News October/November 2004).

COG is involved in a Regional Blueprint Planning process that will identify land uses and land use types supporting community goals related to the regional economy, environment, and social equity. Adoption of the San Joaquin Valley Blueprint Plan will be incorporated into local general plans, review policies, and the Regional Transportation Plan.

The CHSTP recommendation is that the COG should encourage local agencies to include San Joaquin Valley Blueprint strategies, such as Transit-Oriented Development (TOD) in their plans.

Priority 16: Resolving inter-jurisdictional transportation

An efficient coordination process must be established and maintained for identifying, reviewing, and resolving inter-jurisdictional transportation concerns in the region. The San Joaquin Valley Blueprint Plan will be completed in 2008. Performance measures and goals of the Blueprint Plan will be adopted into county and local government long-range planning documents and development review policies and standards.

It is recommended that the COG continue to actively participate in the planning processes of the region to ensure planning efforts are coordinated.

LONG-RANGE STRATEGIES (6-10 YEAR HORIZON)

Regulatory and fiscal restraints make coordination and funding efforts difficult for many of the long-range strategies addressed in this plan. Regulatory and fiscal changes cannot be done at a local level, but require legislative action. It is recommended that CTSA and other local agencies enlist assistance from transit advocacy groups such as CalAct, United We Ride, and the American Public Transit Association to advocate for policies to address issues and concerns that may require changes in regulatory constraints or require legislative action.

Priority 1: Consolidation of operations and service delivery into one system

The most comprehensive coordination strategies involve consolidation of operations and service delivery into one coordinated transportation system. A centralized dispatch system, or brokerage, provides better service within communities while connecting neighborhoods to other destinations. The system allows people to make simple connections to more places than is currently possible.

A case example of a centralized dispatch system is Access Services (<http://www.asila.org>), the designated CTSA for Los Angeles County. Access Services was created by Los Angeles County's public transit agencies to administer and manage delivery of regional ADA paratransit service. Access Services was established by forty-four public fixed-route transit operators in Los Angeles County. Access Services is responsible for paratransit brokerage, dispatch and scheduling, training management, contract monitoring, customer information services, as well as other activities related to operation of a paratransit system.

The CHSTP recommends that the CTSA, COG, SSTAC, transit providers, human-service providers, and human service agencies research the feasibility of developing a centralized dispatch system that will reduce duplication of scheduling, dispatching, and reporting requirements. Implementation will require transportation providers to develop a system that meets the approval of all agencies involved.

Priority 2: Shared maintenance facilities

Many small transit providers do not have a maintenance facility and purchase vehicle maintenance service from local businesses. Shared maintenance facilities could reduce the cost of service and facility investments. A case example is the Fresno County Economic Opportunities Commission (FCEOC). FCEOC maintains its fleet of 141 vehicles, while only providing service to one vehicle from another agency. FCEOC has recently expanded their maintenance facility and would be able to increase the number of vehicles it services.

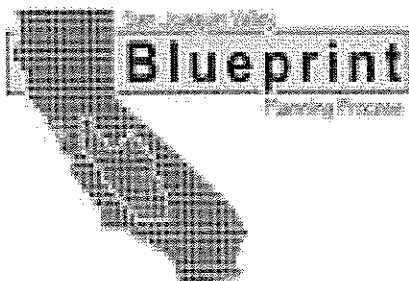
It is recommended that the CTSA, COG, SSTAC, and transit providers research the feasibility of FCEOC and FAX providing routine maintenance and repairs on vehicles from other transit fleets. This would require expansion of FAX's maintenance facility to accommodate additional vehicles.

Priority 3: A ride for everyone

In areas with limited public transportation, there may be transportation available but transit providers are only allowed to transport passengers that meet their rider criteria. For example, where there is no fixed-route service, a senior transportation provider may frequently get requests from individuals that are not seniors for rides.

It is recommended that the CTSA, COG, SSTAC, and service providers enlist the aid of CalACT or similar transit advocacy agencies to convey this information to transportation leaders.

Priority 4: Investing in infrastructure



State and local needs must be considered in development and implementation of multi-modal transportation projects. Two goals of the Regional Blueprint Planning Program are to “reduce costs and time needed to deliver transportation projects through informed early public and resource agency involvement” and “improve mobility through a combination of strategies and investments to accommodate growth in transportation demand and reductions in current levels of congestion.” Through collaboration, local agencies can cross local and regional boundaries.

The CHSTP recommendation is for the COG to review the implementation of the San Joaquin Valley Blueprint Plan for project delivery and infrastructure changes that address growing needs.

CONCLUSION

Mobility strategies begin with an understanding and commitment among local community leaders, elected officials, and transportation managers that meeting the needs of older-adults and persons with special needs is critical. Increased mobility increases independence and improves the quality of life for all citizens. The first step to coordination is “cooperation.” Cooperation means two or more agencies working together toward a common end. Many transportation providers in the community are already informally cooperating. Some, like the CTSA and SSTAC, are members of committees established by the COG as the designated Metropolitan Planning Agency. Careful planning can allow a community to meet the regulatory, budgetary, and service needs of each participating agency, while improving client and community needs. The investment of time and thought at state, local, and regional levels may result in a lower cost of individual trips, and provide more trips to more places. By working together, we can improve the transportation system and delivery services to our community members. For any plan to work there must be flexibility to respond to constant change. Successful coordination efforts are those that remain focused and maintain momentum in ever-changing environments. A circumstance can change and require a whole new transportation plan. The COG is committed to being an active partner along with the CTPA, the SSTAC, transit providers, and human-service agencies to implement coordination strategies addressed in this plan.

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APPENDIX A – PLAN DEVELOPMENT METHODOLOGY

PLAN DEVELOPMENT METHODOLOGY The Coordinated Human Transportation Plan (CHSTP) should be developed with input from public, private, non-profit, transit and human-service providers, and the general public. How this input is obtained depends on availability of time, staff, funding, and other resources. Commonly used strategies for engaging the public include:

- Community planning sessions
- Self-Assessment tools based on the United We Ride Framework for Action
- Surveys
- A detailed study and analysis of community transportation needs and services

The CHSTP must include the following elements at a level consistent with available resources:

- An assessment of available service providers (public, private, non-profit, and human-service based).
- An assessment of transportation needs for individuals with disabilities, older-adults, and people with low incomes.
- Strategies and/or activities to close service gaps.
- Priorities for implementation based on resources, time, and feasibility for implementing specific strategies/activities as identified.

The Planning Process

The Council of Fresno County Governments (COG) is the lead agency for development of this plan. SAFETEA-LU requires that this plan be “developed through a process that includes representatives of public, private, non-profit transportation and human-service providers, and the general public.” COG enlisted the Fresno County Social Services Transportation Advisory Council (SSTAC) for assistance in the development of this plan.

Data Collection

COG began the CHSTP development process by identifying organizations that might provide transportation services. These agencies included:

Adult Day Health Care	Nursing Homes
Assisted Living Homes	Public Transit Agencies
Bus Charters	Residential Care Homes
Churches	Retirement Homes
Disabled Services	Schools
Home Health Care Providers	Social Service Agencies
Hospitals	Taxis
Limo Services	Tribal Services

Two-hundred and twenty-five human-service agencies and organizations were contacted, either by e-mail or direct mailing, and asked to complete a program profile survey (Appendix B). Of the 25 responses received, less than one-half provided transportation for their clients (44%). These agencies used a combination of their own vehicles and local transportation providers for this service. The

remaining 14 respondents provided no transportation. Those that provide transportation were asked if they would participate in the development of this plan.

In order to prioritize projects, we chose to model our planning methodology on the Framework for Action. The Framework for Action is a comprehensive evaluation and planning tool to help state and community leaders and agencies involved in human service transportation and transit services, along with their stakeholders, improve or start coordinated transportation systems. Assessment and planning was completed in two meetings.

A comprehensive survey containing twenty six multiple choice questions was sent to over 250 people on the SSTAC list. The survey contained a series of core elements that made up a fully coordinated transportation system for a community. Under each element, participants were asked diagnostic questions, and using a set of “decision helpers” were asked to assess how much effort was needed to become more fully coordinated. The sections making up the survey included:

- Section 1: Making Things Happen by Working Together
- Section 2: Taking Stock of Community Needs and Moving Forward
- Section 3: Putting Customers First
- Section 4: Adapting Funding for Greater Mobility
- Section 5: Moving People Efficiently

Once individual assessments were completed, group partners shared their findings, notes, and solutions for improvement. The conversation explored questions such as where are we doing well? Where do we need to do much better? What does it take to get to the next level? This discussion helped to increase people’s understanding of the big picture as well as to identify progress and problem areas.

Once the group had discussed the survey results, the next step was to take action focusing on the areas where the group agreed it needed to do better and to develop strategies and steps for moving forward. This goal then became the community’s Framework for Action, bringing focus and strategy to the efforts of the group.

COG and SSTAC chose to hold a working group meeting to secure participation from community organizations and service providers. An agenda (Appendix E) was distributed prior to the working group meeting, which identified:

- Purpose and reason for developing a coordinated transportation plan
- An assessment of local services, needs, and gaps in service
- Establishing regional goals and objectives

Information collected from this working group session is incorporated into Appendix F of this plan.

APPENDIX B – PROGRAM PROFILE SURVEY

Transportation Provider Name: _____

Business Address: _____

Contact Name: _____

Email Address: _____

Reporting Period _____ to _____

Types of Services Provided (check all that apply):

- ☐ Fixed Route
- ☐ Deviated Fixed Route
- ☐ Subscription
- ☐ Van Pool
- ☐ Other _____

Clients Served (check all that apply):

- ☐ Elders
- ☐ Disabled
- ☐ General Public
- ☐ Other: _____

Purpose of Trips (check all that apply):

- ☐ Medical
- ☐ Personal
- ☐ Employment
- ☐ Other: _____

Funding Sources (check all that apply):

- ☐ Public (5311)
- ☐ Human Service (5310)
- ☐ Urban Transit (5307)
- ☐ Other: _____

For the Reporting Period:

No. of Vehicle Miles: _____

No. of One-Way Passenger Trips: _____

No. of Vehicle Hours: _____

Types of Vehicles (ie., 10 pass. Van.)	Quantity	Vehicle Capacity	Percent of Time Spent in County	One-Way Passenger Trips

Do you charge fares? (Yes or No) _____. If yes, please describe fare structure:

HUMAN SERVICE PROVIDER INVENTORY

SECTION A

Provider Name: _____

Contact Last Name: _____ First Name: _____ Mid. Init. _____

Mailing Address (Line 1): _____

Mailing Address (Line 2): _____

City: _____

Zip: _____

Email Address: _____

Phone Number: _____

Fax Number: _____

Provide a description of your agency. _____

Please check all the services you provide:

- | | |
|---|--|
| ☐ Developmental Services | ☐ Job Training |
| ☐ Management | ☐ Mental Health Services |
| ☐ Developmental Services Preschool | ☐ Mental Health Case Management |
| ☐ Group Home | ☐ Senior Center |
| ☐ Headstart | ☐ Senior Nutrition |
| ☐ Headstart Homebase | ☐ Sheltered Workshop |
| ☐ Headstart Other | ☐ Other: |

Reporting Period _____ To _____

No. of Participants		Forecasted No. of Participants in 5 years	
TRANSPORTATION PROVIDED BY AGENCY			
Transportation Provided By Your Agency? (Yes or No)		No. of Vehicles	
Vehicle Miles		One-Way Passenger Trips *	
TRANSPORTATION PROVIDED BY CONTRACTOR			
Vehicle Miles		One-Way Passenger Trips *	

* Reminder: A round trip counts as 2 one-way passenger trips

APPENDIX C – SOCIAL SERVICES TRANSPORTATION PROVIDERS

The following agencies and organizations provide human transportation in Fresno County. This list was compiled from information gathered in a program profile survey and is not totally inclusive of all transportation providers in the region.

ASSISTED LIVING/CARE HOMES/CLINICS/REHABILITATION CENTERS	
Empowerment Institute	Vocational and social habitation/rehabilitation services to ethnic minorities with developmental disabilities.
Central California Educational Opportunity Center (CCEOC)	Assist individuals to access higher learning through help in completing enrollment and financial aid applications to various campuses throughout the Central Valley.
EOC Sanctuary Transitional Learning Center	24 bed facility provides residential and case management services to homeless young adults between the ages of 16 and 24.
VA CCHCS	Veteran's Administration Central California Health Care System...a VA medical facility serving veterans throughout Central California
Central Valley Indian Health, Inc.,	Indian health clinic serves all Indian people in Fresno, Madera, and Kings Counties. Approximately 7,000 active patients with 5,000 in Fresno County. Approximately 20% of all patients are seen as non-Indian.

COMMUNITY CHURCHES	
Neighborhood and community churches provide transportation to their members on an as-needed basis.	
Glory Bound World Outreach Ministry	Community Faith-based organization

NON-PROFIT TRANSPORTATION PROVIDERS	
Fresno County Economic Opportunities Commission - Transit Systems	FCEOC is a Community Action Agency that operates a CTSA transit system program that provides transportation to the elderly, disabled, youth, and other clients.

PRIVATE TRANSPORTATION	
Comfort Med Trans, Inc.,	Provides transportation to the physically disabled throughout Fresno County.

PUBLIC TRANSIT	
Fresno Area Express (FAX)	Fresno Area Express (FAX) fixed-route system operates Monday through Friday 5:30 a.m. - 10:00 p.m. and Weekends 6:30 a.m. - 7:00 p.m. This service logs 352,400 miles per month, providing approximately 984,000 passenger trips. <i>(COG 2005/2006 Transit Productivity Evaluation)</i> . This service is funded through FTA 5307 and Transportation Development Act funds.
Fresno Area Express (FAX) Demand Response - Handy Ride	Fresno Area Express (FAX) also provides paratransit service to mobility-impaired through its contract with MV Transportation for lift-equipped Demand Response service. This service is for mobility-impaired of all ages in the FAX service area, and operates at the same time (or concurrently) as the fixed-route system: Monday through Friday 5:30 a.m. - 10:00 p.m. and Weekends 6:30 a.m. - 7:00 p.m. Demand Response vehicles travel approximately 81,878 miles per month, providing 17,158 passenger trips. <i>(COG 2005/2006 Transit Productivity Evaluation)</i> . This service is funded through FTA 5307 and Transportation Development Act funds.
Clovis Transit (Stageline)	Clovis Transit (Stageline) fixed-route system operates Monday through Friday 6:00 a.m. - 6:30 p.m. This service logs 23,143 miles per month, providing approximately 11,635 passenger trips.
Clovis Transit (Round-Up)	Clovis Transit (Round-Up) also provides paratransit service. This service is for mobility-impaired of all ages in the Clovis service area, with trips into the Fresno area, and operates at the same time (or concurrently) as the fixed-route system: Monday through Friday 6:00 a.m. - 6:30 p.m. Demand Response vehicles travel approximately 22,410 miles per month, providing 3,794 passenger trips. <i>(COG 2005/2006 Transit Productivity Evaluation)</i> .
Fresno County Rural Transit Agency (FCRTA)	The Fresno County Rural Transit Agency is the primary provider of public transit services in the rural areas of Fresno County. FCRTA provides fixed-route and demand response services to the 13 incorporated cities as well as inter-city connections to the City of Fresno. This service logs 64,800 miles per month, providing approximately 33,450 passenger trips. <i>(COG 2005/2006 Transit Productivity Evaluation)</i> .

APPENDIX D – PLANNING AND FUNDING SOURCES

This plan meets the requirements of the Safe, Accountable, Flexible, and Efficient Equity ACT of 2003 (SAFETEA-LU) and enables participating agencies to submit funding requests for projects that meet the regional transportation needs of their communities.

Planning Under SAFETEA-LU

SAFETEA-LU is a six-year transportation reauthorization bill that authorizes funds for fiscal years 2004 through 2009. The Federal Transit Administration (FTA) requires projects funded from 2007 appropriations for the following programs be developed through a regional planning process. Council of Fresno County Governments has developed this coordinated human services and public transit transportation plan to be a framework for administering those funds and encouraging coordinated planning.

49 U.S.C. Section 5307 – Urbanized Area Formula: Makes federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Census.

49 U.S.C. Section 5310 – Elderly Individuals and Individuals with Disabilities Program: Provides formula funding to states for assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities when transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each state's share of population for these groups of people. Funds are obligated based on the annual program of projects included in a statewide grant application.

49 U.S.C. Section 5311 – Rural Formula Program: Provides formula funding to states for the purpose of supporting public transportation in areas of less than 50,000 in population. It is apportioned in proportion to each state's non-urbanized population. Funding may be used for capital, operating, state administration, and project administration expenses. Each state prepares an annual program of projects, which must provide for fair and equitable distribution of funds within the states, including Indian reservations, and must provide for maximum feasible coordination with transportation services assisted by other federal sources.

49 U.S.C. Section 5316 – Job Access and Reverse Commute (JARC): The purpose of this grant program is to develop transportation services designed to transport welfare recipients and low income individuals to and from jobs and to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities. Emphasis is placed on projects that use mass transportation services.

49 U.S.C. Section 5317 – New Freedom Program: This new program will provide formula funding for new transportation services and public transportation alternatives beyond those required by ADA to assist persons with disabilities.

APPENDIX E – WORKING GROUP MEETING AGENDA

AGENDA

COUNCIL OF FRESNO COUNTY GOVERNMENTS (COG) AND THE FRESNO COUNTY SOCIAL SERVICES TRANSPORTATION COUNCIL (SSTAC)

COORDINATED HUMAN TRANSPORTATION PLAN WORKING GROUP MEETING

August 29, 2007

1:30 PM

I) Welcome – Todd Sobrado/COG

II) Introductions – Todd Sobrado/COG

III) Purpose and Reason for Coordinated Transportation Plan – Todd Sobrado/COG

a) Making Things Happen by Working Together

1. What is coordinated transportation?
2. Who is providing service now?
3. What is being coordinated now?

IV) Regional Assessment – Todd Sobrado and Jeff Long/COG

a) Taking Stock of Community Needs

1. What are the current gaps in service?

b) Putting Customers First

1. How can we break down barriers?
2. What improvements can be made to the existing coordination among agencies?
3. What coordination efforts are feasible to implement?
4. What would stakeholders like to see included in the plan?
5. What are the transportation needs for individuals with disabilities, older-adults, and people with low income?

V) Goals and Objectives - Todd Sobrado and Jeff Long/COG

a) Adapting Funding for Great Mobility

1. Avoid duplicated service
2. Share resources

b) Moving People Efficiently

1. Fill service gaps
2. Improve service
3. More mobility

VI) Questions and Answers - All

VII) Adjourn – Jeff Long/COG

APPENDIX F – MINUTES OF WORKING GROUP MEETING

COORDINATED HUMAN SERVICES TRANSPORTATION PLAN WORKING GROUP MEETING

2035 Tulare Street , Suite 201
Fresno, CA 93721
August 29, 2007
1:30 PM

(NOTE: These notes are not intended to serve as a transcript or verbatim record of the proceedings of the Working Group, but rather as a record of the meeting time, place, attendance, and the order and general nature of the discussion, deliberations, and actions taken, if any.)

The following people were present:

NAME	AGENCY
Jeff Long	Fresno COG/FAX
Todd Sobrado	Fresno COG
Jeff Webster	Fresno County Rural Transit
John Downs	FAX
Judith Nishi	FAX
Angie Offenburger	Kings County Public Transit
Carlos Duarte	FAX
Gary Joseph	Fresno EOC
Ken Gkereke	Caltrans
John Cinatl	Caltrans
Marla Day	Fresno COG
Phyllis Stogbauer	Workforce Connection
Brenda Lauchner	Fresno COG

The meeting started promptly at 1:30 with introductions around the room with participants stating their name, responsibility, and the agency that they represented. Once this was done, Todd Sobrado proceeded to give a ten to twelve minute overview the JARC Plan and what the goal was with the meeting. At the conclusion of the introductory period, participants were asked if there were any questions and none were raised at that time.

Discussion then proceeded into the content of the survey that stakeholders were asked to complete. Participants were read each question and asked to comment on the validity of the survey results. In some cases, it was felt that responses were justified. In others, it was felt that they were not. Conversation then ensued as to why or why not a particular response was justified. It was during this process that Fresno COG staff was able to obtain a great deal of useful information.

In the first meeting, it took three hours to complete six of the twenty six questions. Upon the conclusion of the meeting, the group scheduled a follow up meeting for September 19, 2007 to finish reviewing the JARC questionnaire.

COORDINATED HUMAN SERVICES TRANSPORTATION PLAN WORKING GROUP MEETING

2035 Tulare Street, Suite 201
Fresno, CA 93721
September 19, 2007
1:30 PM

(NOTE: These notes are not intended to serve as a transcript or verbatim record of the proceedings of the Working Group, but rather as a record of the meeting time, place, attendance, and the order and general nature of the discussion, deliberations, and actions taken, if any.)

The following people were present:

NAME	AGENCY
Jeff Long	Fresno COG/FAX
Todd Sobrado	Fresno COG
Jeff Webster	Fresno County Rural Transit
John Downs	FAX
Judith Nishi	FAX
Ron Hughes	Kings County Public Transit
Gary Joseph	Fresno BOC
Marla Day	Fresno COG
Phyllis Stogbauer	Workforce Connection
Brenda Lauchner	Fresno COG

Most everybody who was present at the August 27, 2007 was also present at this meeting. The exception was Ron Hughes, who had sent somebody to attend on his behalf in his absence.

This meeting was planned in order to complete the tasks started in the first meeting in the latter part of August. This meeting went much quicker in that nineteen survey questions were reviewed and discussed whereas six were covered in the August meeting within the same amount of time.

A great deal of discussion took place between meeting participants about the survey results. The reason that the meeting went so much faster than the August 27 meeting was because the information was presented in a much more direct and streamlined manner. In this meeting, much less time was spent explaining survey results compared with the first meeting.

Generally speaking, project stakeholders agreed with comments from survey respondents about eighty percent of the time. Those times when respondents did not agree was when they were asked about a service that they did not know exist. For example, survey respondents would answer that there was a large need for a particular service when in fact those services are already being provided. When this takes place, it indicates that there is a marketing problem in that the public is not being made aware of services that are available to them.

The results of the Human Services Transportation Program were prioritized based upon the perceived need for that service by survey respondents. The survey for the Human Services Transportation Program asked respondents to rate the need for each survey. The answers were assigned points based upon the answer provided and totaled. The service with the greatest number of points was assigned the highest priority.

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Press Release

Annual study shows traffic congestion worsening in cities large and small

COLLEGE STATION, TX — Traffic congestion continues to worsen in American cities of all sizes, creating a \$78 billion annual drain on the U.S. economy in the form of 4.2 billion lost hours and 2.9 billion gallons of wasted fuel—that's 105 million weeks of vacation and 58 fully-loaded supertankers.

These are among the key findings of the Texas Transportation Institute's *2007 Urban Mobility Report*. Improvements to the methodology used to measure congestion nationwide have produced the most detailed picture yet of a problem that is growing worse in all 437 of the nation's urban areas. The current report is based on 2005 figures, the most recent year for which complete data was available.

"There is no 'magic' technology or solution on the horizon because there is no single cause of congestion," noted study co-author Tim Lomax, a research engineer at TTI. "The good news is that there are multiple strategies involving traffic operations and public transit available right now that if applied together, can lessen this problem."

The 2007 mobility report notes that congestion causes the average peak period traveler to spend an extra 38 hours of travel time and consume an additional 26 gallons of fuel, amounting to a cost of \$710 per traveler. Along with expanding the estimates of the effect of congestion to all 437 U.S. urban areas, the study provides detailed information for 85 specific urban areas. The report also focuses on the problems presented by "irregular events"—crashes, stalled vehicles, work zones, weather problems and special events—that cause unreliable travel times and contribute significantly to the overall congestion problem. Worsening congestion, the study notes, is reflected in several ways:

- Trips take longer
- Congestion affects more of the day
- Congestion affects weekend travel and rural areas
- Congestion affects more personal trips and freight shipments
- Trip travel times increasingly are unreliable

Researchers spent two years revising the methodology using additional sources of traffic information, providing more—and higher quality—data on which to base the current study.

The report identifies multiple solutions to the congestion problem that, researchers say, must be used together to be effective. These include:

- Get as much service as possible from existing infrastructure
- Add road and transit system capacity in critical corridors
- Relieve chokepoints
- Change usage patterns
- Provide choices
- Diversify the development patterns
- Keep expectations realistic

"Congestion is a far more complex problem than is apparent at first glance," Lomax said. "The better the data we use to define the problem, the more successful we will be in addressing its root causes."



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Performance Measure Summary

There are several inventory and performance measures listed in the pages of this Urban Area Report for the years from 1982 to 2005. There is no single performance measure that experts agree "says it all." The best comparison of congestion levels and trends is done between regions of similar size, over several years, and with a few measures of congestion aspects. Examining a few measures over many years reduces the chance that data variations or the estimating procedures may have caused a "spike" in any single year. A few key points should be recognized by users of the Urban Mobility Report data.

Use the Trends – The multi-year performance measures are better indicators, in most cases, than any single year. (*5 years is 5 times better than 1 year*).

Use several measures – Each performance measure illustrates a different element of congestion. (*The view is more interesting from the top of a few measures*).

Compare to similar regions – Congestion analyses that compare areas with similar characteristics (for example population, growth rate, road and public transportation system design) are usually more insightful than comparisons of different regions. (*Los Angeles is not Peoria*).

Compare ranking changes and performance measure values – In some performance measures a small change in the value may cause a significant change in rank from one year to the next. This is the case when there are several regions with nearly the same value. (*15 hours is only 1 hour more than 14 hours*).

Consider the scope of improvement options – Any improvement project in a corridor within most of the regions will only have a modest effect on the regional congestion level. (*To have an effect on areawide congestion, there must be significant change in the system or service*).

Comparison of Several Key Mobility Performance Measures Medium Group – 500,000 to 1 million population urban areas

Urban Area	Delay per Traveler	Travel Time Index	Total Delay	1982 to 2005	
				Delay per Traveler	Total Delay
Jacksonville, FL	H+	H+	H+	F	F+
Nashville-Davidson, TN	H+	0	H+	0	F+
Salt Lake City, UT	0	H	H	0	F+
Raleigh-Durham, NC	H+	H	H+	F+	F+
Richmond, VA	L-	L-	0	S-	S
Louisville, KY-IN	H+	H+	H+	F+	F+
Hartford, CT	L-	L-	L	S	S-
Bridgeport-Stamford, CT-NY	H	H+	H+	F	F+
Charlotte, NC-SC	H+	H+	H+	F+	F+
Austin, TX	H+	H+	H+	F+	F+
Oklahoma City, OK	L-	L-	L	S	S-
Tulsa, OK	L-	L-	L	S-	S-
Tucson, AZ	H+	H+	H+	0	F+
Dayton, OH	L-	L-	L-	S-	S-
Honolulu, HI	L	H+	L	S-	S-
Birmingham, AL	H+	0	H	F+	F+
El Paso, TX-NM	L	0	L	F	S-
Rochester, NY	L-	L-	L-	S-	S-
Springfield, MA-CT	L-	L-	L-	S-	S-
Omaha, NE-IA	L	0	L	0	S-
Sarasota-Bradenton, FL	L	H	L	S-	S-
Allentown-Bethlehem, PA-NJ	L-	L	L-	S-	S-
Akron, OH	L-	L-	L-	S-	S-
Fresno, CA	L-	L	L-	S-	S-
Grand Rapids, MI	L	L-	L-	0	S-
Oxnard-Ventura, CA	H+	H+	0	F+	F+
Albuquerque, NM	H+	0	0	F	S
New Haven, CT	L-	L-	L-	S-	S-
Albany-Schenectady, NY	L-	L-	L-	S-	S-
Toledo, OH-MI	L-	L-	L-	S-	S-

0 – Average congestion levels or average congestion growth

H Higher congestion; H+ Much higher congestion; F Faster congestion growth; F+ Much faster growth

L Lower congestion; L- Much lower congestion; S Slower congestion growth; S- Much slower growth

Performance Measures and Definition of Terms

Travel Time Index – A measure of congestion that focuses on each trip and each mile of travel. The ratio of travel time in the peak period to travel time in free-flow. A value of 1.30 indicates a 20-minute free-flow trip takes 26 minutes in the peak.

Peak Travelers – Number of travelers (using any travel mode) who begin a trip during the morning or evening peak travel periods (6 to 9 a.m. and 4 to 7 p.m.).

Annual Delay per Traveler – A yearly sum of all the per-trip delays. This measure illustrates the effect of the per-mile congestion as well as the length of each trip. The extra time required to travel in the peak period is divided by the number of travelers who begin a trip during the peak period (6 to 9 a.m. and 4 to 7 p.m.).

Total Delay – The overall size of the congestion problem. Measured by the total travel time above that needed to complete a trip at free-flow speeds. The ranking of total delay usually follows the population ranking (larger regions usually have more delay).

Free-Flow Speeds (60 mph on freeways and 35 mph on arterials) – These values are used as the national comparison thresholds. Other speed values may be appropriate for urban areas or sub-regions.

Excess Fuel Consumed – Increased fuel consumption due to travel in congested conditions rather than free-flow conditions.

Public Transportation – Regular route service from all public transportation providers in an urban area.

Operations Treatments – Freeway incident management, freeway ramp metering, arterial street signal coordination and arterial street access management.

Congestion Cost – Value of travel delay for 2005 (estimated at \$14.60 per hour of person travel and \$77.10 per hour of truck time) and excess fuel consumption (estimated using state average cost per gallon).

Annual Increase Needed to Maintain Constant Congestion Level – Number of lane-miles that must be added to the road system each year – or – the number of new transit riders or carpoolers that must be added to keep congestion levels the same as the previous year.

Urban Area – The developed area (population density more than 1,000 persons per square mile) within a metropolitan region. The urban area boundaries change frequently (every year for most growing areas). The annual change in miles traveled, therefore, includes both new travel due to growth and travel that previously occurred in areas designated as rural.

Number of Rush Hours – Time when system might have congestion

Key Mobility Performance Measure Labels

Note: Designation of an urban area congestion problem as "Much higher", "Much faster growth", etc. is determined using a general indicator of the accuracy of the congestion estimates. For regions with the same indicator label, there may be no difference in congestion levels. Different values are used for the indicators in regions over 1 million population and below 1 million population.

Measures	Differences Within These Values May Not Indicate a Difference in Congestion Level	
	Above 1M Population	Below 1M Population
2005 Values		
Delay per Traveler -	5 Hours	3 Hours
Travel Time Index -	5 Index Points	3 Index Points
Total Delay -	5 Hours x Average Population	3 Hours x Average Population
1982 to 2005 Trends		
Delay per Traveler -	5 Hours	3 Hours
Total Delay -	5 Hours x Average Population	3 Hours x Average Population

The Mobility Data for Fresno, CA

Inventory Measures	2005	2004	2003	2002	2001	2000
Urban Area Information						
Population (1000s)	615	605	595	585	560	560
Rank	62	63	61	61	63	62
Urban Area (square miles)	195	195	195	190	190	185
Popn Density (persons/sq mile)	3,154	3,103	3,051	3,079	2,947	3,027
Peak Travelers (1000s)	334	327	320	311	293	290
Freeway						
Daily Vehicle-Miles of Travel (1000s)	3,865	3,645	3,280	3,215	2,520	2,550
Lane Miles	290	290	265	260	205	200
Arterial Streets						
Daily Vehicle-Miles of Travel (1000s)	6,470	6,440	6,540	6,510	6,400	6,505
Lane Miles	1,415	1,400	1,395	1,355	1,340	1,325
Public Transportation						
Annual Psgr-Miles of Travel (millions)	32	32	38	38	47	43
Annual Unlinked Psgr Trips (millions)	11	11	11	12	13	13
Cost Components						
Value of Time (\$/hour)	14.60	14.10	13.75	13.45	13.25	12.85
Commercial Cost (\$/hour)	77.10	74.60	72.65	71.05	69.95	68.00
Fuel Cost (\$/gallon)	2.62	2.28	1.78	1.66	1.93	1.72
System Performance						
Congested Travel (% of peak VMT)	37	36	36	36	37	39
Congested System (% of lane-miles)	37	37	38	37	37	38
Congested Time (number of "Rush Hours")	5.4	5.2	5.2	5.2	5.2	5.6
Annual Increase Needed To Maintain Constant Congestion Level:						
Lane-Miles	46	60	61	70	51	63
Transit Riders or Carpoolers (millions)	10	13	12	15	10	13
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	4,151	3,921	3,955	3,990	3,739	4,257
Rank	65	63	64	63	64	59
Fuel per Peak Traveler (gallons)	12	12	12	13	13	15
Rank	61	62	54	54	56	46
Annual Delay						
Total Delay (1000s of person-hours)	6,625	6,306	6,383	6,542	6,253	7,047
Rank	64	63	63	63	63	58
Delay per Peak Traveler (person-hrs)	20	19	20	21	21	24
Rank	56	59	57	55	54	47
Delay due to Incidents (percent)	55	55	55	55	54	55
Travel Time Index	1.12	1.12	1.12	1.13	1.13	1.15
Rank	55	54	56	54	53	44
Congestion Cost						
Total Cost (\$ millions)	127	116	113	112	107	117
Rank	63	63	62	60	62	55
Cost per Peak Traveler (\$)	381	355	352	360	364	404
Rank	56	57	55	54	54	45

Note: System Performance statistics for 2000 through 2005 data reflect the effects of operational treatments.

Note: Zeroes in the table reflect values less than 0.5.

The Mobility Data for Fresno, CA, Continued

Inventory Measures	1999	1998	1997	1996	1995	1994
Urban Area Information						
Population (1000s)	550	545	540	530	525	515
Rank	63	62	62	63	63	64
Urban Area (square miles)	185	185	180	175	170	170
Popn Density (persons/sq mile)	2,973	2,946	3,000	3,029	3,088	3,029
Peak Travelers (1000s)	281	275	269	261	255	247
Freeway						
Daily Vehicle-Miles of Travel (1000s)	2,200	2,025	1,915	1,895	1,885	1,740
Lane Miles	180	170	170	165	165	165
Arterial Streets						
Daily Vehicle-Miles of Travel (1000s)	6,250	6,180	5,940	5,700	5,505	5,480
Lane Miles	1,315	1,305	1,285	1,275	1,270	1,245
Public Transportation						
Annual Psgr-Miles of Travel (millions)	42	38	36	31	30	25
Annual Unlinked Psgr Trips (millions)	11	10	10	9	9	8
Cost Components						
Value of Time (\$/hour)	12.40	12.15	12.00	11.70	11.40	11.05
Commercial Cost (\$/hour)	65.80	64.35	63.40	61.95	60.20	58.50
Fuel Cost (\$/gallon)	1.59	1.27	1.40	1.21	1.27	1.16
System Performance						
Congested Travel (% of peak VMT)	38	38	33	32	31	29
Congested System (% of lane-miles)	38	38	34	34	34	33
Congested Time (number of "Rush Hours")	5.2	5.2	4.6	4.6	4.4	4.0
Annual Increase Needed To Maintain Constant Congestion Level:						
Lane-Miles	48	41	32	27	23	20
Transit Riders or Carpoolers (millions)	9	8	6	5	4	4
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	4,113	3,751	3,066	2,860	2,641	2,397
Rank	59	61	62	62	61	62
Fuel per Peak Traveler (gallons)	15	14	11	11	10	10
Rank	51	51	60	59	60	56
Annual Delay						
Total Delay (1000s of person-hours)	6,881	6,241	5,099	4,742	4,359	4,080
Rank	60	59	62	62	62	62
Delay per Peak Traveler (person-hrs)	24	23	19	18	17	17
Rank	46	50	59	60	57	57
Delay due to Incidents (percent)	55	54	54	54	54	53
Travel Time Index	1.15	1.14	1.12	1.11	1.11	1.10
Rank	46	45	53	53	52	52
Congestion Cost						
Total Cost (\$ millions)	110	97	79	72	65	58
Rank	55	57	60	61	60	60
Cost per Peak Traveler (\$)	392	354	295	274	253	236
Rank	44	48	56	56	55	56

Note: System Performance statistics for 2000 through 2005 data reflect the effects of operational treatments.

Note: Zeroes in the table reflect values less than 0.5.

The Mobility Data for Fresno, CA, Continued

Inventory Measures	1993	1992	1991	1990	1989	1988
Urban Area Information						
Population (1000s)	500	490	475	460	450	430
Rank	64	64	65	65	65	67
Urban Area (square miles)	165	160	150	145	135	130
Popn Density (persons/sq mile)	3,030	3,063	3,167	3,172	3,333	3,308
Peak Travelers (1000s)	237	229	219	210	203	193
Freeway						
Daily Vehicle-Miles of Travel (1000s)	1,710	1,690	1,625	1,580	1,500	1,395
Lane Miles	160	160	155	155	155	155
Arterial Streets						
Daily Vehicle-Miles of Travel (1000s)	5,440	5,350	5,295	5,250	5,220	5,130
Lane Miles	1,230	1,225	1,225	1,225	1,225	1,205
Public Transportation						
Annual Psgr-Miles of Travel (millions)	27	26	29	28	33	28
Annual Unlinked Psgr Trips (millions)	8	9	9	9	9	8
Cost Components						
Value of Time (\$/hour)	10.75	10.50	10.25	10.00	9.25	8.80
Commercial Cost (\$/hour)	57.05	55.40	53.80	51.60	48.95	46.70
Fuel Cost (\$/gallon)	1.23	1.28	1.11	1.14	1.14	1.05
System Performance						
Congested Travel (% of peak VMT)	30	26	26	25	24	20
Congested System (% of lane-miles)	33	28	28	28	28	24
Congested Time (number of "Rush Hours")	4.2	4.0	4.0	3.8	3.6	3.2
Annual Increase Needed To Maintain Constant Congestion Level:						
Lane-Miles	26	222	32	34	41	44
Transit Riders or Carpoolers (millions)	5	39	5	6	7	7
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	2,398	2,117	2,018	1,945	1,824	1,522
Rank	62	62	59	58	56	60
Fuel per Peak Traveler (gallons)	10	9	9	9	9	8
Rank	53	52	48	48	48	48
Annual Delay						
Total Delay (1000s of person-hours)	4,057	3,675	3,489	3,399	3,193	2,681
Rank	61	61	57	57	55	59
Delay per Peak Traveler (person-hrs)	17	16	16	16	16	14
Rank	53	52	47	47	43	45
Delay due to Incidents (percent)	53	53	53	53	53	53
Travel Time Index	1.10	1.09	1.09	1.08	1.08	1.07
Rank	47	49	50	51	48	50
Congestion Cost						
Total Cost (\$ millions)	57	50	46	43	38	30
Rank	57	57	56	54	54	55
Cost per Peak Traveler (\$)	238	217	208	207	187	156
Rank	50	49	46	46	40	45

Note: System Performance statistics for 2000 through 2005 data reflect the effects of operational treatments.

Note: Zeroes in the table reflect values less than 0.5.

The Mobility Data for Fresno, CA, Continued

Inventory Measures	1987	1986	1985	1984	1983	1982
Urban Area Information						
Population (1000s)	410	400	385	370	360	345
Rank	68	68	67	67	67	68
Urban Area (square miles)	130	125	120	110	105	100
Popn Density (persons/sq mile)	3,154	3,200	3,208	3,364	3,429	3,450
Peak Travelers (1000s)	182	177	169	161	156	147
Freeway						
Daily Vehicle-Miles of Travel (1000s)	1,370	1,385	1,335	1,270	1,150	1,100
Lane Miles	155	155	155	150	145	140
Arterial Streets						
Daily Vehicle-Miles of Travel (1000s)	1,980	4,800	4,715	4,550	4,410	4,245
Lane Miles	1,180	1,160	1,150	1,145	1,130	1,110
Public Transportation						
Annual Psgr-Miles of Travel (millions)	29	29	28	25	25	25
Annual Unlinked Psgr Trips (millions)	9	9	9	8	8	8
Cost Components						
Value of Time (\$/hour)	8.50	8.20	8.00	7.75	7.45	7.20
Commercial Cost (\$/hour)	44.85	43.30	42.50	41.05	39.35	38.10
Fuel Cost (\$/gallon)	1.05	1.03	1.35	1.36	1.39	1.46
System Performance						
Congested Travel (% of peak VMT)	11	17	16	16	16	15
Congested System (% of lane-miles)	19	19	18	18	18	18
Congested Time (number of "Rush Hours")	2.3	3.0	3.0	2.9	2.9	2.8
Annual Increase Needed To Maintain Constant Congestion Level:						
Lane-Miles	-119	--	--	--	--	--
Transit Riders or Carpoolers (millions)	-10	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	373	1,237	1,073	1,085	999	947
Rank	77	60	59	57	57	53
Fuel per Peak Traveler (gallons)	2	7	6	7	6	6
Rank	81	47	47	40	40	37
Annual Delay						
Total Delay (1000s of person-hours)	641	2,247	1,873	1,973	1,799	1,705
Rank	77	56	57	54	51	50
Delay per Peak Traveler (person-hrs)	4	13	11	12	12	12
Rank	80	43	45	39	37	34
Delay due to Incidents (percent)	54	53	53	53	53	53
Travel Time Index	1.03	1.06	1.05	1.05	1.05	1.05
Rank	70	50	51	47	45	44
Congestion Cost						
Total Cost (\$ millions)	7	23	20	20	17	16
Rank	76	56	55	53	51	50
Cost per Peak Traveler (\$)	38	133	116	124	112	109
Rank	79	42	44	37	35	33

Note: System Performance statistics for 2000 through 2005 data reflect the effects of operational treatments.

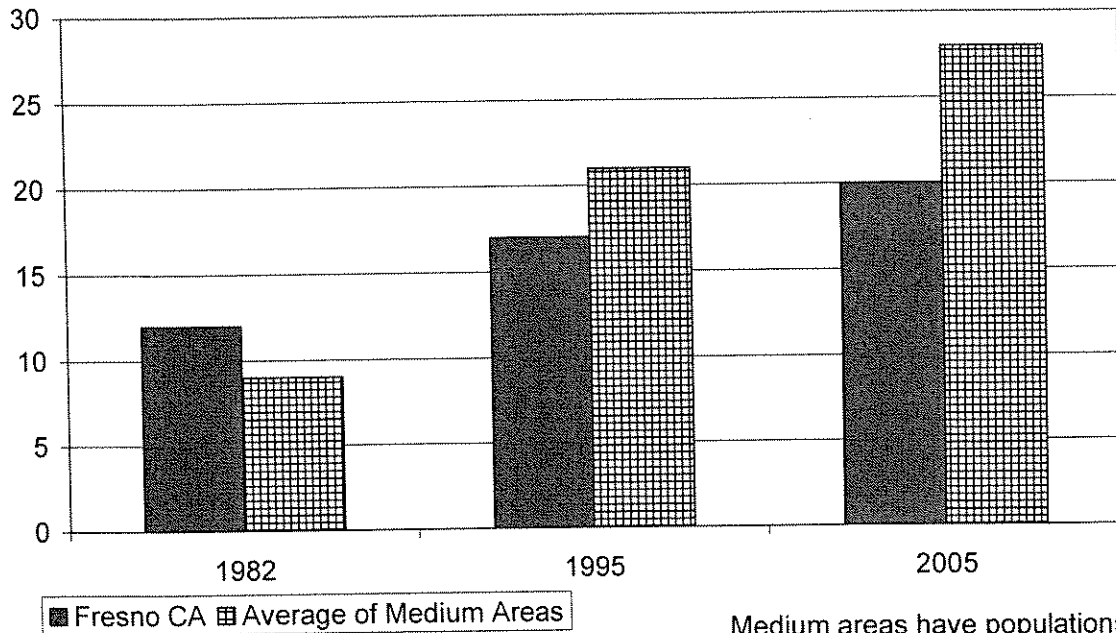
Note: Zeroes in the table reflect values less than 0.5.

Benefits From Public Transportation Service and Operations Strategies for Fresno, CA

Operations Strategies	2005	2004	2003	2002	2001	2000
Freeway Ramp Metering						
Percent of Roadway Miles	81	81	89	90	92	83
Annual Delay Reduction (1000 hours)	11	11	5	9	8	11
Freeway Incident Management						
Cameras						
Percent of Roadway Miles	54	54	59	57	66	60
Service Patrols						
Percent of Roadway Miles	36	36	40	41	45	43
Annual Delay Reduction (1000 hours)	57	54	54	55	43	82
Arterial Signal Coordination						
Percent of Roadway Miles	59	60	62	63	65	67
Annual Delay Reduction (1000 hours)	32	30	32	42	44	51
Arterial Access Management						
Percent of Roadway Miles	45	45	45	47	47	46
Annual Delay Reduction (1000 hours)	363	348	393	305	289	437
HOV Lanes						
Daily Passenger-miles of Travel (1000s)	--	--	--	--	--	--
HOV User Delay Savings	--	--	--	--	--	--
Total Effect of Operations Treatments						
Annual Delay Reduction (1000 hours)	464	443	484	411	384	582
Annual Delay Saved per Peak Traveler (hours)	1	1	2	1	1	2
Annual Congestion Cost Savings (\$million)	8.9	8.1	8.5	7.0	6.5	9.6
Travel Time Index with Strategies	1.124	1.119	1.124	1.126	1.129	1.145
Travel Time Index (Base)	1.131	1.126	1.131	1.133	1.135	1.155
Public Transportation Service						
Existing Service						
Annual Passenger-miles of Travel (million)	32	32	38	38	47	43
Unlinked Passenger Trips (million)	11	11	11	12	13	13
Travel Time Index (combined road and transit)	1.121	1.117	1.121	1.123	1.125	1.142
Condition if Public Transportation Service were Discontinued						
Travel Time Index	1.134	1.130	1.135	1.137	1.140	1.161
Annual Delay Increase (1000 hours)	259	270	300	317	344	421
Annual Delay Increase per Peak Traveler (hours)	1	1	1	1	1	1
Annual Congestion Cost Increase (\$million)	4.9	4.9	5.3	5.4	5.9	6.9

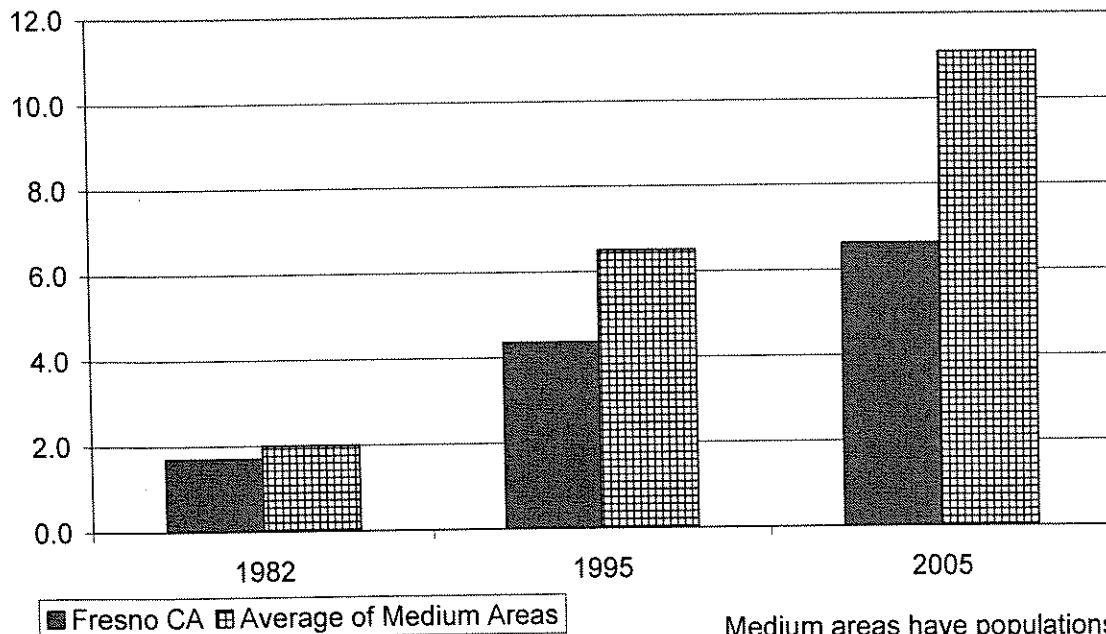
Growth in Delay per Peak Traveler

Hours of Delay



Annual Hours of Delay (million)

Growth in Total Delay



**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF FINANCIAL ASSISTANCE**

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**Infill Incentive Grant Program -- Proposition 1C**

October 15, 2007

The Infill Incentive Grant Program was established by SB 86 of 2007, with funding from Proposition 1C, the Housing and Emergency Shelter Trust Fund Act of 2006. The program provides grants for infrastructure improvements necessary to facilitate new infill housing development. Approximately \$240 million is available for award by June, 2008 through a competitive application process.

Eligible Activities

Program funds may be used for infrastructure improvements necessary to develop housing in urbanized infill areas, as well as for improvements necessary for specific residential or mixed use infill development projects. Both areas and projects must have either been previously developed or be largely surrounded by development. Specific eligible improvements include:

- Development or rehabilitation of parks or open space
- Water, sewer or other utility service improvements
- Streets, roads, parking structures, transit linkages, transit shelters
- Traffic mitigation features
- Sidewalks and streetscape improvements

Eligible Applicants

- City, county, housing authority, redevelopment agency with jurisdiction over area
- Nonprofit or for-profit developer of a specific project
- Business improvement districts, as joint applicants with eligible public agencies

Threshold Application Requirements

- Location in a jurisdiction with a housing element deemed in compliance by HCD
- Inclusion of not less than 15% affordable units
- Development at density levels described in housing element law (Government Code Section 65583.2)
- Location in an urbanized area, and one designated for residential or mixed-use development by the local general plan or similar document

Competitive Application Scoring Criteria

- Project readiness
- Affordability of the housing supported by infrastructure
- Proximity to transit, parks, employment centers, etc.
- Consistency with regional blueprint or other similar regional plan
- Density exceeding the minimum threshold requirement.



Legislation Summary November

[illegible]

<u>AB 633</u> Galgiani	Grade separation projects.	2nd Policy ████████████████████	5
<u>AB 867</u> Davis	Traffic analysis zones.	2nd Fiscal ████████████████████	5
<u>AB 878</u> Davis	Service authority: registration and service fees.	Vetoed ████████████████████	6
<u>AB 901</u> Nunez	Transportation: Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.	2nd Fiscal ████████████████████	7
<u>AB 945</u> Carter	Transportation needs assessment.	Vetoed ████████████████████	7
<u>AB 981</u> Ma	Vehicles: abatement of abandoned vehicles: costs recovery.	2nd Policy ████████████████████	8
<u>AB 995</u> Nava	Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006: trade corridors.	2nd Floor ████████████████████	8
<u>AB 997</u> Arambuia	Infill capital outlay project and planning grants and loans.	2 Year ████████████████████	9
<u>AB 1019</u> Blakeslee	Land use: annexation: housing.	Chartered ████████████████████	9
<u>AB 1053</u> Nunez	Regional Planning, Housing, and Infill Incentive Account: programs.	Chartered ████████████████████	10

AB 1055 Blakeslee	Environment: mitigation: Highway 99.	Chaptered [REDACTED]	10
AB 1129 Arambula	Rural regional affordable housing trust.	2 Year [REDACTED]	11
AB 1170 Krekorian	State mandates.	2nd Fiscal [REDACTED]	11
AB 1209 Karnette	State Air Resources Board: emission reduction projects and measures.	2nd Fiscal [REDACTED]	12
AB 1221 Ma	Transit village developments: tax increment financing.	2nd Policy [REDACTED]	13
AB 1227 Gaines	Lake Tahoe Water Trail.	2nd Fiscal [REDACTED]	14
AB 1252 Caballero	Statewide Park Development and Community Revitalization Act of 2007.	2nd Floor [REDACTED]	14
AB 1253 Caballero	Water: Salinas Valley State Prison wastewater treatment plant.	Chaptered [REDACTED]	15
AB 1350 Nunez	Transportation bond funds.	2nd Fiscal [REDACTED]	16
AB 1351 Levine	Transportation: state-local partnerships.	2nd Fiscal [REDACTED]	16
AB 1358 Leno	Planning: circulation element: transportation.	2nd Floor [REDACTED]	17

AB 1455 Arambula	California Air Quality Zones.	2nd Fiscal ████████████████████	18
AB 1612 Nava	Vehicles: hazardous materials: permits.	Chaptered ████████████████████	18
AB 1672 Nunez	California Transportation Commission.	Chaptered ████████████████████	18
AB 1742 Committee on Environmental Safety and Toxic Materi	State Water Pollution Control Revolving Fund: administrative costs.	Chaptered ████████████████████	18
ACA 4 Villines	Reapportionment.	1st Fiscal ████████████████████	19
ACR 12 Parra	Agriculture: frost damage.	1st Policy ████████████████████	19
SB 9 Lowenthal	Trade corridor improvement: transportation project selection.	2nd Fiscal ████████████████████	20
SB 16 Florez	Local agency finance: limited obligation bonds.	Chaptered ████████████████████	20
SB 19 Lowenthal	Trade corridors: projects to reduce emissions: Goods Movement Emission Reduction Program.	2nd Fiscal ████████████████████	21
SB 23 Cogdill	Air Pollution Control District: high polluter vehicles.	Chaptered ████████████████████	21

<u>SB 45</u> Perata	Private postsecondary education.	Chaptered	22
<u>SB 46</u> Perata	Housing and Emergency Shelter Trust Fund Act of 2006: Regional Planning, Housing, and Infill Incentive Account.	2nd Fiscal	22
<u>SB 59</u> Cogdill	Reliable Water Supply Bond Act of 2008.	2 Year	23
<u>SB 86</u> Committee on Budget and Fiscal Review	State government.	Chaptered	23
<u>SB 88</u> Committee on Budget and Fiscal Review	Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006: Implementation.	Chaptered	24
<u>SB 97</u> Dutton	CEQA: greenhouse gas emissions.	Chaptered	25
<u>SB 114</u> Florez	Disaster relief.	Chaptered	25
<u>SB 116</u> Maldonado	Unemployment compensation benefits: freezing weather.	Chaptered	26
<u>SB 167</u> Negrete McLeod	General plans: planning grants and incentives.	2 Year	26

<u>SB 184</u> Alquist	Transportation projects.	Chaptered ████████████████████	27
<u>SB 240</u> Florez	San Joaquin Valley Unified Air Pollution Control District.	2nd Fiscal ████████████████████	28
<u>SB 286</u> Lowenthal	Transportation bonds: implementation.	2nd Fiscal ████████████████████	28
<u>SB 303</u> Ducheny	Local government: land use planning.	2nd Policy ████████████████████	29
<u>SB 375</u> Steinberg	Transportation planning: travel demand models: sustainable communities strategy: environmental review.	2nd Fiscal ████████████████████	29
<u>SB 445</u> Torlakson	Road User Task Force.	2nd Policy ████████████████████	30
<u>SB 650</u> Migden	Labor representatives: elections.	Vetoed ████████████████████	30
<u>SB 716</u> Perata	Transit operators.	2nd Fiscal ████████████████████	31
<u>SB 717</u> Perata	Transportation Investment Fund.	Chaptered ████████████████████	31
<u>SB 719</u> Machado	San Joaquin Valley Unified Air Pollution Control District: district board membership.	Chaptered ████████████████████	32

<u>SB 732</u> Steinberg	Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006.	2nd Floor [REDACTED]	32
<u>SB 748</u> Corbett	Transportation: state-local partnerships.	2nd Fiscal [REDACTED]	33
<u>SB 803</u> Lowenthal	Transportation enhancement funds: community conservation corps.	Vetoed [REDACTED]	33
<u>SB 947</u> Hollingsworth	California Environmental Quality Act: consultation: transportation facilities.	2nd Policy [REDACTED]	34
<u>SB 974</u> Lowenthal	Ports: congestion relief: air pollution mitigation: regulatory fee.	2nd Floor [REDACTED]	35
Total Position Forms: 63			



Legislation Summary November

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
AB 27 Parra	California Partnership for the San Joaquin Valley. Existing law authorizes 2 or more public agencies, including any federal department, state or local agency, to enter into an agreement for the purpose of exercising any power common to the contracting parties for specified purposes, including, acquiring or constructing specified public facilities and improvements. This bill would, from January 1, 2009, to January 1, 2020, create the California Partnership for the San Joaquin Valley, composed of the heads of specified state agencies and departments, local government members and private sector members, subject to specified criteria, to coordinate and improve existing local, state, and federal efforts for the valley to increase the living standards and the overall economic performance of the valley. This bill contains other related provisions.	05/02/2007-Failed Deadline pursuant to Rule 61(a)(2). Last location was J., E.D. & E. 01/08/08 9 a.m. - Room 447 ASM JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY	Watch	
AB 31 De Leon	Statewide Park Development and Community Revitalization Act of 2007. The Urban Park Act of 2006 (act) requires the Department of Parks and Recreation (department) to establish a local assistance program to offer grants, on a competitive basis, to various local entities and nonprofit organizations, as defined, for the acquisition or development, or both, of urban parks and recreational areas and facilities. Heavily urbanized counties are authorized to apply for these grants. This bill would change the name of the act to the Statewide Park Development and Community Revitalization Act of 2007. A city, regional park district, district, joint powers authority, or county, in addition to specified nonprofit organizations, would be authorized to apply for local assistance program grants. The term "critically underserved community" would replace the term "heavily urbanized county" for purposes of the act and would be defined to include a community with less than 3 acres of usable	09/10/2007-Re-referred to Com. on RLS.	Watch	

	parkland per 1,000 residents or is a disadvantaged community, as defined, and can demonstrate to the Department of Parks and Recreation that the community has insufficient or no park and recreation facilities. The bill would revise the criteria for awarding grants, and require the department on or before April 1, 2009, to adopt guidelines to amplify or clarify the grant criteria or develop a procedural guide for the administration of the act and the guidance of applicants. The department would be required to offer technical assistance to all applicants and potential applicants for both grant preparation and project development to encourage full participation in the grant program. This bill contains other related provisions.			
<u>AB 57</u> Soto	Highways: federal funds: Safe Routes to School. Existing law authorizes certain state and local entities to secure and expend federal funds appropriated under the federal Highway Safety Act of 1973 for a number of programs relating to projects for the improvement of highway safety and the reduction of traffic congestion. This bill would instead authorize those state and local entities to secure and expend federal funds appropriated under the federal act known as SAFETEA-LU for programs relating to highway safety improvements that can reduce the number of fatal and serious injury accidents, as specified. The bill would declare the Legislature's intent that these federal funds be allocated in approximately equal amounts between state highways and local roads. This bill contains other related provisions and other existing laws.	10/14/2007-Chaptered by Secretary of State - Chapter 673, Statutes of 2007.	Watch	
<u>AB 169</u> Levine	Joint powers authorities: Indian tribes. Existing law authorizes 2 or more public agencies, by agreement, to jointly exercise common powers. Existing law defines public agencies for this purpose. This bill would provide that 16 federally recognized Indian tribal governments may participate in the Southern California Association of Governments, a joint powers authority, for specified purposes and subject to specified conditions in the 6-county region of the Southern California Association of Governments.	07/11/2007-In committee: Hearing postponed by committee. (Refers to 6/19/2007 hearing)	Watch	CALCOG-support
<u>AB 193</u> Committee on Budget	Transportation revenues. Existing law, pursuant to Chapter 173 of the Statutes of 2007, creates the Transportation Debt Service Fund and the	10/08/2007-Chaptered by the Secretary of State, Chapter Number 313, Statutes of 2007	Watch	LEAGUE OF CITIES-support

	Mass Transportation Fund, among other things, for the purpose of using transportation revenues for the payment of debt service on transportation bonds and to reimburse the General Fund for past debt service payments on transportation bonds and for certain payments required to be made by the General Fund to transportation funds governed by Article XIX B of the California Constitution. In that regard, certain transportation revenues are transferred to those funds by Chapter 173 of the Statutes of 2007, and the sum of \$339,289,345 from the Transportation Debt Service Fund is appropriated for the purpose of paying debt service in the 2007-08 fiscal year on specified bond measures. This bill would delete the above-described appropriation and instead authorize the Director of Finance to reimburse the General Fund for up to \$339,289,345 from the Transportation Debt Service Fund for the purpose of offsetting the cost of debt service in the 2007-08 fiscal year on specified bond measures. The bill would also authorize the Director of Finance to reimburse the General Fund for \$200,000,000 from the Transportation Debt Service Fund for the purpose of offsetting the cost of debt service payments made in prior fiscal years on transportation-related bond expenditures and for \$82,678,000 in the 2007-08 fiscal year from the Mass Transportation Fund for the purpose of offsetting payments made by the General Fund to transportation funds governed by Article XIX B of the California Constitution. This bill contains other related provisions and other existing laws.			CSAC-watch
AB 196 Committee on Budget	Transportation bond funds: cities and counties. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, general election, authorizes the issuance of general obligation bonds for various transportation purposes, including \$2,000,000,000 for local streets and roads. Chapter 181 of the Statutes of 2007 enacts implementing provisions relative to the bond funds available for this purpose. This bill would require the Controller to allocate the \$950,000,000 appropriated in the 2007-08 fiscal year from Proposition 1B bond funds for local streets and roads to counties in the amount of \$400,000,000 and cities in the amount of \$550,000,000. The bill would make other related	10/08/2007-Chaptered by the Secretary of State, Chapter Number 314, Statutes of 2007	Watch	LEAGUE OF CITIES-support CSAC-support

	changes to the provisions enacted by Chapter 181 of the Statutes of 2007. This bill contains other related provisions.			
AB 468 Ruskin	Vehicles: abatement of abandoned vehicles. Existing law authorizes a county satisfying specified conditions to establish a service authority for the abatement of abandoned vehicles and to impose a \$1 vehicle registration fee for the abatement of abandoned vehicles. The fees imposed and the moneys received by the service authority from the Abandoned Vehicle Trust Fund, a continuously appropriated fund, can only be used for the abatement, removal, and disposal of abandoned, wrecked, dismantled, or inoperative vehicles from private or public property. The service authority is authorized to adopt an ordinance establishing procedures for the abatement, removal, and disposal, as a public nuisance, of an abandoned, wrecked, dismantled, or inoperative vehicle and for the recovery of costs. This bill would authorize the service authority to use the fees imposed, as well as the moneys received from the Abandoned Vehicle Trust Fund, for the costs associated with the enforcement of the ordinance adopted by the service authority. The service authority would be prohibited from offsetting the costs of vehicles towed under authorities other than the ordinance adopted by the service authority or when the costs are recovered by another provision of law. The service authority would be authorized to carry forward unexpended money in a fiscal year to the following fiscal year for the abandoned vehicle abatement program upon agreement with its member agencies. The service authority would be authorized to carry out an abandoned vehicle abatement from public property after providing a notice specified by a local ordinance of the jurisdiction in which the abandoned vehicle is located and that notice has expired. This bill contains other related provisions and other existing laws.	10/10/2007-Chaptered by the Secretary of State, Chapter Number 389, Statutes of 2007	Support	KINGS COG-support RCRC-support CSAC-support
AB 534 Smyth	Crimes against children. Existing law makes it unlawful for any person to abuse children, as specified. This bill would make it a misdemeanor for any person to publish information, as defined, describing or depicting the physical appearance of a child, the location of a child, or locations where children may be found with the intent that another person use the information to commit a crime against a child and the	09/05/2007-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on RLS.	Watch	CALCOG-support

	information is likely to aid in the imminent commission of a crime against a child. This bill would also authorize the parent or legal guardian of a child about whom information is published to seek a preliminary injunction enjoining any further publication of that information. This bill contains other related provisions and other existing laws.			
AB 633 Galgiani	Grade separation projects. Existing law requires the Public Utilities Commission to develop and maintain a priority list of railroad-highway grade crossings determined to be most urgently in need of separation or alteration. Existing law requires each annual proposed budget prepared by the Department of Transportation to include \$15,000,000 for grade separation projects. Existing law requires the California Transportation Commission to allocate available funding to projects pursuant to the priority list prepared by the Public Utilities Commission, and requires certain matching funds to be provided from nonstate funds and by the affected railroad. Under existing law, an allocation may only be made to a local agency if it furnishes evidence that sufficient local funds will be made available as the grade separation project progresses. This bill would require the Public Utilities Commission and the Department of Transportation to issue a joint public report to the appropriate policy and fiscal committees of the Legislature no later than September 1, 2008. The bill would require the report to include, among other things, an evaluation of the grade separation project funding program and recommendations for establishing a hardship application process allowing for the adjustment or deferral of local financial participation in severe circumstances.	06/27/2007-In committee: Set, first hearing. Hearing canceled at the request of author.	Support	
AB 867 Davis	Traffic analysis zones. Existing law provides for the designation of regional transportation planning agencies in regions throughout the state with various transportation planning and other related responsibilities. Existing federal law provides for the designation of metropolitan planning organizations with various planning responsibilities, including certain transportation planning duties. Transportation planning activities of these entities, and in certain cases other entities such as county transportation commissions or authorities, include development of a regional transportation plan and a	08/30/2007-In committee: Set, first hearing. Held under submission.	Watch	

AB 878 Davis	regional transportation improvement program. This bill would require each metropolitan planning organization and each regional transportation planning agency, as applicable, serving an area with a population in excess of 300,000, in developing the regional transportation plan, to factor the mobility of low-income and minority residents into its computer analysis of traffic analysis zones (TAZs) used to estimate travel behavior and traffic generation as part of the transportation demand model, and to make a direct comparison between low-income and non-low-income TAZs and between minority and nonminority TAZs. The bill would require the results of the comparison to be published and made available to the public, and to be added as an addendum to the regional transportation plan. Because the bill would impose new requirements on local agencies, it would hereby impose a state-mandated local program. This bill contains other related provisions and other existing laws.			
Service authority: registration and service fees. Existing law, in addition to other fees imposed for the registration of a vehicle, imposes, upon the adoption of a resolution by a county, with certain exceptions, an additional fee of \$1, and an additional service fee of \$2 on all commercial motor vehicles, and continuously appropriates the moneys to fund local programs relating to vehicle theft crimes. A county that imposes the fee is required to issue a fiscal year-end report to the Controller summarizing certain required information. These provisions are to be repealed as of January 1, 2010. The bill would revise the amount of the additional vehicle registration fee for these purposes from \$1 to \$1 or \$2 and would require the same adoption procedure set forth above for an increase of the fee from \$1 to \$2. The ordinance or resolution imposing the fee increase would be required to be submitted to the department at least 6 months prior to the operative date of the fee increase. The fiscal year-end report would be required to include a detailed accounting of assessment funds received and expended in the prior fiscal year, including certain additional required information. This bill would extend the repeal date to January 1, 2013. By increasing the fee imposed and extending the repeal date, the bill would affect a continuous appropriation, thereby making an appropriation.	10/14/2007-Vetoed by the Governor	Watch	RCRC-support CSAC-support	

AB 901 Nunez	Transportation: Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B), authorizes \$19.925 billion of state general obligation bonds for specified purposes. The act requires that, among other things, \$3.6 billion of the proceeds from those bonds be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account for allocation to public transit operators and transportation planning agencies by formula. This bill would require the Department of Transportation to provide the Department of Finance and the Assembly and Senate budget committees by September 30 of each year with information describing the total amount of verified project funding needed in the budget year and the amount required by each agency seeking funding. The bill would also require the department, on a quarterly basis, to provide the Controller with instructions regarding funds to be allocated to each sponsoring entity and would require the Controller to allocate those funds accordingly. The bill would define "sponsoring entity" and "eligible project" for purposes of allocating these funds. The bill would require the California Transportation Commission to include information in its annual report to the Legislature regarding its activities relative to these funds. The bill would also impose specified auditing requirements and enact other related provisions.	08/23/2007-In committee: Hearing postponed by committee. (Refers to 8/20/2007 hearing)	Watch	
AB 945 Carter	Transportation needs assessment. Existing law creates the California Transportation Commission, with various duties and responsibilities relative to the programming and allocation of funds for transportation capital projects. Existing law requires the commission to submit, by December 15 of each year, an annual report to the Legislature summarizing the commission's prior-year decisions in allocating transportation capital funds and identifying timely and relevant transportation issues facing the state. This bill would require the commission, on an every-5-year basis, to develop an assessment of the unfunded costs of programmed state projects and federally earmarked projects in the state, as well as an assessment of available funding for transportation purposes and unmet transportation needs	10/11/2007-Vetoed by Governor	Watch	LEAGUE OF CITIES- support CSAC-support

	on a statewide basis. The bill would require the Department of Transportation to assist in conducting the assessment. The bill would require the commission to submit the first assessment report to the Legislature by March 1, 2009.			
<u>AB 981</u> Ma	Vehicles: abatement of abandoned vehicles: costs recovery. Existing law holds the registered owner of an abandoned vehicle responsible for the costs of abating and disposing of the vehicle, and any other past due fees and penalties. This bill would prohibit the Department of Motor Vehicles from renewing the registration of any vehicle owned by a registered owner of an abandoned vehicle for which there are unreimbursed outstanding costs when the public agency that abated or caused the abatement of the abandoned vehicle has given notice to the department of the outstanding costs. After deducting its administrative costs, the Department of Motor Vehicles would be required to transmit to the public agency the outstanding costs collected. This bill contains other related provisions and other existing laws.	09/07/2007-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on RLS.	Watch	
<u>AB 995</u> Nava	Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006: trade corridors. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. Existing law requires specified moneys in the fund to be deposited in the California Ports Infrastructure, Security, and Air Quality Improvement Account to be available upon appropriation by the Legislature, for certain purposes. The act requires \$1,000,000,000 from the account to be made available to the State Air Resources Board for emission reductions, not otherwise required by law or regulation, from activities related to the movement of freight along California's trade corridors. The act requires \$2,000,000,000 to be transferred to the Trade Corridors Improvement Fund for infrastructure improvements along designated trade corridors. This bill would provide that projects eligible for funding from the Trade Corridors Improvement Fund would receive priority if they meet specified requirements. The bill would require the California	09/06/2007-Withdrawn from committee. Ordered placed on third reading file.	Watch	

	Transportation Commission to coordinate with the state board for technical assistance in evaluating project applications.			
AB 997 Arambula	Infill capital outlay project and planning grants and loans. The Housing and Emergency Shelter Trust Fund Act of 2006 authorizes the issuance of bonds in the amount of \$2,850,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds are required to be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. The act establishes the Housing and Emergency Shelter Trust Fund of 2006 in the State Treasury, requires the sum of \$850,000,000 to be deposited in the Regional Planning, Housing, and Infill Incentive Account, which the act establishes in the fund, and makes the money in the account available, upon appropriation, for infill incentive grants for capital outlay related to infill housing development and other related infill development, and for brownfield cleanup that promotes infill housing development and other related infill development consistent with regional and local plans, subject to the conditions and criteria that the Legislature may provide in statute. This bill would require the Department of Housing and Community Development to administer the account and would require specified amounts from the account to be available, upon appropriation, to fund grants to cities, counties, cities and counties, redevelopment agencies, incorporated mutual water companies, special districts, and nonprofit organizations for capital outlay projects that will serve development on land that meets a specified definition in existing law of "infill site." The bill would provide, until December 31, 2012, that the sum of \$150,000,000 would be available from the account to cities with a population of 30,000 persons or less. The bill would require the department to give preference in awarding grants under these provisions based on whether the proposed capital outlay project meets any of certain, listed criteria. This bill contains other related provisions and other existing laws.	05/02/2007-Failed Deadline pursuant to Rule 61(a)(2). Last location was H. & C.D.	Support	
AB 1019 Blakeslee	Land use: annexation: housing. The Cortese-Knox-Hertzberg Local Government	07/30/2007-Chaptered by Secretary of State - Chapter	Watch	CALCOG-support

	Reorganization Act of 2000 authorizes local governments to annex portions of territory to other local governments, as specified. This bill would authorize a similar mutually acceptable agreement on a revised determination of regional housing needs if an annexation of unincorporated land to a city occurs after the council of governments, or the department for areas with no council of governments, has made its final allocation. This bill contains other existing laws.	No. 165, Statutes of 2007	RCRC-support
AB 1053 Nunez	Regional Planning, Housing, and Infill Incentive Account: programs. The Housing and Emergency Shelter Trust Fund Act of 2006 authorizes the issuance of bonds in the amount of \$2,850,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds are required to be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. The act establishes the Housing and Emergency Shelter Trust Fund of 2006 in the State Treasury, requires the sum of \$850,000,000 to be deposited in the Regional Planning, Housing, and Infill Incentive Account, which the act establishes in the fund, and makes the moneys in the account available, upon appropriation, for infill incentive grants for capital outlay related to infill housing development and other related infill development, and for brownfield cleanup that promotes infill housing development and other related infill development consistent with regional and local plans, subject to the conditions and criteria that the Legislature may provide in statute. This bill would add to the definition of "eligible applicant" under the grant program a city, county, city and county, public housing authority, or redevelopment agency that has jurisdiction over a qualifying infill area and applies for funding jointly with an owners' association for a business or property improvement district that includes a qualifying infill area. This bill contains other existing laws.	10/14/2007-Chaptered by Secretary of State - Chapter 692, Statutes of 2007.	Watch RCRC-oppose
AB 1055 Blakeslee	Environment: mitigation: Highway 99. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 requires \$1,000,000,000 in specified bond funds, upon appropriation, to be made available to the Department of Transportation for	10/11/2007-Chaptered by the Secretary of State, Chapter Number 503, Statutes of 2007	Watch

	improvements to Highway 99. This bill would authorize the department to communicate, coordinate, and consult with the Resources Agency, Wildlife Conservation Board, Department of Fish and Game, Department of Conservation, and other appropriate federal, state, or local governments, to consider and implement mitigation requirements on a regional basis for the projects covered by that master environmental impact report. The bill would authorize the department to execute an agreement, memorandum of understanding, or other similar instrument to memorialize its understanding of any communication, coordination, or implementation activities with other state agencies for the purpose of meeting mitigation requirements on a regional basis. This bill contains other existing laws.			
AB 1129 Arambula	Rural regional affordable housing trust. The Housing and Emergency Shelter Trust Fund Act of 2006 authorizes the issuance of bonds in the amount of \$2,850,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds are required to be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. This bill would define a rural regional affordable housing trust as an entity of regional government that (1) is established as a joint powers authority; (2) has a voluntary membership consisting of not less than 2 rural counties, and the cities within those counties, and not less than 2 councils of governments serving the area of the 2 counties; (3) is established for the purpose of receiving and administering federal, state, local, and private financial resources made available to the trust to fund the development of affordable housing projects in jurisdictions that are members of the trust; and (4) has demonstrable, ongoing sources of dedicated revenue, including taxes, fees, loan repayments, and private contributions. This bill contains other related provisions.	05/02/2007-Failed Deadline pursuant to Rule 61(a)(2). Last location was H. & C.D.	Support	
AB 1170 Krekorian	State mandates. Under the California Constitution, whenever the Legislature or a state agency mandates a new program or higher level of service on any local government, including school districts, the state is required to provide a subvention of funds to reimburse the local government, with specified	08/30/2007-In committee: Set, first hearing. Held under submission.	Watch	

<u>AB 1209</u> Karnette	exceptions. Existing law establishes a procedure for local governmental agencies to file claims for reimbursement of these costs with the Commission on State Mandates. Under this procedure, the commission is required to hear and decide upon each claim for reimbursement and then determine the amount to be subvented for reimbursement, which the Controller shall pay to eligible claimants. The procedure also provides that a reimbursement claim for actual costs filed by a local agency or school district is subject to an audit by the Controller no later than 3 years after the date that the actual reimbursement claim is filed or last amended, whichever is later, but that, if no funds are appropriated or no payment is made to a claimant for the fiscal year for which the claim is filed, the audit shall be commenced no later than 3 years from the date of the initial payment of the claim. This bill would require the commission to issue a decision upon a local agency or school district test claim no later than 36 months after the date the claim is filed if the claim was filed on or after January 1, 2009, and no later than December 31, 2013. It would require the commission to include in a specified semiannual report to the Legislature a list of each test claim for which a decision was not issued within the 36-month period and an explanation of why it was not met. It also would, with respect to a reimbursement claim that is filed or last amended on or after January 1, 2009, and no later than December 31, 2013, delete the provision that authorizes the Controller to commence an audit no later than 3 years from the date of the initial payment of the claim if certain conditions exist.			
<u>State Air Resources Board: emission reduction projects and measures.</u> Existing law creates the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize \$19.925 billion of state general obligation bonds for specified purposes. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 requires \$3,100,000,000 of these funds to be deposited in the California Ports Infrastructure, Security, and Air Quality Improvement Account within the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006, and requires \$1,000,000,000 of these funds to be made		08/23/2007-In committee: Hearing postponed by committee. (Refers to 8/20/2007 hearing)	Support	CALCOG-support

	available, upon appropriation by the Legislature, to the State Air Resources Board for emissions reductions, not otherwise required by law or regulation, from activities related to the movement of freight along California's trade corridors. This bill would require the state board to develop guidelines meeting specified requirements for the allocation of the \$1,000,000,000 in funding. The bill would, upon appropriation by the Legislature, require the state board to allocate funds on a competitive basis to projects and measures that are shown to achieve the greatest emission reductions from activities related to freight movement along California's trade corridors. The projects and measures would be required to result in emission reductions not otherwise required by law or regulation in effect at the time the state board issues a notice of funding availability. The bill would specify that the funds only be used to implement strategies described in a required emissions reduction plan included in funding applications. The bill would require the state board to report annually to the appropriate fiscal and policy committees of the Legislature on the status of the projects and measures being funded. The bill would require the administrative costs of the state board to be paid in an appropriation in the annual Budget Act and limit those costs to \$15,000,000 for the duration of program funding.		
<u>AB 1221</u> Ma	Transit village developments: tax increment financing. Existing law authorizes a city or county to create a transit village plan for a transit village development district. Existing law requires a transit village plan to include all land within not less than 1/4 mile of the exterior boundary of the parcel on which is located a transit station, as defined, and to include any 5 of the specified demonstrable public benefits. Existing law also encourages local, regional, and state plans to direct new development close to transit stations by providing financial incentives to implement these plans. This bill would increase the area included in a transit village plan to include up to 1/2 mile of the exterior boundary of the parcel on which is located a transit station. This bill would also allow a city or county that prepares a transit village plan, with the agreement of every governmental entity that may receive property taxes within the transit village district and at least one governmental entity that owns and operates a transit station in the transit	06/27/2007-In committee: Set, first hearing. Hearing canceled at the request of author.	Watch CALCOG-support

	village district, regardless of whether it may collect property taxes , to engage in tax increment financing, as provided, to fulfill the goals of a transit development plan. The bill also allows a transit village plan and tax increment financing under the plan to address and provide for housing in the transit village district, subject to certain conditions.			
AB 1227 Gaines	Lake Tahoe Water Trail. Existing law establishes the jurisdiction of the California Tahoe Conservancy. The conservancy is authorized to select and acquire real property or interests in real property for the purposes of protecting the natural environment, providing public access or public recreational facilities, preserving wildlife habitat areas, or providing access to or management of acquired lands. This bill would enact the California Lake Tahoe Water Trail Act, which would designate the Lake Tahoe Water Trail in California to establish linkages between public access points to the waters of the Lake Tahoe Basin that are available for navigation by nonmotorized boats and beachable sailcraft. On or before January 1, 2010 , the California Tahoe Conservancy and the Department of Parks and Recreation would be required to develop the Lake Tahoe Water Trail Plan through a collaborative partnership with other interested persons, organizations, and agencies , and submit the plan to the Legislature.	08/30/2007-In committee: Set, first hearing. Held under submission.	Watch	
AB 1252 Caballero	Statewide Park Development and Community Revitalization Act of 2007. The Urban Park Act of 2006 (act) requires the Department of Parks and Recreation (department) to establish a local assistance program to offer grants, on a competitive basis, to various local entities and nonprofit organizations, as defined, for the acquisition or development, or both, of urban parks and recreational areas and facilities. Heavily urbanized counties are authorized to apply for these grants. This bill would change the name of the act to the Statewide Park Development and Community Revitalization Act of 2007. A city, regional park district, district, joint powers authority, or county, in addition to specified nonprofit organizations, would be authorized to apply for local assistance program grants. The term "critically underserved community" would replace the term "heavily urbanized county" for purposes of the act and would be defined to include a community with less than 3 acres of usable	09/10/2007-Withdrawn from committee. Ordered placed on third reading file. (Ayes 24. Noes 15. Page 2541.)	Watch	CALCOG-support

	parkland per 1,000 residents or is a disadvantaged community, as defined, and can demonstrate to the Department of Parks and Recreation that the community has insufficient or no park and recreation facilities. The bill would revise the criteria for awarding grants, and require the department on or before April 1, 2009, to adopt guidelines to amplify or clarify the grant criteria or develop a procedural guide for the administration of the act and the guidance of applicants. The department would be required to offer technical assistance to all applicants and potential applicants for both grant preparation and project development to encourage full participation in the grant program. This bill contains other related provisions.			
<u>AB 1253</u> Caballero	Water: Salinas Valley State Prison wastewater treatment plant. Under existing law, the State Water Resources Control Board and the California regional water quality control board prescribe waste discharge requirements for publicly owned treatment works and other dischargers in accordance with the federal Clean Water Act and the Porter-Cologne Water Quality Control Act. This bill would make legislative findings and declarations relating to the wastewater treatment situation in the City of Soledad and the Salinas Valley State Prison. The bill would authorize the Director of General Services to sell, lease, convey, or exchange at fair market value specified real property at the Salinas Valley State Prison containing the prison's wastewater treatment facility to the City of Soledad upon those terms and conditions and subject to those reservations and exceptions as the Director of General Services determines are in the best interests of the state. The bill would require that the Department of General Services be reimbursed for any costs or expenses incurred in the disposition of the specified real property. The bill would require the Director of General Services, in implementing these activities, to except and reserve to the state all mineral deposits, as defined, together with the right to prospect for, mine, and remove the deposits. The net proceeds of any moneys received from the disposition of the property would be paid into the Deficit Recovery Bond Retirement Sinking Fund Subaccount, a continuously appropriated fund. By increasing the amount transferred into a continuously appropriated fund, this bill would make	10/14/2007-Chaptered by Secretary of State - Chapter 695, Statutes of 2007.	Watch	

	an appropriation. This bill contains other related provisions and other existing laws.			
<u>AB 1350</u> Nunez	Transportation bond funds. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. Specified moneys in the fund are required to be deposited in the Transit System Safety, Security, and Disaster Response Account to be made available, upon appropriation by the Legislature, for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems. This bill would require these funds to be allocated to transit operators for eligible projects, as defined, based on various formulas, and would require funds to be allocated by the Office of Emergency Services in consultation with the Office of Homeland Security. An eligible applicant would be required to annually advise the Office of Emergency Services of the applicant's need for funding in the following fiscal year, and the office would submit a request to the Department of Finance and to the legislative budget committees in that regard. The bill would enact other related provisions .	08/23/2007-In committee: Hearing postponed by committee. (Refers to 8/20/2007 hearing)	Watch	
<u>AB 1351</u> Levine	Transportation: state-local partnerships. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. The act authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$1 billion for the State-Local Partnership Program, to be allocated by the California Transportation Commission to eligible transportation agencies, subject to appropriation by the Legislature. Existing law requires a dollar-for-dollar match of local funds for projects funded with these bond funds. This bill would make various findings regarding transportation infrastructure and funding in California and would state the purpose of the State-Local	08/30/2007-In committee: Set, first hearing. Held under submission.	Watch	RCRC-oppose

	Partnership Program. The bill would state the intent of the Legislature to appropriate \$200,000,000 for the program from bond funds in each of 5 fiscal years beginning in the 2010-11 fiscal year. The bill would define local funds under the program for purposes of the required dollar-for-dollar match as revenues from any locally imposed sales tax for transportation. The bill would require the commission to allocate the program funds to certain local public entities who apply to the program for funding of eligible projects, as defined, according to certain procedures and unspecified deadlines, but subject to reallocation to other projects if the applicant fails to meet various requirements for timely use of funds. The bill would require the commission to include in its annual report to the Legislature a summary of its activities related to the program, as specified. The bill would require the commission, in conjunction with the Department of Transportation, the State Air Resources Board, the Office of Emergency Services, and any other implementing entities , to report annually to the Legislature on the status of implementing the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.			
AB 1358 Leno	Planning: circulation element: transportation. Existing law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city with specified elements, including a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan. This bill would require, commencing January 1, 2010, that the legislative body of a city or county, upon any revision of the circulation element of the general plan, modify the circulation element to accommodate the safe and convenient travel of users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation , in a manner that is suitable to the rural, suburban, or urban context of the general plan . By requiring new duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and	09/10/2007-Withdrawn from committee. Ordered placed on third reading file. (Ayes 23. Noes 14. Page 2494.)	Watch	

	other existing laws.				
<u>AB 1455</u> Arambula	California Air Quality Zones. Existing law establishes specified economic development zones in the state and various tax and other incentives for making financial investments in those zones. This bill would authorize the State Air Resources Board , on or before January 1, 2017, to designate California Air Quality Zones in the state based on specified air quality and other criteria.	08/30/2007-In committee: Set, first hearing. Held under submission.	Watch	PARTNERSHIP-support	
<u>AB 1612</u> Nava	Vehicles: hazardous materials: permits. Existing law, the Biennial Inspection of Terminals Program, generally requires the Department of the California Highway Patrol to inspect, at least every 25 months, every terminal of a motor carrier who operates certain vehicles. A terminal that has attained 2 consecutive satisfactory compliance ratings pursuant to those inspections is eligible for administrative review in lieu of the next required inspection, unless specified circumstances apply. The bill would prohibit a motor carrier of hazardous materials from being granted administrative review in lieu of those inspections at any terminal from which specified hazardous materials carrying vehicles are operated. This bill contains other related provisions and other existing laws.	10/11/2007-Chaptered by the Secretary of State, Chapter Number 514, Statutes of 2007	Watch	CSAC-support	
<u>AB 1672</u> Nunez	California Transportation Commission. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. Existing law requires specified moneys in the fund to be deposited in designated accounts and funds to be available, upon appropriation by the Legislature, for allocation by the California Transportation Commission for certain transportation-related purposes. This bill would require the commission to provide written notification to the chairs of the appropriate policy committees of the Legislature not less than 30 days prior to adopting changes to any guidelines for the expenditure of funds pursuant to the Highway Safety, Traffic Reduction, Air Quality and Port Security Act of 2006. This bill contains other related provisions and other existing laws.	10/14/2007-Chaptered by Secretary of State - Chapter 717, Statutes of 2007.	Watch		
<u>AB 1742</u>	State Water Pollution Control Revolving Fund:	10/13/2007-Chaptered by	Support	RCRC-support	

Committee on Environmental Safety and Toxic Materi	administrative costs. Existing law continuously appropriates state and federal funds in the State Water Pollution Control Revolving Fund to the State Water Resources Control Board for loans and other financial assistance for the construction of publicly owned treatment works by a municipality, the implementation of a management program, the development and implementation of a conservation and management plan, and other related purposes in accordance with the federal Clean Water Act and the Porter-Colonne Water Quality Control Act. This bill would authorize the board to assess a specified annual charge with regard to a loan made under the revolving fund program. The bill would require the proceeds generated from the imposition of the annual fee, along with other moneys, to be deposited in the State Water Pollution Control Revolving Fund Administration Fund, which the bill would create in the State Treasury. The bill would authorize the board to expend the moneys in the fund, upon appropriation by the Legislature to the board, for costs incurred by the board in connection with the administration of the revolving fund program.	Secretary of State - Chapter 632, Statutes of 2007.		
ACA 4 Villines	Reapportionment. The California Constitution requires the Legislature, in the year following the year in which the national census is taken at the beginning of each decade, to adjust the boundary lines of the senatorial, Assembly, congressional, and Board of Equalization districts in conformance with specified standards. This measure would repeal these provisions and instead provide for the establishment of the Independent Citizens' Commission on Redistricting, to be comprised of 11 voters, registered as specified, who would be required, on or before January 31 of each year ending in the number one, to adjust the boundary lines of the Senate, Assembly, congressional, and State Board of Equalization districts pursuant to a mapping process in accordance with certain standards, prioritized in a certain order and applied in a manner consistent with specified federal law. This bill contains other related provisions.	06/21/2007-Re-referred to Com. on APPR.	Watch	
ACR 12 Parra	Agriculture: frost damage. This measure would request the Public Utilities Commission to cooperate with the state's public utilities in immediately approving advice filings to establish appropriate payment	02/21/2007-Re-referred to Com. on U. & C.	Watch	

	deferral programs for citrus and other affected growers whose crops were destroyed as a result of the cold storms and consequent frost damage that occurred in January 2007. The measure would also request the commission to authorize recovery for the actual administrative costs, with the exception of interest foregone on deferred amounts, and recovery of uncollected deferred amounts incurred by the state's public utilities as a result of this program.				
SB 9 Lowenthal	Trade corridor improvement: transportation project selection. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of \$19.925 billion of state general obligation bonds for specified purposes, including high-priority transportation corridor improvements. This bill would establish a process administered by the California Transportation Commission for allocation of these funds. The bill would designate 4 trade corridors eligible to receive funding. The bill would establish criteria for project selection based on improvement of mobility of freight and improvement of air quality, as specified, and would require a proposed project to be included in a corridor plan developed by affected agencies specified in the bill. The bill would also provide for \$50,000,000 to be allocated to projects located outside of those trade corridors that meet the selection criteria. The bill would require projects to be ready for construction by June 30, 2013. The bill would require the commission to adopt guidelines for the allocation of these funds by April 1, 2008, would require an annual report to the Legislature and Governor beginning on January 1, 2009, and would enact other related provisions. This bill contains other existing laws.	08/30/2007-Set, second hearing. Held in committee and under submission.	Sent Ltr. Request Amend.	KERN COG- oppose	
SB 16 Florez	Local agency finance: limited obligation bonds. Existing law authorizes cities and counties to issue various types of debt instruments, including limited obligation bonds, funded by certain revenue sources, and subject to specified criteria. The initiating resolution adopted by a local agency pursuant to these provisions is required to include, among other things, a pledge by the local agency that any bonds issued pursuant to the resolution shall be secured by all or part of the revenues received by the local agency. This bill would additionally authorize a local agency to restrict the	07/02/2007-Chaptered by the Secretary of State, Chapter Number 25, Statutes of 2007	Watch		

	pledge to the revenues received by the local agency from a specified geographical area that is within the local agency's exterior boundaries.			
<u>SB 19</u> Lowenthal	Trade corridors: projects to reduce emissions: Goods Movement Emission Reduction Program. Existing law requires that of the proceeds of bonds issued pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, a specified amount of those deposited in the California Ports Infrastructure, Security, and Air Quality Improvement Account in the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006, be made available, upon appropriation by the Legislature and subject to the conditions and criteria contained in a statute enacted by the Legislature, to the State Air Resources Board for certain emission reductions from activities related to the movement of freight along California's trade corridors. This bill would require the state board to implement the Goods Movement Emission Reduction Program. The bill would create eligibility requirements for funding pursuant to this program. The state board would be required to adopt guidelines and funding criteria for the program consistent with certain requirements. This bill contains other related provisions.	07/17/2007-From committee with author's amendments. Read second time. Amended. Re-referred to Com. on APPR.	Watch	
<u>SB 23</u> Cogdill	San Joaquin Valley Unified Air Pollution Control District: high polluter vehicles. Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. This bill would impose a state-mandated local program by requiring the district to develop and administer, in consultation with the state board, a voluntary program to remove high polluter vehicles within the district by exchanging high polluter vehicles in the district for donated vehicles, as provided. The bill would require the district to certify that the exchange of any 2 vehicles results in quantified lower net emissions. The bill would limit the program to 200 vehicle exchanges annually. The bill would	10/13/2007-Chaptered by the Secretary of State, Chapter Number 634, Statutes of 2007	Watch	

	authorize the district to use any interest generated from the funds allocated to the district from the Traffic Congestion Relief Fund, upon appropriation, for the purpose of administering the program. The bill would require the district to submit a report, on or before January 1, 2012, relating to the implementation and status of the program, including, but not limited to, the number of vehicles donated. The bill would repeal these provisions on January 1, 2013. This bill contains other related provisions and other existing laws.			
SB 45 Perata	Private postsecondary education. The former Private Postsecondary and Vocational Education Reform Act of 1989, which became inoperative on July 1, 2007, and is to be repealed on January 1, 2008, generally set minimum standards of instructional quality, ethical and business practices, health and safety, and fiscal responsibility for private postsecondary and vocational educational institutions, as defined. The act established the Bureau for Private Postsecondary and Vocational Education in the Department of Consumer Affairs. The former act required the bureau, among other things, to review and investigate all institutions, programs, and courses of instruction approved under the act. This bill would extend these provisions so that they apply until July 1, 2008. This bill contains other related provisions and other existing laws.	10/13/2007-Chaptered by the Secretary of State, Chapter Number 635, Statutes of 2007	Watch	
SB 46 Perata	Housing and Emergency Shelter Trust Fund Act of 2006: Regional Planning, Housing, and Infill Incentive Account. The Housing and Emergency Shelter Trust Fund Act of 2006 authorizes the issuance of bonds in the amount of \$2,850,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds are required to be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. The act establishes the Housing and Emergency Shelter Trust Fund of 2006 in the State Treasury, requires the sum of \$850,000,000 to be deposited in the Regional Planning, Housing, and Infill Incentive Account, which the act establishes in the fund, and makes the money in the account available, upon appropriation, for infill incentive grants for capital outlay related to infill	07/16/2007-Read second time. Amended. Re-referred to Com. on APPR.	Watch	

	housing development and other related infill development, and for brownfield cleanup that promotes infill housing development and other related infill development consistent with regional and local plans, subject to the conditions and criteria that the Legislature may provide in statute. This bill would establish the Infill Incentive Grant Program of 2007, to require the Department of Housing and Community Development, upon appropriation by the Legislature of the funds in the Regional Planning, Housing, and Infill Incentive Account for certain purposes, to establish and administer a competitive grant program to allocate those funds to selected qualifying infill projects, as defined, for capital outlay related to infill housing development and related infill infrastructure needs. This bill contains other related provisions.		
<u>SB 59</u> Cogdill	Reliable Water Supply Bond Act of 2008. Under existing law, various bond acts have been approved by the voters to provide funds for water projects, facilities, and programs. This bill would enact the Reliable Water Supply Bond Act of 2008 which, if approved by the voters, would authorize, for purposes of financing a water supply program, the issuance, pursuant to the State General Obligation Bond Law, of bonds in the amount of \$3,950,000,000. The bill would require the Secretary of State to submit the bond act to the voters at the November 4, 2008, statewide general election.	05/02/2007-Failed Deadline pursuant to Rule 61(a)(2). Last location was N.R. & W.	Support
<u>SB 86</u> Committee on Budget and Fiscal Review	State government. Existing law, the Unclaimed Property Law, governs the disposition of unclaimed property, including the escheat of certain property to the state. Those provisions require a person holding funds or other property escheated to the state to report to the Controller certain information regarding the property and the owner, and set forth procedures whereby a person may file a claim to the property or to the net proceeds from its sale. Those provisions also specify the procedures for transferring the property from the holder of the property to the state and for administering the property. This bill would modify the procedures governing the disposition of unclaimed property. The bill would provide that, within 165 days after the final date for filing the report described above, the Controller shall mail a notice, as specified, to each person having an	08/24/2007-Chaptered by Secretary of State. Chapter 179, Statutes of 2007.	Watch

	address listed in the report who appears to be entitled to property of the value of \$50 or more escheated under these provisions. It would require the Controller to establish and conduct a notification program designed to inform owners about the possible existence of unclaimed property received pursuant to these provisions. The bill would make specified changes regarding the duties of a holder of property that has escheated and the duties of the Controller after receiving the property, including a requirement that the Controller retain the property for 18 months from specified dates. The bill would make other related changes. This bill contains other related provisions and other existing laws.			
SB 88 Committee on Budget and Fiscal Review	Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006: Implementation. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, general election, authorizes the issuance of \$19.925 billion of general obligation bonds for specified purposes, including reducing emissions and improving air quality in trade corridors, State Route 99 corridor enhancements, port security projects, schoolbus retrofit and replacement purposes, state transportation improvement program augmentation, public transit and passenger rail improvements, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, and local street and road improvement, congestion relief, and traffic safety projects. Existing law specifies the responsibilities of various agencies with regard to implementing the bond act. Existing law also establishes various programs for the reduction of vehicular air pollution, including the Lower-Emission School Bus Program adopted by the State Air Resources Board. This bill would designate administrative agencies for each of the programs funded by the bond act, which would be the California Transportation Commission, the State Air Resources Board, the Controller, the Office of Homeland Security, the Office of Emergency Services, or the Department of Transportation, as specified. The bill would impose various requirements on these agencies relative to adopting program guidelines, making of allocations of bond	08/24/2007-Chaptered by Secretary of State. Chapter 181, Statutes of 2007.	Watch	

	funds, and reporting on projects funded by the bond funds. The bill would enact other related provisions. This bill contains other related provisions.			
<u>SB 97</u> Dutton	CEQA: greenhouse gas emissions. The California Environmental Quality Act (CEQA) requires a lead agency to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project, as defined, that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA requires the Office of Planning and Research (OPR) to prepare and develop proposed guidelines for the implementation of CEQA by public agencies. The bill would require the OPR, by July 1, 2009, to prepare, develop, and transmit to the Resources Agency guidelines for the feasible mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions, as required by CEQA, including, but not limited to, effects associated with transportation or energy consumption. The Resources Agency would be required to certify and adopt those guidelines by January 1, 2010. The OPR would be required to periodically update the guidelines to incorporate new information or criteria established by the State Air Resources Board pursuant to the California Global Warming Solutions Act of 2006. This bill contains other related provisions and other existing laws.	08/24/2007-Chaptered by Secretary of State. Chapter 185, Statutes of 2007.	Watch	
<u>SB 114</u> Florez	Disaster relief. Existing law authorizes a county board of supervisors to provide by ordinance for the reassessment of property that is damaged or destroyed, without fault on the part of the assessee, by a major misfortune or calamity, upon the application of the assessee or upon the action of the county assessor with the board's approval. With respect to certain counties that have adopted reassessment ordinances and have been declared by the Governor to be in a state of emergency as a result of certain events, existing law provides for state allocations of the estimated amounts of the reductions in property tax revenues resulting in certain fiscal years from reassessments under those ordinances. Existing law also continuously appropriates, without regard to fiscal years, moneys in the Special Fund for Economic Uncertainties for purposes of funding these state allocations.	09/21/2007-Chaptered by Secretary of State - Chapter No. 223, Statutes of 2007	Watch	

	This bill would provide for similar state allocations with respect to property tax revenue reductions resulting from a reassessment for damages incurred within the Counties of El Dorado, Fresno, Imperial, Kern, Kings, Madera, Merced, Monterey, Riverside, San Bernardino, San Diego, San Luis Obispo, Santa Barbara, Santa Clara, Stanislaus, Tulare, Ventura, and Yuba that were declared by the Governor to be in a state of emergency due to severe freezing conditions that commenced January 11, 2007. This bill contains other related provisions and other existing laws.			
SB 116 Maldonado	Unemployment compensation benefits: freezing weather. Existing law provides that an individual is considered "unemployed" for the purpose of eligibility for unemployment compensation benefits if, for any week of less than full-time work, the wages payable to the individual for that week, when reduced by \$25 or 25% of the wages payable, whichever is greater, do not equal or exceed the individual's unemployment weekly benefit amount. Existing law provides for the calculation of unemployment benefits. This bill would provide that an individual who has been laid off from his or her most recent work, or is unable to commence work at his or her regular or seasonal workplace, as a direct result of the freezing weather conditions in January 2007, as specified, shall be considered "unemployed" for the purpose of eligibility for unemployment compensation benefits if the individual worked or was scheduled to commence work in a county specifically designated by the Governor as being in a state of emergency, as provided, and for any week of less than full-time work, the wages payable to the individual for that week, when reduced by \$200, do not equal or exceed the individual's unemployment weekly benefit amount. This bill would require the payment of unemployment compensation to an individual under these circumstances in a weekly amount equal to his or her weekly benefit amount less the amount of wages in excess of \$200 payable for that week, with benefits subject to the regular one-week waiting period. This bill contains other related provisions and other existing laws.	10/05/2007-Chaptered by the Secretary of State, Chapter Number 289, Statutes of 2007	Watch	
SB 167 Negrete	General plans: planning grants and incentives. The Safe Drinking Water, Water Quality and Supply, Flood	06/08/2007-Failed Deadline pursuant to Rule 61(a)(8). Last	Watch	

McLeod	Control, River and Coastal Protection Bond Act of 2006 allocates \$580,000,000 for revitalizing communities and making them more sustainable and livable by investing in sound land use planning, local parks, and urban greening, and specifically authorizes \$90,000,000 for planning grants and incentives, as specified, to encourage, among other things, the development of specified regional and local land use plans. The act also requires that these funds be made available upon appropriation by the Legislature. This bill would require the Governor's to administer multiple programs, as specified, to award (1) grants and loans to cities and counties to prepare and adopt general plans, including, among other things, a preference for a grant or loan if one or more criteria are met, (2) loans to cities and counties to prepare and adopt programs to implement city and county general plans, including specific plans, habitat conservation plans, zoning ordinances, and design standards, (3) grants to counties and the cities, if any, in those counties to prepare collaborative strategic growth plans, subject to specified criteria, and (4) grants and loans to local agency formation commissions to prepare and adopt municipal service reviews and spheres of influence. The bill would also provide that the funding for the programs under (1), (2), and (4) includes the costs of complying with the California Environmental Quality Act. The bill would require the office to prepare and adopt regulations for this purpose that meet specified criteria and would require the office to cooperate with the Secretary of the Resources Agency in any independent audits of expenditures pursuant to these provisions. This bill contains other related provisions and other existing laws.	location was APPR.		
SB 184 Alquist	Transportation projects. Existing law authorizes a regional or local entity that is the sponsor of, or is eligible to receive funding for, a project contained in the state transportation improvement program to expend its own funds for any component of a project within its jurisdiction that is included in an adopted state transportation improvement program, and for which the commission has not made an allocation. Existing law requires these expenditures to be reimbursed by the state, under specified conditions. Existing law limits these provisions to projects advanced for expenditures by an	10/11/2007-Chaptered by the Secretary of State, Chapter Number 462, Statutes of 2007	Watch	

	eligible regional or local entity within the 12 months preceding the date the project would otherwise be allocated funding by the commission. This bill would instead limit these provisions to projects advanced for expenditure by an eligible regional or local entity that are programmed in the current fiscal year of the state transportation improvement program, would require the regional or local entity to request an allocation from the commission no later than the time of the first expenditure for the project, and would make other related changes.			
<u>SB 240</u> Florez	San Joaquin Valley Unified Air Pollution Control District. Existing law authorizes air pollution control districts and air quality management districts, except as provided, to levy a fee up to \$2 on motor vehicles, and authorizes the districts to increase this fee up to \$6 if certain conditions are met. This bill would authorize the San Joaquin Valley Unified Air Pollution Control District to increase this fee by up to but not exceeding \$30 for incentive-based programs to achieve surplus emissions reductions, as specified . The bill would require the Bureau of State Audits to audit the assessment of fees and expenditure of funds pursuant to these provisions and require the state board to assess the use of these fees in achieving and maintaining state and federal ambient air standards. This bill contains other related provisions and other existing laws.	08/30/2007-Set, second hearing. Held in committee and under submission.	Watch	
<u>SB 286</u> Lowenthal	Transportation bonds: implementation. Proposition 1B, approved by the voters at the November 2006, general election, enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$2 billion to be allocated by the Controller to cities and counties, by formula, for local street and road purposes, subject to appropriation by the Legislature. This bill would require the first payments of bond funds for local street and road purposes to be allocated by the Controller no later than January 1, 2008. The bill would require the Controller to use the population figures from the Department of Finance as of January 1, 2007, in making allocations to cities. The bill would require an applicant for these funds to submit a list of projects expected to be funded with bond funds to the	08/22/2007-Set, first hearing. Hearing canceled at the request of author.	Support	MERCED COG-support RCRC-support

	Department of Finance, as specified, and to report various information to the Department of Finance. The bill would require funds to be encumbered within 3 fiscal years from the date of allocation, and would require unencumbered funds to be returned to the Controller for reallocation. The bill would make other related changes. This bill contains other related provisions.			
<u>SB 303</u> Ducheny	Local government: land use planning. The Planning and Zoning Law requires a city, county, or city and county to adopt a comprehensive, long-term general plan for the physical development of the city, county, or city and county that addresses a number of elements, including, among other things, a housing and an open-space element. Existing law provides that the general plan may be adopted as a single document or as a group of documents relating to subjects or geographic segments of the planning area. This bill would require the general plan, and each of its elements to encompass a planning and projection period of at least 20 years, except for the housing element, and would require each element, except for the housing, conservation, and open-space elements, to be updated at least every 10 years. The bill would require the housing element to be updated as specified, and would require the conservation element and the open-space element to be updated concurrently with the housing element. This bill contains other related provisions and other existing laws.	07/03/2007-Set, first hearing. Held in committee and under submission.	Oppose	CALCOG-oppose RCRC-oppose LEAGUE OF CITIES-oppose
<u>SB 375</u> Steinberg	Transportation planning: travel demand models: sustainable communities strategy: environmental review. Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with the regional agencies, to prescribe study areas for analysis and evaluation. This bill would require the commission, by July 1, 2008, to adopt guidelines for travel demand models used in the development of regional transportation plans by certain transportation planning entities. The bill would require the Department of Transportation to assist the commission, on request, in this regard, and would impose other related	09/12/2007-From committee with author's amendments. Read second time. Amended. Re-referred to Com. on APPR. (Corrected October 18.)	Oppose Unless Amended	RCRC-oppose LEAGUE OF CITIES-oppose CSAC-oppose

	requirements. This bill contains other related provisions and other existing laws.			
<u>SB 445</u> Torlakson	Road User Task Force. Existing law provides various sources of revenue to fund state highway and local road maintenance, operation, and improvement, including a state-imposed per-gallon fuel tax of 18 cents. This bill would create, until January 1, 2009, the Road User Task Force, with 14 members appointed by the Legislature, Governor, California Transportation Commission, city and county organizations, and other specified entities. The bill would require the task force to hold at least 3 public hearings around the state and to report to the Legislature and Governor by January 1, 2009, on alternatives to the current system of taxing road users through per-gallon fuel taxes. The bill would make legislative findings and declarations in that regard.	07/02/2007-Set, first hearing. Hearing canceled at the request of author.	Support	CALCOG-support LEAGUE OF CITIES-support CSAC-support
<u>SB 650</u> Migden	Labor representatives: elections. Existing law prohibits employers from engaging in unfair labor practices, including interfering in the election by agricultural employees of labor representatives to engage in collective bargaining for the designated bargaining units. Existing law also provides criminal and civil penalties for any employer or person who engages in unfair labor practices as determined by the Agricultural Labor Relations Board and the courts. This bill would, until January 1, 2013, or a later unspecified date, permit agricultural employees, as an alternative procedure, to select their labor representatives by submitting a petition to the labor board accompanied by representation cards signed by a majority of the bargaining unit. Stating any material fact as true that the employee knows to be false would make the employee subject to a civil penalty. The board would be required to conduct an immediate investigation to determine whether to certify the labor organization as the exclusive bargaining representative for the particular agricultural employees. Within 5 days after receiving a petition, the board would be required to make a nonappealable administrative decision. If the board determined that the representation cards meet specified criteria, then the labor organization would be certified as the exclusive bargaining representative. If the board determined that the representation cards were deficient, it would notify the labor organization of the deficiency and grant the labor	10/14/2007-Vetoed by the Governor	Watch	

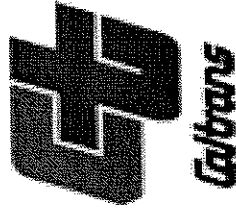
	organization 30 days to submit additional cards. This bill contains other related provisions and other existing laws.			
<u>SB 716</u> Perata	Transit operators. Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. \$3.6 billion of the moneys in the fund are required to be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account to be made available, upon appropriation by the Legislature, to transportation agencies for transit capital projects pursuant to a specified formula. This bill would specify the requirements for an eligible project sponsor, as defined, to receive an allocation of funds appropriated from the account. The bill would require the California Transportation Commission and the Controller to administer these provisions.	07/11/2007-Read second time. Amended. Re-referred to Com. on APPR.	Watch	
<u>SB 717</u> Perata	Transportation Investment Fund. Existing law specifies the allocation of funds in the Transportation Investment Fund, derived from a portion of the sales tax on gasoline, to various transportation projects and programs. Article XIX B of the California Constitution requires, commencing with the 2003-04 fiscal year, that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund for allocation for those transportation purposes until the end of the 2007-08 fiscal year. Thereafter, Article XIX B requires these revenues to be allocated to broad categories of transportation purposes, including 20% for programs funded by the Public Transportation Account, 40% for transportation capital improvement projects in the State Transportation Improvement Program, and 40% for apportionment to cities and counties pursuant to certain formulas for road maintenance and construction purposes. This bill would continue the Transportation Investment Fund in existence and would specify the use of revenues deposited in that fund from gasoline sales tax revenues subject to Article XIX B beginning in the 2008-09 fiscal year. Moneys in the fund would be continuously appropriated without regard to fiscal	10/14/2007-Chartered by the Secretary of State, Chapter Number 733, Statutes of 2007	Watch	CALCOG-support LEAGUE OF CITIES-support CSAC-support

SB 719 Machado	year.	San Joaquin Valley Unified Air Pollution Control District: district board membership. Existing law establishes the San Joaquin Valley Unified Air Pollution Control District formed by the Counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare, and consisting of the Counties of Fresno, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare, and that portion of the County of Kern that is within the San Joaquin Valley Air Basin, as a single integrated agency with all staff under one centralized management structure that is able to implement programs on a basinwide basis. Existing law requires the district to be governed by a district board composed of a total of 11 voting members. Of those members, existing law requires 8 members to be appointed by each of the Counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare. The remaining 3 members are appointed by cities within the territory of the district, based on region and population. This bill would increase the membership of the district board to 15 members. In addition to the existing 8 county members, the bill would require the appointment of 5 city council members by the cities within the territory of the district, based on region and population. The bill would require 2 public members to be appointed to the district board by the Governor, with the advice and consent of the Senate. The bill would require each member to be appointed in accordance with certain requirements, and would prohibit a member from designating an alternate for any purpose or otherwise being represented by another person in his or her capacity as a member of the district board. The bill would require all members to be residents of the district. Because of the additional duties this bill would require of the district, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	10/14/2007-Chaptered by the Secretary of State, Chapter Number 728, Statutes of 2007	Watch	
SB 732 Steinberg		Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006. The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, an initiative statute approved by the voters at the November 7, 2006, statewide general election makes about \$5.4 billion in	09/10/2007-Placed on inactive file on request of Assembly Member Bass.	Watch	

	bond funds available for safe drinking water, water quality and supply, flood control, natural resource protection, and park improvements. This bill would require the various departments that are to implement the provisions of the initiative, among other things, to develop and adopt guidelines and regulations, consult with other entities, conduct studies, and follow certain procedures for establishing a project, grant, loan or other financial assistance program implementing the initiative. This bill contains other related provisions and other existing laws.			
<u>SB 748</u> Corbett	Transportation: state-local partnerships. Proposition 1B, approved by the voters at the November 2006 general election, enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$1 billion for the State-Local Partnership Program, to be allocated by the California Transportation Commission to eligible transportation projects nominated by transportation agencies, subject to appropriation by the Legislature. Existing law requires a dollar-for-dollar match of local funds for projects funded with these bond funds. This bill would state the purposes of the State-Local Partnership Program and would require the California Transportation Commission to adopt guidelines for the program. The bill would define eligible local matching funds under the program for purposes of the required dollar-for-dollar match, and would establish an application procedure for eligible applicants to nominate projects. The bill would limit the amount of bond funding for a single project to \$25,000,000 in a single funding cycle. The bill would describe the categories of projects that may be funded through the program, would establish timelines for expenditure of the funds, and would provide for the reallocation of funding if those timelines are not met. The bill would require the commission to include in its annual report to the Legislature a summary of its activities related to the program, as specified.	08/30/2007-Set, first hearing. Hearing canceled at the request of author.	Watch	RCRC-support LEAGUE OF CITIES- support CSAC-support
<u>SB 803</u> Lowenthal	Transportation enhancement funds: community conservation corps. Existing federal law, as part of the comprehensive surface transportation program, allocates transportation funds to	10/11/2007-Vetoed by Governor	Watch	

	each state for transportation enhancement projects. This bill, with respect to federal funds made available to the state for transportation enhancement projects, would require transportation planning agencies, county transportation commissions or authorities, and congestion management agencies to adopt criteria that give priority in the selection of these projects to the sponsors of eligible projects that partner with, or commit to employ the services of, a community conservation corps, as defined, or the California Conservation Corps, to construct or undertake the project. The bill would provide that a community conservation corps or the California Conservation Corps is eligible to apply for project funds. The bill would authorize these agencies and the Department of Transportation to enter into cooperative agreements, grant agreements, or procurement contracts with community conservation corps pursuant to certain simplified contract requirements. The bill would require the California Transportation Commission, when developing guidelines for the state transportation improvement program and the state highway operations and protection program, to include guidance to encourage the allocation of funds for transportation enhancement projects to community conservation corps and the California Conservation Corps, either as applicants or as partners with applicants that commit to employ the services of corps members in the construction of those projects. The bill would make related legislative findings and declarations.			
SB 947 Hollingsworth	California Environmental Quality Act: consultation: transportation facilities. The California Environmental Quality Act (CEQA) requires a lead agency to prepare an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, unless the project is exempt from the act. This bill would additionally require notice of at least one scoping meeting to be provided to transportation planning agencies or public agencies required to be consulted concerning such a project, and would require the project's effect on overpasses, on-ramps, and off-ramps to be included in that consultation. By imposing new duties on local governments with respect to notifying additional entities of a scoping meeting and consulting on other effects of the project, the bill would	05/24/2007-To Coms. on NAT. RES. and TRANS.	Watch	CALCOG-support

	impose a state-mandated local program. This bill contains other related provisions and other existing laws.			
SB 974 Lowenthal	Ports: congestion relief: air pollution mitigation: regulatory fee. Existing law regulates the operation of ports and harbors. This bill would require the Ports of Los Angeles, Long Beach, and Oakland to collect a user fee on the owner of container cargo moving through the Port of Los Angeles, the Port of Long Beach, or the Port of Oakland at a rate of \$30 per twenty-foot equivalent unit (TEU). This bill contains other related provisions and other existing laws.	09/10/2007-Placed on inactive file on request of Assembly Member Bass.	Support w/Amendments	
Total Position Forms: 63				



**CALIFORNIA DEPARTMENT OF
TRANSPORTATION TRANSPORTATION
PLANNING GRANTS
CALL FOR APPLICATIONS
FISCAL YEAR 2008-2009**

- Environmental Justice: Context-Sensitive Planning
- Community-Based Transportation Planning
- Partnership Planning
- Transit Planning (FTA Section 5304)
 - Statewide Transit Planning Studies
 - Transit Technical Planning Assistance
 - Transit Professional Development

**Application Deadline
January 11, 2008**

The Fiscal Year 2008-2009 Transportation Planning Grant application package is accessible on the California Department of Transportation, Division of Transportation Planning's website at <http://www.dot.ca.gov/hq/tpp/grants.htm>

To request a grant application by mail, please call Suzanne De Foor at (916) 653-8697 or email her at Suzanne_De_Foor@dot.ca.gov.

Transportation Planning Grant Summary Chart

GRANT	FUND SOURCE	PURPOSE	WHO MAY APPLY	LOCAL MATCH
Environmental Justice: Context-Sensitive Planning	State Highway Account Budget \$3 million Grant Cap \$250,000	Promote community involvement in planning to improve mobility, access, and safety while promoting economic opportunity, equity, environmental protection, and affordable housing for low-income, minority, and Native American communities.	The following may apply directly or as a sub-recipient : • Metropolitan Planning Organizations and Regional Transportation Planning Agencies • Cities and Counties • Transit Agencies • Native American Tribal Governments The following may apply only as a sub-recipient : • Universities and Community Colleges • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities**	10% of the grant total (non-State and non-federal funds). Up to half of the 10% match can be in-kind*. Refer to sample match calculation on Page 11.
Community-Based Transportation Planning	State Highway Account Budget \$3 million Grant Cap \$300,000	Fund coordinated transportation and land use planning that promotes public engagement, livable communities, and a sustainable transportation system which includes mobility, access, and safety.	The following may apply directly or as a sub-recipient : • Metropolitan Planning Organizations and Regional Transportation Planning Agencies • Cities and Counties • Transit Agencies • Native American Tribal Governments The following may apply only as a sub-recipient : • Universities and Community Colleges • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities**	20% of grant total (non-State and non-federal funds). Up to half of the 20% match can be in-kind*. Refer to sample match calculation on Page 20.
Partnership Planning	FHWA State Planning and Research, Part 1 Budget Federal funds \$1,000,000 Grant Cap \$300,000	Fund transportation planning studies of multi-regional and statewide significance, strengthen the economy, protect the environment, and promote public involvement and safety in the State.	The following may only apply as an applicant : • Metropolitan Planning Organizations and Regional Transportation Planning Agencies (Projects are to be performed jointly with Caltrans staff.) The following may apply only as a sub-recipient : • Universities and Community Colleges • Native American Tribal Governments • Cities and Counties • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities**	20% of grant total (non-federal funds or in-kind* contribution). Additional local funds above the minimum local match are desired. Refer to sample match calculation on Page 29.

GRANT	FUND SOURCE	PURPOSE	WHO MAY APPLY	LOCAL MATCH
Statewide Transit Planning Studies	FTA Section 5304 Budget Federal funds \$1,200,000 Grant Cap \$300,000	Fund studies on transit issues having statewide or multi-regional significance to assist in reducing urban transportation needs, improving transit service, strengthening the economy, promoting equity, and protecting the environment.	The following may only apply as an applicant : - Metropolitan Planning Organizations and Regional Transportation Planning Agencies (Projects are to be performed jointly with Caltrans staff.) The following may apply only as a sub-recipient : - Transit Agencies - Universities and Community Colleges - Native American Tribal Governments - Cities and Counties - Community-Based Organizations - Non-Profit Organizations (501.C.3) - Public Entities**	11.47% of the grant total (non-federal funds or in-kind* contribution). Refer to sample match calculation on Page 31.
Transit Technical Planning Assistance	FTA Section 5304 Budget Federal funds \$1,000,000 Grant Cap \$100,000	Fund public and intermodal transportation planning studies in rural transit areas of California (transit service area with population of 100,000 or less).	The following may only apply as an applicant : - Metropolitan Planning Organizations and Regional Transportation Planning Agencies The following may apply only as a sub-recipient : - Transit Agencies - Universities and Community Colleges - Native American Tribal Governments - Cities and Counties - Community-Based Organizations - Non-Profit Organizations (501.C.3) - Public Entities**	11.47% of the grant total (non-federal funds or in-kind* contribution). Refer to sample match calculation on Page 32.
Transit Professional Development	FTA Section 5304 Budget Federal funds \$300,000 Grant Cap \$50,000	Fund training and development of transit planning professionals and student internships.	The following may only apply as an applicant : - Metropolitan Planning Organizations and Regional Transportation Planning Agencies The following may apply only as a sub-recipient : - Transit Agencies - Universities and Community Colleges - Native American Tribal Governments - Cities and Counties - Community-Based Organizations - Non-Profit Organizations (501.C.3) - Public Entities**	11.47% of the grant total (non-federal funds or in-kind* contribution). Refer to sample match calculation on Page 33.

* In-kind contribution can include a quantifiable amount of equipment, supplies, or other tangible resources, space, or staff time.

** Public entity includes the State, the Regents of the University of California, a county, city, district, public authority, public agency, and any other political subdivision or public corporation in the State. (Government Code Section 811.2)

CALIFORNIA DEPARTMENT OF
TRANSPORTATION

[Caltrans](#) → [Transportation Planning](#) → **Transportation Planning Grants**

Transportation Planning Grants

Fiscal Year 2008/09

- [Grant Application \(WORD* / PDF\)](#) - Deadline: January 11, 2008

*Special thanks to Martin Stevenson for debugging the Grant Application. If you are still having problems, please contact Jonathan K Lok via e-mail at Jonathan_K_Lok@dot.ca.gov.

- [2008/09 Grant Flyer](#)
- [Video Presentation](#)
 - [Environmental Justice: Context-Sensitive Planning \(Powerpoint Presentation\)](#)
 - [Community-Based Transportation Planning \(Powerpoint Presentation\)](#)
 - [Partnership Planning \(Powerpoint Presentation\)](#)
 - [Transit Planning \(FTA Section 5304\) \(Powerpoint Presentation\)](#)
 - [Statewide Transit Planning Studies](#)
 - [Transit Technical Planning Assistance](#)
 - [Transit Professional Development](#)

Fiscal Year 2007/08

- [Grants awarded Partnership Planning](#)
- [Grants awarded Statewide Transit Planning Studies](#)
- [Grants awarded Transit Technical Planning Assistance](#)
- [Grants awarded Transit Professional Development](#)
- [Grants awarded Environmental Justice: Context-Sensitive Planning](#)
- [Grants awarded Community-Based Transportation Planning](#)

Fiscal Year 2006/07

- [Grants awarded Partnership Planning](#)
- [Grants awarded Statewide Transit Planning Studies](#)
- [Grants awarded Transit Technical Planning Assistance](#)
- [Grants awarded Transit Professional Development](#)
- [Grants awarded Environmental Justice: Context-Sensitive Planning](#)

Fiscal Year 2002/03

- Grants awarded for Partnership Planning, Statewide Transit Planning, Transit Technical Planning Assistance and Transit Professional Development
- Grants awarded for Environmental Justice: Context-Sensitive Planning with award location
- Grants awarded Community-Based Transportation Planning with award location

Fiscal Year 2001/02

- Grants awarded for Partnership Planning, Statewide Transit Planning, Transit Technical Planning Assistance and Transit Professional Development
- Grants awarded for Environmental Justice: Context-Sensitive Planning with award location
- Grants awarded Community-Based Transportation Planning with award location

Fiscal Year 2000/01

- Grants awarded for Partnership Planning, Statewide Transit Planning, Transit Technical Planning Assistance and Transit Professional Development
- Grants awarded Community-Based Transportation Planning with award location

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BEFORE THE
FRESNO COUNTY RURAL TRANSIT AGENCY
RESOLUTION NO. 2007-10

In the Matter of:)
)
MEASURE "C")
TRANSPORTATION)
PLANNING CLAIM)

RESOLUTION OF APPROVAL
MEASURE "C" FUNDING CLAIM
FOR THE FRESNO COUNTY
RURAL TRANSIT AGENCY, 2007-08

WHEREAS, The Fresno County Transportation Authority (Authority) is the administrator of Retail Transactions and Use Tax (1/2 cent) Funds collected pursuant to the Fresno County Transportation Improvement Act as provided by Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Public Utilities Code Sections 14200, et seq, and

WHEREAS, The Fresno County Rural Transit Agency ("claimant") is an eligible claimant of funds for local transportation program pursuant to California Public Utilities Code Section 142257, and

WHEREAS, The Fresno County Transportation Authority has adopted a Resolution of Apportionment for Fiscal Year 2007-08's estimated revenue setting 3.99% of \$62,200,000 for the Regional Public Transit Program, Public Transit Agencies - FCRTA sub program funds available to claimant, and

WHEREAS, the Regional Public Transit Program, Public Transit Agencies - FCRTA are not being 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, and

WHEREAS, claimant has segregated property tax revenues from claimant's other general fund revenues used to support the Regional Public Transit Program, Public Transit Agencies - FCRTA sub program funds so that verification of non-substitution can be proved through audit or that the non-substitution of funds shall apply to claimant's general fund, and

WHEREAS, claimant shall account for the Regional Public Transit Program, Public Transit Agencies - FCRTA sub program 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.

NOW, THEREFORE, BE IT RESOLVED, that the Fresno County Rural Transit Agency hereby adopts the Regional Public Transit Program, Public Transit Agencies - FCRTA sub program funds Claim and authorizes the General Manager to sign the Certification and Claim Form.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 29th day of November, 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 Fresno County Rural Transit Agency duly adopted at a regular meeting thereof held on the 29th day of November, 2007.

Signed: _____
Jeffrey D. Webster, FCRTA General Manager

**LOCAL TRANSPORTATION PROGRAM
CERTIFICATIONS AND CLAIM FORM**

TO: Fresno County Transportation Authority

FROM: Fresno County Rural Transit Agency

Local Agency Name

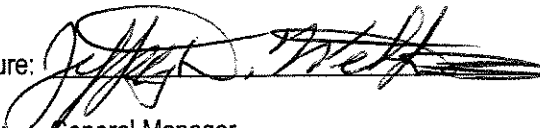
Address: 2035 TULARE STREET, SUITE 201, FRESNO CA 93722

Contact: MR. JEFFREY WEBSTER, GENERAL MANAGER

Telephone: (559) 233-6789 FAX: (559) 233-9645

Email Address: jwebster_ruraltransit@fresnocog.org

1. The Fresno County Rural Transit Agency ("claimant") is an eligible claimant of funds for local transportation program pursuant to California Public Utilities Code Section 142257.
2. The Fresno County Transportation Authority has adopted a Resolution of Apportionment for Fiscal Year 2007 -2008's estimated revenue setting 3.99% of \$62,200,000 for the Regional Public Transit Program, Public Transit Agencies- FCRTA sub program 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 the Regional Public Transit Program, Public Transit Agencies- FCRTA sub program Funds are not being 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 the Regional Public Transit Program, Public Transit Agencies- FCRTA sub program funds 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 the Regional Public Transit Program, Public Transit Agencies- FCRTA sub program 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: General Manager

Date: November 29, 2007